

## Appendix A





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25/11/2014	First Issue	IG	AD
Rev	Date	Revisions	Initials checked

**East Woodstock**

**Illustrative Layout**

The Malthouse  
 60 East St, Helen Street  
 Abingdon, Oxfordshire, OX14 5EB  
 Tel (01235) 523139  
 Fax (01235) 521662  
 e-mail: enquiries@westwaddy-adp.co.uk



Date November 2014  
 Scale 1:2500 @ A1  
 Drawn IG checked AD

Job <b>273</b>	Dwg No. <b>SK027</b>	Rev.
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## Appendix B





ATC LOCATIONS

MCC LOCATIONS





# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (4) A44 Woodstock Road / Spring Hill Road

Approach: A44 Woodstock Road (North)

TIME	Ahead to A44 Woodstock Road (South)								Right to Spring Hill Road								U-Turn							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	3	230	39	4	0	0	276	0	0	3	0	0	0	0	3	0	0	3	3	0	0	0	6
0715 - 0730	0	4	206	41	4	6	1	262	0	0	1	0	0	0	0	1	0	1	9	0	0	0	0	10
0730 - 0745	0	5	191	40	8	2	0	246	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11
0745 - 0800	0	3	200	30	8	4	2	247	0	0	3	1	1	0	0	5	0	0	7	2	0	0	0	9
<b>Hourly Total</b>	<b>0</b>	<b>15</b>	<b>827</b>	<b>150</b>	<b>24</b>	<b>12</b>	<b>3</b>	<b>1031</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
0800 - 0815	0	5	183	32	7	7	0	234	0	0	8	1	0	0	0	9	0	0	10	0	0	0	1	11
0815 - 0830	0	1	185	28	4	9	1	228	0	0	7	1	0	0	0	8	0	0	14	4	0	0	0	18
0830 - 0845	0	4	207	25	11	10	2	259	0	0	5	1	0	0	0	6	0	0	10	2	0	0	1	13
0845 - 0900	0	4	198	31	6	10	2	251	0	0	5	0	0	0	0	5	0	0	11	1	0	0	0	12
<b>Hourly Total</b>	<b>0</b>	<b>14</b>	<b>773</b>	<b>116</b>	<b>28</b>	<b>36</b>	<b>5</b>	<b>972</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>54</b>
0900 - 0915	0	1	175	39	10	14	0	239	0	0	2	1	0	0	0	3	0	0	6	1	0	0	0	7
0915 - 0930	0	0	172	19	5	11	0	207	0	0	6	1	0	0	0	7	0	0	5	2	2	0	0	9
0930 - 0945	0	0	183	20	4	8	0	215	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
0945 - 1000	0	3	149	24	5	8	0	189	0	1	3	1	1	0	0	6	0	0	5	0	2	0	0	7
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>679</b>	<b>102</b>	<b>24</b>	<b>41</b>	<b>0</b>	<b>850</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>Session Total</b>	<b>0</b>	<b>33</b>	<b>2279</b>	<b>368</b>	<b>76</b>	<b>89</b>	<b>8</b>	<b>2853</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>116</b>
1600 - 1615	0	2	189	33	4	6	3	237	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4
1615 - 1630	0	4	162	29	3	4	1	203	0	0	2	0	0	0	0	2	0	0	9	1	0	0	0	10
1630 - 1645	0	1	188	34	5	4	0	232	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	6
1645 - 1700	0	1	216	36	1	4	2	260	0	0	2	1	0	0	0	3	0	0	4	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>8</b>	<b>755</b>	<b>132</b>	<b>13</b>	<b>18</b>	<b>6</b>	<b>932</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
1700 - 1715	0	3	288	28	1	2	0	322	0	1	1	0	0	0	0	2	0	1	3	0	0	0	0	4
1715 - 1730	0	0	260	20	0	0	0	280	0	0	1	0	0	0	0	1	0	0	6	1	0	0	0	7
1730 - 1745	0	4	216	19	5	2	5	251	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3
1745 - 1800	1	2	201	14	1	6	3	228	0	0	0	0	0	0	0	0	0	6	3	0	0	0	9	
<b>Hourly Total</b>	<b>1</b>	<b>9</b>	<b>965</b>	<b>81</b>	<b>7</b>	<b>10</b>	<b>8</b>	<b>1081</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
1800 - 1815	0	4	200	9	1	1	0	215	0	0	3	0	0	0	0	3	0	0	9	0	0	0	0	9
1815 - 1830	0	5	159	16	1	1	1	183	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5
1830 - 1845	0	3	142	11	0	1	0	157	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6
1845 - 1900	0	6	117	9	1	1	0	134	0	0	0	1	0	0	0	1	0	0	4	1	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>618</b>	<b>45</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>689</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>Session Total</b>	<b>1</b>	<b>35</b>	<b>2338</b>	<b>258</b>	<b>23</b>	<b>32</b>	<b>15</b>	<b>2702</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>





# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (3) A4260 Banbury Road / A4095 Bunkers Hill / A0495 Upper Campsfield Road

Approach: A0495 Upper Campsfield Road

TIME	Left to A4260 Banbury Road (North)								Ahead to A4095 Bunkers Hill								Right to A4260 Banbury Road (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	53	11	4	0	0	68	0	0	44	15	0	3	0	62	0	0	0	1	0	0	0	1
0715 - 0730	0	0	52	10	0	0	0	62	0	0	49	10	3	0	0	62	0	0	1	0	0	0	0	1
0730 - 0745	0	0	49	13	2	2	0	66	0	0	48	4	0	4	0	56	0	0	0	0	0	0	0	0
0745 - 0800	0	1	70	13	4	0	0	88	1	0	38	6	3	5	0	53	0	0	0	1	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>224</b>	<b>47</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>284</b>	<b>1</b>	<b>0</b>	<b>179</b>	<b>35</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>233</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
0800 - 0815	0	0	62	10	2	0	0	74	0	0	47	7	2	6	0	62	0	0	0	0	0	0	0	0
0815 - 0830	0	1	78	7	2	1	0	89	0	0	39	4	1	3	1	48	0	0	0	0	0	0	0	0
0830 - 0845	0	0	42	9	1	3	0	55	0	1	41	4	3	3	0	52	0	0	0	0	0	0	1	1
0845 - 0900	0	0	41	8	1	0	0	50	0	0	30	6	2	9	0	47	0	0	2	1	2	0	1	6
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>223</b>	<b>34</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>268</b>	<b>0</b>	<b>1</b>	<b>157</b>	<b>21</b>	<b>8</b>	<b>21</b>	<b>1</b>	<b>209</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>7</b>
0900 - 0915	0	0	33	6	0	0	0	39	0	0	13	3	1	3	0	20	0	0	0	0	0	0	0	0
0915 - 0930	0	0	35	6	1	0	0	42	0	0	36	7	1	3	0	47	0	0	1	0	0	0	0	1
0930 - 0945	0	0	27	11	2	2	0	42	0	0	22	5	2	1	0	30	0	0	1	0	0	0	0	1
0945 - 1000	0	0	23	8	1	1	1	34	0	0	14	6	0	2	0	22	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>118</b>	<b>31</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>21</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Session Total</b>	<b>0</b>	<b>2</b>	<b>565</b>	<b>112</b>	<b>20</b>	<b>9</b>	<b>1</b>	<b>709</b>	<b>1</b>	<b>1</b>	<b>421</b>	<b>77</b>	<b>18</b>	<b>42</b>	<b>1</b>	<b>561</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>13</b>
1600 - 1615	0	0	51	7	1	2	0	61	0	0	30	5	0	0	0	35	0	0	0	0	0	1	0	1
1615 - 1630	0	1	59	11	2	1	0	74	0	0	36	5	2	1	0	44	0	0	2	0	0	0	0	2
1630 - 1645	0	0	52	11	3	2	0	68	0	1	23	7	1	2	1	35	0	0	1	0	0	0	0	1
1645 - 1700	0	1	52	10	2	0	0	65	0	0	30	8	1	0	0	39	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>214</b>	<b>39</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>268</b>	<b>0</b>	<b>1</b>	<b>119</b>	<b>25</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>153</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>
1700 - 1715	0	0	43	7	0	0	0	50	0	0	41	6	0	0	0	47	0	0	2	0	0	0	0	2
1715 - 1730	0	2	61	14	0	1	1	79	1	0	27	4	0	1	0	33	0	0	0	0	0	0	0	0
1730 - 1745	0	1	77	10	1	0	1	90	0	0	27	4	0	0	0	31	0	0	1	0	0	0	0	1
1745 - 1800	0	0	84	9	1	0	1	95	0	0	35	10	1	0	0	46	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>265</b>	<b>40</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>314</b>	<b>1</b>	<b>0</b>	<b>130</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1800 - 1815	0	0	79	5	2	0	0	86	0	0	28	3	1	0	0	32	0	0	2	0	0	0	0	2
1815 - 1830	0	0	69	8	0	0	0	77	0	0	16	3	0	0	0	19	0	0	1	0	0	0	0	1
1830 - 1845	0	2	54	6	0	1	0	63	0	0	17	2	0	0	0	19	0	0	0	0	0	0	0	0
1845 - 1900	0	0	41	5	0	0	1	47	1	0	13	6	0	0	0	20	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>243</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>273</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Session Total</b>	<b>0</b>	<b>7</b>	<b>722</b>	<b>103</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>855</b>	<b>2</b>	<b>1</b>	<b>323</b>	<b>63</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>





# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (3) A4260 Banbury Road / A4095 Bunkers Hill / A0495 Upper Campsfield Road

Approach: A4260 Banbury Road (South)

TIME	Left to A0495 Upper Campsfield Road								Ahead to A4260 Banbury Road (North)								Right to A4095 Bunkers Hill							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	1	0	1	2	0	0	14	2	0	0	1	17	0	0	20	8	0	0	0	28
0715 - 0730	0	0	1	0	0	0	2	3	0	0	13	4	0	0	0	17	0	0	22	6	0	0	0	28
0730 - 0745	0	0	0	0	0	0	0	0	1	0	16	6	0	0	1	24	0	0	28	5	0	0	0	33
0745 - 0800	0	0	0	0	0	0	0	0	0	0	22	4	0	0	0	26	0	0	26	7	0	1	0	34
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>123</b>
0800 - 0815	0	0	2	0	0	0	0	2	0	1	18	5	0	0	1	25	1	0	24	9	0	1	0	35
0815 - 0830	0	0	1	2	0	0	0	3	0	0	22	7	1	0	0	30	0	0	22	6	1	0	0	29
0830 - 0845	0	0	0	0	0	0	0	0	0	0	9	4	0	0	0	13	0	0	22	4	0	1	0	27
0845 - 0900	0	0	0	1	0	0	0	1	0	0	13	3	0	0	0	16	0	0	20	3	0	1	0	24
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>22</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>115</b>
0900 - 0915	0	0	1	0	0	0	0	1	0	0	19	6	0	0	0	25	0	0	21	6	1	0	0	28
0915 - 0930	0	0	1	0	0	0	0	1	0	0	18	2	1	0	1	22	0	0	23	4	1	2	0	30
0930 - 0945	0	0	1	1	0	0	0	2	0	4	12	8	3	1	0	28	1	0	25	5	1	1	0	33
0945 - 1000	0	0	2	0	0	0	0	2	0	0	15	5	0	0	0	20	0	0	19	4	0	1	0	24
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>95</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>19</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>115</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>1</b>	<b>5</b>	<b>191</b>	<b>56</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>263</b>	<b>2</b>	<b>0</b>	<b>272</b>	<b>67</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>353</b>
1600 - 1615	0	0	1	0	0	0	0	1	0	1	59	8	2	0	0	70	1	0	57	5	0	0	0	63
1615 - 1630	0	0	3	0	0	0	0	3	1	0	61	8	1	0	0	71	0	0	51	5	0	0	0	56
1630 - 1645	0	0	1	0	0	0	0	1	0	0	85	9	2	0	0	96	0	1	58	9	1	0	0	69
1645 - 1700	0	0	2	0	0	0	0	2	0	1	70	9	0	0	1	81	0	1	54	8	0	0	0	63
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>275</b>	<b>34</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>318</b>	<b>1</b>	<b>2</b>	<b>220</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>251</b>
1700 - 1715	0	0	4	0	0	0	0	4	0	0	115	12	1	0	0	128	0	2	104	13	0	0	0	119
1715 - 1730	0	0	3	0	0	0	0	3	0	4	135	7	0	0	0	146	0	0	71	4	0	0	0	75
1730 - 1745	0	0	3	0	0	0	0	3	0	3	137	12	3	0	0	155	1	0	64	6	0	0	0	71
1745 - 1800	0	0	1	0	0	0	0	1	0	2	97	3	0	0	1	103	0	0	59	3	0	0	0	62
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>9</b>	<b>484</b>	<b>34</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>532</b>	<b>1</b>	<b>2</b>	<b>298</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>327</b>
1800 - 1815	0	0	3	0	0	0	0	3	0	0	84	4	0	0	0	88	0	0	38	2	0	0	0	40
1815 - 1830	0	0	0	0	0	0	0	0	0	1	79	4	0	0	0	84	0	0	32	1	0	1	0	34
1830 - 1845	0	0	4	0	0	0	0	4	0	2	70	2	0	1	0	75	0	0	34	1	0	0	0	35
1845 - 1900	0	0	2	0	0	0	0	2	0	2	41	1	0	0	0	44	2	0	23	1	0	0	0	26
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>274</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>291</b>	<b>2</b>	<b>0</b>	<b>127</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>135</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>16</b>	<b>1033</b>	<b>79</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>1141</b>	<b>4</b>	<b>4</b>	<b>645</b>	<b>58</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>713</b>





# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (3) A4260 Banbury Road / A4095 Bunkers Hill / A0495 Upper Campsfield Road

Approach: A4095 Bunkers Hill

TIME	Left to A4260 Banbury Road (South)								Ahead to A0495 Upper Campsfield Road								Right to A4260 Banbury Road (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	1	28	13	1	0	0	44	0	0	19	5	1	3	0	28	0	0	1	0	0	0	0	1
0715 - 0730	0	0	38	10	0	0	0	48	0	0	24	3	2	3	0	32	0	0	0	1	0	0	0	1
0730 - 0745	0	1	36	14	0	0	0	51	0	2	18	8	0	2	0	30	0	0	0	0	0	0	0	0
0745 - 0800	0	1	55	6	1	0	0	63	0	0	21	3	2	4	0	30	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>3</b>	<b>157</b>	<b>43</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>206</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>19</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0800 - 0815	0	0	62	7	0	0	2	71	0	0	22	8	0	7	0	37	0	0	0	0	0	0	0	0
0815 - 0830	0	0	55	5	0	2	0	62	0	0	15	2	0	8	1	26	0	0	0	1	0	0	0	1
0830 - 0845	0	0	74	4	0	0	0	78	0	0	27	4	0	5	0	36	0	0	0	0	0	3	0	3
0845 - 0900	0	0	54	7	1	0	0	62	0	0	24	4	0	4	0	32	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>245</b>	<b>23</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>273</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>18</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>
0900 - 0915	0	0	38	3	2	0	0	43	0	0	16	2	2	6	0	26	0	0	0	0	0	0	0	0
0915 - 0930	1	0	30	5	0	0	0	36	0	0	10	2	0	5	0	17	0	0	0	1	0	0	0	1
0930 - 0945	0	0	22	8	1	1	0	32	1	0	14	2	1	2	0	20	0	0	0	0	1	0	0	1
0945 - 1000	0	0	21	11	1	0	0	33	1	0	10	4	1	1	0	17	0	0	0	0	0	1	0	1
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>111</b>	<b>27</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>144</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>
<b>Session Total</b>	<b>2</b>	<b>3</b>	<b>513</b>	<b>93</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>623</b>	<b>2</b>	<b>2</b>	<b>220</b>	<b>47</b>	<b>9</b>	<b>50</b>	<b>1</b>	<b>331</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>9</b>
1600 - 1615	0	0	21	11	0	0	0	32	0	0	28	9	0	3	0	40	0	0	1	0	0	0	0	1
1615 - 1630	0	0	35	9	0	0	0	44	0	0	30	11	0	0	0	41	0	0	0	0	0	0	0	0
1630 - 1645	0	0	29	4	0	0	0	33	0	0	34	14	0	0	0	48	0	0	1	0	0	0	0	1
1645 - 1700	0	0	36	5	0	0	0	41	0	0	41	15	0	0	0	56	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>133</b>	<b>49</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1700 - 1715	0	0	32	8	0	0	0	40	0	0	25	8	1	0	0	34	0	0	1	0	0	0	0	1
1715 - 1730	0	0	45	4	0	0	0	49	0	0	37	15	0	0	0	52	0	0	0	0	0	0	0	0
1730 - 1745	0	0	40	3	0	1	0	44	0	0	30	11	0	0	0	41	0	0	0	0	0	2	0	2
1745 - 1800	0	0	44	2	0	0	0	46	0	0	34	10	1	6	0	51	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>161</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>179</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>44</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>
1800 - 1815	1	0	42	1	0	0	0	44	0	1	35	6	0	0	0	42	0	0	0	0	0	0	0	0
1815 - 1830	1	1	36	1	0	0	0	39	0	0	36	7	0	0	0	43	0	0	0	0	0	0	0	0
1830 - 1845	0	0	28	2	0	0	0	30	0	2	29	1	0	0	0	30	0	0	0	0	0	0	0	0
1845 - 1900	0	0	28	2	0	0	0	30	0	1	17	3	0	0	0	21	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>134</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>0</b>	<b>2</b>	<b>117</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>
<b>Session Total</b>	<b>2</b>	<b>1</b>	<b>416</b>	<b>52</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>472</b>	<b>0</b>	<b>2</b>	<b>376</b>	<b>110</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>499</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>





# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (3) A4260 Banbury Road / A4095 Bunkers Hill / A0495 Upper Campsfield Road

Approach: A4260 Banbury Road (North)

TIME	Left to A4095 Bunkers Hill								Ahead to A4260 Banbury Road (South)								Right to A0495 Upper Campsfield Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	2	1	58	13	2	0	0	76	0	0	57	14	1	0	0	72
0715 - 0730	0	0	1	0	0	1	0	2	0	1	62	14	0	0	0	77	0	1	61	16	3	1	0	82
0730 - 0745	0	0	0	0	0	0	0	0	1	0	65	9	1	0	0	76	0	2	75	9	0	6	0	92
0745 - 0800	0	0	0	0	0	0	0	0	0	2	96	9	0	0	0	107	0	0	74	11	2	0	0	87
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>281</b>	<b>45</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>336</b>	<b>0</b>	<b>3</b>	<b>267</b>	<b>50</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>333</b>
0800 - 0815	0	0	1	0	0	0	0	1	0	0	100	5	0	0	0	105	0	0	62	11	4	0	1	78
0815 - 0830	0	0	0	0	0	4	0	4	0	0	121	10	0	0	0	131	0	0	71	10	2	0	0	83
0830 - 0845	0	0	0	0	0	1	0	1	1	0	90	6	3	0	0	100	0	0	60	11	2	1	0	74
0845 - 0900	0	0	1	0	0	0	0	1	0	1	66	5	0	0	1	73	0	0	52	10	2	2	0	66
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>377</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>409</b>	<b>0</b>	<b>0</b>	<b>245</b>	<b>42</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>301</b>
0900 - 0915	0	0	0	0	0	0	0	0	0	2	71	7	1	0	0	81	0	0	49	12	1	1	0	63
0915 - 0930	0	0	1	0	0	0	0	1	1	0	51	6	0	0	0	58	0	0	43	5	0	1	0	49
0930 - 0945	0	0	0	0	0	1	0	1	0	0	40	10	2	1	0	53	0	0	48	8	2	1	1	60
0945 - 1000	0	0	0	0	0	1	0	1	0	0	34	6	2	0	1	43	0	0	33	9	2	2	0	46
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>196</b>	<b>29</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>235</b>	<b>0</b>	<b>0</b>	<b>173</b>	<b>34</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>218</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>854</b>	<b>100</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>980</b>	<b>0</b>	<b>3</b>	<b>685</b>	<b>126</b>	<b>21</b>	<b>15</b>	<b>2</b>	<b>852</b>
1600 - 1615	0	0	1	0	0	0	0	1	0	0	19	5	0	0	0	24	0	0	46	11	0	0	0	57
1615 - 1630	0	0	0	0	0	0	0	0	0	1	23	4	2	0	1	31	0	1	43	16	0	1	0	61
1630 - 1645	0	0	1	0	0	0	1	2	1	0	23	2	1	2	0	29	0	0	57	13	0	3	0	73
1645 - 1700	0	0	1	0	0	1	0	2	0	0	26	1	0	0	1	28	0	1	63	11	0	1	0	76
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>112</b>	<b>0</b>	<b>2</b>	<b>209</b>	<b>51</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>267</b>
1700 - 1715	0	0	0	0	0	0	0	0	0	3	30	2	0	0	0	35	0	1	50	8	0	0	0	59
1715 - 1730	0	0	0	0	0	0	0	0	0	3	27	2	1	0	0	33	0	0	62	7	0	0	0	69
1730 - 1745	0	0	0	0	0	0	0	0	0	1	21	2	0	0	1	25	0	0	54	7	0	1	0	62
1745 - 1800	0	0	2	1	0	0	0	3	0	1	29	0	0	0	0	30	0	2	77	3	0	0	0	82
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>107</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>123</b>	<b>0</b>	<b>3</b>	<b>243</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>272</b>
1800 - 1815	0	0	0	0	0	0	0	0	0	2	22	1	0	1	0	26	0	3	68	5	0	2	0	78
1815 - 1830	0	0	1	1	0	0	0	2	0	3	26	1	0	2	0	32	0	2	52	2	0	0	0	56
1830 - 1845	0	0	0	0	0	0	0	0	0	1	30	1	0	0	0	32	0	4	49	3	0	0	0	56
1845 - 1900	0	0	0	0	0	0	0	0	0	1	40	1	0	0	1	43	0	2	37	5	0	0	0	44
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>118</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>133</b>	<b>0</b>	<b>11</b>	<b>206</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>234</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>16</b>	<b>316</b>	<b>22</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>368</b>	<b>0</b>	<b>16</b>	<b>658</b>	<b>91</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>773</b>





# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (2) A4095 Main Road / Lower Road

Approach: A4095 Main Road (West)

TIME	Ahead to A4095 Main Road (East)								Right to Lower Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	2	2	177	33	3	0	0	217	0	0	4	0	0	0	0	4
0715 - 0730	2	3	178	26	2	1	0	212	0	0	10	0	0	0	0	10
0730 - 0745	2	1	186	21	9	2	1	222	1	0	5	0	0	0	0	6
0745 - 0800	2	6	161	27	6	7	1	210	0	0	4	0	0	0	0	4
<b>Hourly Total</b>	<b>8</b>	<b>12</b>	<b>702</b>	<b>107</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>861</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
0800 - 0815	1	2	193	22	5	0	0	223	0	0	2	0	0	0	0	2
0815 - 0830	5	1	150	12	4	1	0	173	1	0	8	0	0	0	0	9
0830 - 0845	3	0	140	21	2	0	1	167	0	0	7	1	0	0	0	8
0845 - 0900	1	0	118	16	1	1	0	137	0	0	9	0	0	0	0	9
<b>Hourly Total</b>	<b>10</b>	<b>3</b>	<b>601</b>	<b>71</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>700</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
0900 - 0915	0	0	100	6	2	0	1	109	1	0	4	0	0	0	0	5
0915 - 0930	0	0	85	6	1	5	0	97	0	0	7	0	0	0	0	7
0930 - 0945	0	0	74	8	2	0	0	84	0	0	6	0	0	0	0	6
0945 - 1000	0	2	64	7	2	1	1	77	0	0	3	3	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>323</b>	<b>27</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>367</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>

<b>Session Total</b>	<b>18</b>	<b>17</b>	<b>1626</b>	<b>205</b>	<b>39</b>	<b>18</b>	<b>5</b>	<b>1928</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>
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1600 - 1615	1	1	87	19	3	3	1	115	0	0	10	0	0	0	0	10
1615 - 1630	0	1	69	13	2	0	1	86	0	0	4	4	1	0	0	9
1630 - 1645	0	0	73	8	0	1	0	82	0	0	4	1	0	0	0	5
1645 - 1700	1	2	74	17	2	0	0	96	0	0	12	1	0	0	0	13
<b>Hourly Total</b>	<b>2</b>	<b>4</b>	<b>303</b>	<b>57</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>379</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>37</b>
1700 - 1715	2	1	122	16	0	2	0	143	0	0	24	3	0	0	0	27
1715 - 1730	0	1	91	16	1	0	1	110	0	0	9	1	0	0	0	10
1730 - 1745	0	0	88	9	0	0	0	97	0	0	8	1	0	0	0	9
1745 - 1800	0	0	84	9	0	0	0	93	0	0	6	1	0	0	0	7
<b>Hourly Total</b>	<b>2</b>	<b>2</b>	<b>385</b>	<b>50</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>443</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
1800 - 1815	1	0	80	3	2	0	0	86	0	0	7	1	0	0	0	8
1815 - 1830	4	0	66	8	0	0	1	79	0	0	8	0	0	0	0	8
1830 - 1845	1	1	59	7	0	0	0	68	0	0	7	0	0	0	0	7
1845 - 1900	0	0	53	6	0	0	0	59	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>6</b>	<b>1</b>	<b>258</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>292</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>

<b>Session Total</b>	<b>10</b>	<b>7</b>	<b>946</b>	<b>131</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1114</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>116</b>
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# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (2) A4095 Main Road / Lower Road

Approach: Lower Road

TIME	Left to A4095 Main Road (West)								Right to A4095 Main Road (East)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	2	0	0	0	4	0	0	27	9	2	1	0	39
0715 - 0730	0	0	6	0	1	0	0	7	0	0	14	8	0	0	0	22
0730 - 0745	0	0	6	2	0	0	0	8	0	1	25	9	3	0	0	38
0745 - 0800	0	0	5	2	0	0	0	7	0	1	36	7	0	1	0	45
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>2</b>	<b>102</b>	<b>33</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>144</b>
0800 - 0815	0	0	14	1	0	0	0	15	1	0	45	9	3	0	0	58
0815 - 0830	0	0	13	0	0	0	0	13	0	0	42	9	1	5	0	57
0830 - 0845	0	0	5	1	0	0	0	6	0	1	35	7	1	1	0	45
0845 - 0900	0	0	13	1	0	0	0	14	0	0	42	11	4	6	0	63
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>1</b>	<b>1</b>	<b>164</b>	<b>36</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>223</b>
0900 - 0915	0	1	6	1	1	0	0	9	0	0	24	4	0	4	0	32
0915 - 0930	0	0	5	0	0	0	0	5	0	0	32	2	2	0	0	36
0930 - 0945	0	0	6	2	0	0	0	8	0	0	19	5	0	1	0	25
0945 - 1000	0	1	3	0	0	0	0	4	0	0	28	6	2	1	0	37
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>17</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>130</b>

<b>Session Total</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>1</b>	<b>3</b>	<b>369</b>	<b>86</b>	<b>18</b>	<b>20</b>	<b>0</b>	<b>497</b>
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1600 - 1615	0	0	14	2	0	0	0	16	2	0	29	4	1	0	1	37
1615 - 1630	0	0	6	0	0	0	0	6	0	0	32	6	1	1	0	40
1630 - 1645	0	0	6	2	0	0	0	8	0	1	34	10	1	1	0	47
1645 - 1700	0	0	7	2	0	0	0	9	0	0	33	2	0	0	0	35
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>2</b>	<b>1</b>	<b>128</b>	<b>22</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>159</b>
1700 - 1715	1	0	9	2	0	0	0	12	2	0	14	9	0	0	0	25
1715 - 1730	0	0	5	1	0	0	0	6	0	1	44	2	0	0	0	47
1730 - 1745	3	1	8	2	0	0	0	14	1	3	44	4	0	1	0	53
1745 - 1800	0	1	4	0	0	0	0	5	1	0	53	8	1	0	0	63
<b>Hourly Total</b>	<b>4</b>	<b>2</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>4</b>	<b>4</b>	<b>155</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>188</b>
1800 - 1815	0	0	3	2	0	0	0	5	0	1	20	3	1	0	0	25
1815 - 1830	0	0	2	0	0	0	0	2	0	2	30	5	0	0	0	37
1830 - 1845	0	0	0	0	0	0	0	0	1	0	25	1	1	0	0	28
1845 - 1900	0	0	0	0	0	0	0	0	0	0	16	4	0	0	0	20
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>91</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>110</b>

<b>Session Total</b>	<b>4</b>	<b>2</b>	<b>64</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>8</b>	<b>374</b>	<b>58</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>457</b>
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# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (2) A4095 Main Road / Lower Road

Approach: A4095 Main Road (East)

TIME	Left to Lower Road								Ahead to A4095 Main Road (West)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	42	7	2	2	2	55	0	1	45	12	1	0	0	59
0715 - 0730	0	1	44	7	3	4	0	59	0	0	43	13	0	0	0	56
0730 - 0745	2	1	39	5	2	1	0	50	0	2	57	17	3	0	0	79
0745 - 0800	0	1	51	7	3	1	0	63	0	1	60	7	2	0	0	70
<b>Hourly Total</b>	<b>2</b>	<b>3</b>	<b>176</b>	<b>26</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>227</b>	<b>0</b>	<b>4</b>	<b>205</b>	<b>49</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>264</b>
0800 - 0815	0	0	53	7	1	1	0	62	0	0	67	16	1	0	3	87
0815 - 0830	0	1	45	6	3	6	0	61	1	0	64	11	2	0	1	79
0830 - 0845	2	0	29	4	4	6	0	45	0	0	63	9	2	0	0	74
0845 - 0900	0	1	41	6	0	2	0	50	0	0	57	10	2	0	0	69
<b>Hourly Total</b>	<b>2</b>	<b>2</b>	<b>168</b>	<b>23</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>218</b>	<b>1</b>	<b>0</b>	<b>251</b>	<b>46</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>309</b>
0900 - 0915	1	0	33	10	0	0	0	44	0	1	47	12	5	1	0	66
0915 - 0930	0	0	24	6	3	1	0	34	0	0	59	7	1	0	1	68
0930 - 0945	0	0	26	8	1	1	1	37	0	0	56	8	2	2	0	68
0945 - 1000	0	0	25	5	1	1	0	32	0	0	45	7	2	1	0	55
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>108</b>	<b>29</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>147</b>	<b>0</b>	<b>1</b>	<b>207</b>	<b>34</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>257</b>

<b>Session Total</b>	<b>5</b>	<b>5</b>	<b>452</b>	<b>78</b>	<b>23</b>	<b>26</b>	<b>3</b>	<b>592</b>	<b>1</b>	<b>5</b>	<b>663</b>	<b>129</b>	<b>23</b>	<b>4</b>	<b>5</b>	<b>830</b>
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1600 - 1615	0	0	43	10	0	2	0	55	1	1	102	21	3	0	0	128
1615 - 1630	0	1	45	13	0	1	0	60	0	1	136	22	4	0	0	163
1630 - 1645	0	0	42	11	0	0	0	53	0	2	122	20	1	0	1	146
1645 - 1700	0	0	60	12	1	1	0	74	0	3	157	25	1	0	0	186
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>190</b>	<b>46</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>242</b>	<b>1</b>	<b>7</b>	<b>517</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>623</b>
1700 - 1715	2	1	59	10	0	0	0	72	5	3	153	18	2	0	0	181
1715 - 1730	0	0	60	8	1	0	0	69	0	2	174	18	1	0	0	195
1730 - 1745	0	0	67	9	0	0	0	76	0	0	192	11	0	0	0	203
1745 - 1800	0	0	76	7	3	0	0	86	2	0	168	16	1	1	1	189
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>262</b>	<b>34</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>303</b>	<b>7</b>	<b>5</b>	<b>687</b>	<b>63</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>768</b>
1800 - 1815	0	0	53	4	0	0	0	57	2	2	167	5	0	2	0	178
1815 - 1830	0	0	34	5	0	0	0	39	1	2	125	9	0	0	0	137
1830 - 1845	0	1	33	6	0	0	0	40	2	1	136	8	0	0	0	147
1845 - 1900	0	0	19	3	0	0	0	22	0	1	82	7	0	0	1	91
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>139</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>158</b>	<b>5</b>	<b>6</b>	<b>510</b>	<b>29</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>553</b>

<b>Session Total</b>	<b>2</b>	<b>3</b>	<b>591</b>	<b>98</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>703</b>	<b>13</b>	<b>18</b>	<b>1714</b>	<b>180</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>1944</b>
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# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (1) A44 Oxford Road / A4095 Upper Campsfield Road / A44 Woodstock Road / A4095 Bladon Road

Approach: A4095 Bladon Road

TIME	Left to A44 Oxford Road								Ahead to A4095 Upper Campsfield Road								Right to A44 Woodstock Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	11	1	0	0	0	12	0	0	37	18	2	0	0	57	0	2	149	22	4	0	0	177
0715 - 0730	0	0	9	0	2	0	0	11	0	0	25	7	1	0	0	33	0	1	144	26	4	4	0	179
0730 - 0745	0	0	8	3	1	0	1	13	0	0	26	7	2	0	0	35	1	4	151	27	8	2	0	193
0745 - 0800	0	0	6	1	0	1	0	8	0	0	43	14	2	4	0	63	0	6	144	19	2	4	1	176
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>46</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>188</b>	<b>1</b>	<b>13</b>	<b>588</b>	<b>94</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>725</b>
0800 - 0815	0	0	6	0	0	0	0	6	0	0	68	5	1	1	0	75	1	0	152	21	4	2	0	180
0815 - 0830	0	0	6	2	2	0	0	10	0	0	69	6	1	0	0	76	0	0	113	19	4	5	0	141
0830 - 0845	0	0	4	1	0	1	0	6	0	0	54	8	0	2	0	64	0	0	115	18	3	0	0	136
0845 - 0900	0	0	9	0	2	1	0	12	0	0	40	6	1	2	0	49	0	2	121	12	1	2	0	138
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>231</b>	<b>25</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>264</b>	<b>1</b>	<b>2</b>	<b>501</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>595</b>
0900 - 0915	0	0	5	1	0	0	0	6	0	0	26	3	0	0	0	29	0	1	87	8	2	1	0	99
0915 - 0930	0	0	5	0	0	1	0	6	0	0	27	9	1	2	0	39	0	0	93	6	1	2	0	102
0930 - 0945	0	0	8	1	0	1	0	10	0	0	16	4	0	1	0	21	0	1	70	7	1	1	1	81
0945 - 1000	0	0	5	0	0	0	0	5	0	0	13	6	1	0	0	20	0	0	69	6	2	1	0	78
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>22</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>109</b>	<b>0</b>	<b>2</b>	<b>319</b>	<b>27</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>360</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>105</b>	<b>0</b>	<b>0</b>	<b>444</b>	<b>93</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>561</b>	<b>2</b>	<b>17</b>	<b>1408</b>	<b>191</b>	<b>36</b>	<b>24</b>	<b>2</b>	<b>1680</b>
1600 - 1615	0	0	21	3	0	0	0	24	0	1	32	3	2	1	0	39	0	1	71	19	2	1	1	95
1615 - 1630	0	0	19	2	1	0	0	22	0	0	22	3	1	2	0	28	0	1	66	16	1	2	0	86
1630 - 1645	0	0	17	3	0	0	0	20	0	0	29	5	2	0	0	36	0	0	59	15	1	3	0	78
1645 - 1700	0	0	15	0	0	0	0	15	0	0	26	6	0	0	0	32	2	0	77	14	0	1	0	94
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>1</b>	<b>109</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>135</b>	<b>2</b>	<b>2</b>	<b>273</b>	<b>64</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>353</b>
1700 - 1715	0	0	16	0	0	0	0	16	0	0	22	3	0	0	0	25	0	0	88	14	0	2	1	105
1715 - 1730	0	1	18	2	2	1	0	24	0	0	31	10	0	0	0	41	0	1	105	10	3	0	0	119
1730 - 1745	0	0	17	2	1	0	0	20	0	0	27	7	0	0	0	34	0	0	80	3	0	0	4	87
1745 - 1800	0	0	20	2	0	0	0	22	0	1	40	7	0	0	0	48	3	1	79	9	0	0	2	94
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>1</b>	<b>120</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>3</b>	<b>2</b>	<b>352</b>	<b>36</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>405</b>
1800 - 1815	0	0	13	2	0	0	0	15	0	0	34	5	1	0	0	40	0	0	69	4	0	1	0	74
1815 - 1830	0	0	10	1	0	0	0	11	0	0	22	5	1	0	0	28	0	0	57	8	0	0	0	65
1830 - 1845	0	0	11	0	0	0	0	11	7	1	21	2	0	0	0	31	0	0	56	5	0	0	0	61
1845 - 1900	0	0	9	0	0	0	0	9	0	0	13	4	0	0	0	17	0	0	49	7	0	0	0	56
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>7</b>	<b>1</b>	<b>90</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>231</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>256</b>
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>186</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>209</b>	<b>7</b>	<b>3</b>	<b>319</b>	<b>60</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>399</b>	<b>5</b>	<b>4</b>	<b>856</b>	<b>124</b>	<b>7</b>	<b>10</b>	<b>8</b>	<b>1014</b>





# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (1) A44 Oxford Road / A4095 Upper Campsfield Road / A44 Woodstock Road / A4095 Bladon Road

Approach: A44 Woodstock Road

TIME	Left to A4095 Bladon Road								Ahead to A44 Oxford Road								Right to A4095 Upper Campsfield Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	30	4	0	2	0	37	0	1	74	2	6	2	0	85	0	0	52	11	3	4	0	70
0715 - 0730	1	0	23	14	2	3	0	43	0	1	67	8	3	4	3	86	0	1	65	13	1	0	0	80
0730 - 0745	0	0	24	4	5	0	0	33	0	0	57	8	2	1	0	68	0	0	57	9	2	6	0	74
0745 - 0800	0	0	23	6	3	1	0	33	0	0	50	9	2	0	2	63	0	1	50	6	2	2	0	61
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>28</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>146</b>	<b>0</b>	<b>2</b>	<b>248</b>	<b>27</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>302</b>	<b>0</b>	<b>2</b>	<b>224</b>	<b>39</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>285</b>
0800 - 0815	0	1	29	17	5	0	0	52	0	0	23	9	2	5	1	40	0	0	47	10	2	4	1	64
0815 - 0830	0	0	37	9	4	0	0	50	1	0	46	6	9	1	0	63	0	0	43	6	2	3	0	54
0830 - 0845	0	0	29	7	3	1	0	40	1	0	41	10	5	0	0	57	0	0	33	7	2	3	0	45
0845 - 0900	0	0	21	2	3	0	0	26	0	0	65	11	2	1	1	80	0	0	32	7	3	5	0	47
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>116</b>	<b>35</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>168</b>	<b>2</b>	<b>0</b>	<b>175</b>	<b>36</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>30</b>	<b>9</b>	<b>15</b>	<b>1</b>	<b>210</b>
0900 - 0915	1	0	27	7	4	1	0	40	0	0	55	7	5	2	2	71	0	0	34	7	1	3	0	45
0915 - 0930	0	0	28	3	2	0	0	33	0	0	61	8	3	1	0	73	0	0	41	3	1	1	0	46
0930 - 0945	0	0	31	6	1	1	0	39	0	0	55	5	5	0	1	66	0	0	29	11	2	4	0	46
0945 - 1000	0	0	27	2	2	0	0	31	0	0	48	6	2	0	0	56	0	0	29	4	1	1	0	35
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>113</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>143</b>	<b>0</b>	<b>0</b>	<b>219</b>	<b>26</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>266</b>	<b>0</b>	<b>0</b>	<b>133</b>	<b>25</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>172</b>
<b>Session Total</b>	<b>3</b>	<b>1</b>	<b>329</b>	<b>81</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>457</b>	<b>2</b>	<b>2</b>	<b>642</b>	<b>89</b>	<b>46</b>	<b>17</b>	<b>10</b>	<b>808</b>	<b>0</b>	<b>2</b>	<b>512</b>	<b>94</b>	<b>22</b>	<b>36</b>	<b>1</b>	<b>667</b>
1600 - 1615	1	1	83	8	3	0	0	96	0	0	99	12	2	0	2	115	0	0	44	12	2	1	0	59
1615 - 1630	0	1	96	19	1	0	0	117	0	3	97	24	0	2	0	126	0	0	58	14	1	2	0	75
1630 - 1645	1	2	89	14	0	0	0	106	0	0	104	13	0	6	0	123	0	0	52	9	2	0	0	63
1645 - 1700	0	1	83	12	1	0	0	97	0	4	114	17	0	0	1	136	0	1	59	12	1	0	0	73
<b>Hourly Total</b>	<b>2</b>	<b>5</b>	<b>351</b>	<b>53</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>416</b>	<b>0</b>	<b>7</b>	<b>414</b>	<b>66</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>500</b>	<b>0</b>	<b>1</b>	<b>213</b>	<b>47</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>270</b>
1700 - 1715	8	1	115	6	2	0	0	132	0	2	154	14	0	1	2	173	0	0	66	12	0	1	0	79
1715 - 1730	3	1	122	8	1	0	0	135	0	0	160	7	0	0	0	167	0	0	54	16	0	1	2	73
1730 - 1745	3	0	148	10	1	0	0	162	0	3	139	11	0	0	1	154	0	1	82	8	0	0	0	91
1745 - 1800	4	0	126	6	1	1	0	138	0	5	119	4	3	5	1	137	0	1	81	10	1	0	1	94
<b>Hourly Total</b>	<b>18</b>	<b>2</b>	<b>511</b>	<b>30</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>567</b>	<b>0</b>	<b>10</b>	<b>572</b>	<b>36</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>631</b>	<b>0</b>	<b>2</b>	<b>283</b>	<b>46</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>337</b>
1800 - 1815	5	2	119	5	0	0	0	131	3	0	124	8	0	4	6	145	0	0	80	4	0	0	0	84
1815 - 1830	3	0	90	6	0	0	0	99	0	0	107	5	0	2	2	116	0	0	66	5	1	0	0	72
1830 - 1845	6	2	102	3	0	0	0	113	0	3	111	2	0	0	3	119	0	1	53	4	0	1	0	59
1845 - 1900	4	1	45	6	0	0	0	56	0	2	82	7	0	1	1	93	0	0	44	2	0	0	1	47
<b>Hourly Total</b>	<b>18</b>	<b>5</b>	<b>356</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>399</b>	<b>3</b>	<b>5</b>	<b>424</b>	<b>22</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>473</b>	<b>0</b>	<b>1</b>	<b>243</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>262</b>
<b>Session Total</b>	<b>38</b>	<b>12</b>	<b>1218</b>	<b>103</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1382</b>	<b>3</b>	<b>22</b>	<b>1410</b>	<b>124</b>	<b>5</b>	<b>21</b>	<b>19</b>	<b>1604</b>	<b>0</b>	<b>4</b>	<b>739</b>	<b>108</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>869</b>





# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (1) A44 Oxford Road / A4095 Upper Campsfield Road / A44 Woodstock Road / A4095 Bladon Road

Approach: A4095 Upper Campsfield Road

TIME	Left to A44 Woodstock Road								Ahead to A4095 Bladon Road								Right to A44 Oxford Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	23	6	0	3	0	32	0	0	34	3	0	1	1	39	0	0	22	12	2	0	0	36
0715 - 0730	0	0	21	7	2	3	1	34	0	0	45	4	2	0	0	51	1	0	20	8	0	0	0	29
0730 - 0745	0	1	30	5	1	8	0	45	0	0	35	6	1	0	0	42	0	0	26	4	0	0	0	30
0745 - 0800	0	0	29	4	1	2	0	36	0	0	27	1	1	2	0	31	0	1	35	8	1	0	0	45
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>103</b>	<b>22</b>	<b>4</b>	<b>16</b>	<b>1</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>141</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>163</b>	<b>1</b>	<b>1</b>	<b>103</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>140</b>
0800 - 0815	0	0	23	6	1	6	0	36	0	0	21	2	3	2	0	28	0	0	37	7	1	0	0	45
0815 - 0830	0	0	30	6	0	4	0	40	0	0	19	4	0	6	0	29	0	0	27	6	1	0	0	34
0830 - 0845	0	0	26	5	1	7	0	39	0	0	24	2	1	3	0	30	0	0	28	5	0	1	2	36
0845 - 0900	0	0	30	4	2	2	0	38	0	0	22	8	0	0	0	30	0	0	32	9	3	0	0	44
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>21</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>153</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>16</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>117</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>27</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>159</b>
0900 - 0915	2	0	26	5	0	3	0	36	0	0	12	2	1	1	0	16	0	0	21	6	1	0	0	28
0915 - 0930	0	0	25	5	0	6	0	36	0	0	15	2	0	0	0	17	0	0	20	4	0	0	0	24
0930 - 0945	0	0	22	7	1	1	0	31	0	0	20	4	0	0	0	24	0	0	17	7	0	0	0	24
0945 - 1000	0	0	17	2	0	2	0	21	0	0	13	2	0	0	0	15	0	0	13	5	2	2	0	22
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>19</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>22</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>98</b>
<b>Session Total</b>	<b>2</b>	<b>1</b>	<b>302</b>	<b>62</b>	<b>9</b>	<b>47</b>	<b>1</b>	<b>424</b>	<b>0</b>	<b>0</b>	<b>287</b>	<b>40</b>	<b>9</b>	<b>15</b>	<b>1</b>	<b>352</b>	<b>1</b>	<b>1</b>	<b>298</b>	<b>81</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>397</b>
1600 - 1615	0	0	19	5	0	1	0	25	0	0	26	9	0	4	0	39	0	0	35	4	0	0	0	39
1615 - 1630	0	1	16	4	0	0	0	21	0	0	36	8	0	0	0	44	0	1	25	7	0	0	0	33
1630 - 1645	0	1	28	11	0	1	0	41	0	0	29	10	0	0	0	39	0	0	40	8	1	1	0	50
1645 - 1700	0	0	32	4	0	0	0	36	0	0	51	12	1	0	0	64	0	0	35	4	0	0	0	39
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>142</b>	<b>39</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>186</b>	<b>0</b>	<b>1</b>	<b>135</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>161</b>
1700 - 1715	0	0	30	2	0	0	0	32	0	0	36	12	0	0	0	48	0	1	18	3	0	1	0	23
1715 - 1730	0	1	30	3	0	0	0	34	0	0	39	15	0	0	0	54	0	0	41	5	0	0	0	46
1730 - 1745	0	0	18	5	0	0	0	23	0	0	42	7	0	0	0	49	0	0	31	9	0	0	0	40
1745 - 1800	0	1	23	0	1	6	0	31	0	0	52	9	0	0	0	61	0	0	40	5	0	1	0	46
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>101</b>	<b>10</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>169</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>212</b>	<b>0</b>	<b>1</b>	<b>130</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>155</b>
1800 - 1815	0	4	28	2	0	0	0	34	0	1	54	7	0	0	0	62	0	0	38	3	0	0	0	41
1815 - 1830	2	1	27	0	0	1	0	31	0	1	23	2	0	0	0	26	0	0	42	1	0	0	0	43
1830 - 1845	0	0	19	1	0	0	0	20	0	0	33	3	0	0	0	36	0	1	29	3	0	0	0	33
1845 - 1900	0	5	21	2	0	0	0	28	0	0	19	4	0	0	0	23	0	0	15	1	0	0	0	16
<b>Hourly Total</b>	<b>2</b>	<b>10</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>2</b>	<b>129</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>147</b>	<b>0</b>	<b>1</b>	<b>124</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>133</b>
<b>Session Total</b>	<b>2</b>	<b>14</b>	<b>291</b>	<b>39</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>356</b>	<b>0</b>	<b>2</b>	<b>440</b>	<b>98</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>545</b>	<b>0</b>	<b>3</b>	<b>389</b>	<b>53</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>449</b>





# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (1) A44 Oxford Road / A4095 Upper Campsfield Road / A44 Woodstock Road / A4095 Bladon Road

Approach: A44 Oxford Road

TIME	Left to A4095 Upper Campsfield Road								Ahead to A44 Woodstock Road								Right to A4095 Bladon Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	0	0	0	0	4	0	3	96	16	0	1	0	116	0	0	32	5	0	0	1	38
0715 - 0730	0	0	5	2	0	0	0	7	0	2	114	19	0	0	1	136	0	0	34	8	3	2	0	47
0730 - 0745	0	0	14	0	0	0	0	14	0	3	117	10	2	2	1	135	0	1	43	10	1	0	0	55
0745 - 0800	0	0	5	1	1	0	0	7	0	4	142	19	2	2	4	173	0	0	43	12	1	0	0	56
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>12</b>	<b>469</b>	<b>64</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>560</b>	<b>0</b>	<b>1</b>	<b>152</b>	<b>35</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>196</b>
0800 - 0815	0	0	8	2	0	0	0	10	0	0	146	13	1	2	1	163	0	0	50	0	1	0	0	51
0815 - 0830	0	0	1	0	0	0	0	1	0	3	153	13	3	1	0	173	0	0	43	7	2	1	2	55
0830 - 0845	0	0	6	0	3	1	1	11	0	0	145	7	1	2	0	155	0	0	39	4	2	2	3	50
0845 - 0900	0	0	3	1	1	0	0	5	0	2	125	11	4	1	0	143	0	0	43	6	1	0	0	50
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>5</b>	<b>569</b>	<b>44</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>634</b>	<b>0</b>	<b>0</b>	<b>175</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>206</b>
0900 - 0915	0	0	2	1	0	0	0	3	0	1	99	14	3	2	1	120	0	0	42	2	2	1	0	47
0915 - 0930	0	0	8	1	0	0	0	9	0	0	94	5	1	2	1	103	0	0	50	7	2	0	0	59
0930 - 0945	0	0	2	1	0	0	0	3	0	2	76	13	1	4	0	96	0	0	40	2	1	0	0	43
0945 - 1000	0	0	4	3	0	0	0	7	0	2	75	10	4	3	0	94	0	0	29	7	0	0	0	36
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>5</b>	<b>344</b>	<b>42</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>413</b>	<b>0</b>	<b>0</b>	<b>161</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>185</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>0</b>	<b>22</b>	<b>1382</b>	<b>150</b>	<b>22</b>	<b>22</b>	<b>9</b>	<b>1607</b>	<b>0</b>	<b>1</b>	<b>488</b>	<b>70</b>	<b>16</b>	<b>6</b>	<b>6</b>	<b>587</b>
1600 - 1615	0	0	8	1	0	0	1	10	1	2	62	19	4	4	2	94	0	0	48	6	4	0	0	58
1615 - 1630	0	0	4	0	0	0	0	4	0	1	50	14	0	2	1	68	0	0	50	5	0	2	0	57
1630 - 1645	0	0	7	2	1	0	0	10	0	0	67	11	3	0	2	83	0	0	49	10	0	0	2	61
1645 - 1700	0	0	2	0	0	0	0	2	0	0	68	11	0	2	3	84	0	0	59	17	3	0	0	79
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>1</b>	<b>3</b>	<b>247</b>	<b>55</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>329</b>	<b>0</b>	<b>0</b>	<b>206</b>	<b>38</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>255</b>
1700 - 1715	0	0	6	0	0	0	0	6	0	0	62	9	2	1	1	75	0	0	62	8	0	0	0	70
1715 - 1730	0	0	14	0	0	1	0	15	0	2	73	3	3	0	2	83	0	0	67	3	0	0	0	70
1730 - 1745	0	0	6	0	0	0	0	6	0	3	80	9	5	2	1	100	0	0	56	4	0	0	0	60
1745 - 1800	0	0	10	0	0	0	0	10	0	1	77	7	1	0	2	88	0	0	66	2	1	0	0	69
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>6</b>	<b>292</b>	<b>28</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>346</b>	<b>0</b>	<b>0</b>	<b>251</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>269</b>
1800 - 1815	0	0	3	0	0	0	0	3	0	0	94	6	0	0	0	100	0	0	44	6	0	0	0	50
1815 - 1830	0	0	3	0	0	0	0	3	0	0	85	4	0	0	2	91	0	0	29	5	0	0	0	34
1830 - 1845	0	0	5	0	0	0	0	5	0	0	59	7	0	1	0	67	0	0	48	2	0	0	2	52
1845 - 1900	0	0	2	0	0	0	0	2	2	3	48	4	1	0	0	58	0	0	30	4	0	0	0	34
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>286</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>316</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>170</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>3</b>	<b>12</b>	<b>825</b>	<b>104</b>	<b>19</b>	<b>12</b>	<b>16</b>	<b>991</b>	<b>0</b>	<b>0</b>	<b>608</b>	<b>72</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>694</b>



# Woodstock ATC, Upper Campsfield Road

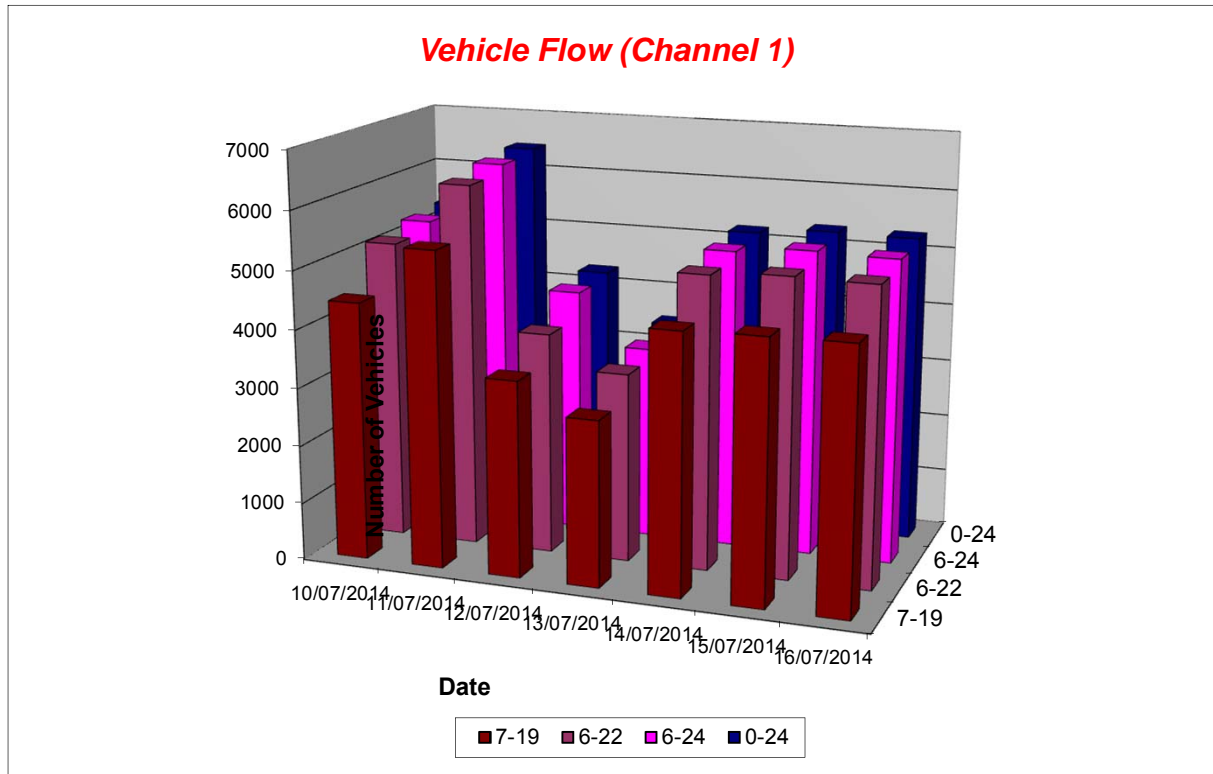
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Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	14	9	31	63	7	10	23	13	22
2	6	10	9	21	3	3	4	5	8
3	5	1	4	14	1	2	1	2	4
4	5	4	6	9	6	7	3	5	6
5	6	6	4	7	3	6	9	6	6
6	29	31	9	6	34	27	29	30	24
7	168	161	44	25	170	179	172	170	131
8	522	488	97	69	501	504	518	507	386
9	539	491	172	66	473	505	541	510	398
10	317	297	218	171	289	306	320	306	274
11	255	261	294	220	251	274	252	259	258
12	260	324	331	283	278	272	275	282	289
13	271	372	312	340	321	285	295	309	314
14	294	436	314	269	290	288	319	325	316
15	327	549	292	283	342	305	328	370	347
16	388	592	364	275	374	393	357	421	392
17	430	549	323	305	428	429	432	454	414
18	467	571	432	315	526	527	515	521	479
19	377	500	233	266	376	391	345	398	355
20	278	390	169	215	206	191	192	251	234
21	140	151	127	94	142	142	146	144	135
22	132	121	100	67	84	139	104	116	107
23	92	83	187	50	88	91	92	89	98
24	40	51	230	32	22	46	31	38	65
7-19	4447	5430	3382	2862	4449	4479	4497	4660	4221
6-22	5165	6253	3822	3263	5051	5130	5111	5342	4828
6-24	5297	6387	4239	3345	5161	5267	5234	5469	4990
0-24	5362	6448	4302	3465	5215	5322	5303	5530	5060





# Woodstock ATC, Upper Campsfield Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 1 - Northbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	44.7	44.8	45.2	41.4	44.7	44.8	42.7
2	48.3	44.9	44.1	45.1	48.3	49.0	46.3
3	40.6	43.0	44.3	44.8	43.0	40.0	43.0
4	38.6	45.5	40.2	43.8	47.2	40.6	43.3
5	43.8	45.2	38.5	46.3	47.7	44.0	41.4
6	44.3	48.2	47.4	42.7	44.8	43.7	45.9
7	43.6	44.2	43.8	40.8	44.7	43.9	44.5
8	42.7	42.9	45.0	44.9	42.3	42.6	42.5
9	40.9	39.9	43.2	44.0	39.9	40.5	41.0
10	41.2	40.3	43.0	42.3	41.9	41.4	40.8
11	40.8	41.1	43.7	41.5	40.6	40.7	41.6
12	40.8	41.0	43.1	42.0	41.5	41.0	41.0
13	40.8	42.2	42.6	42.1	41.4	41.4	39.8
14	40.5	41.9	43.4	42.0	41.8	40.9	40.0
15	41.2	40.4	42.9	42.5	41.3	41.9	40.4
16	41.4	40.6	42.9	42.1	41.1	41.7	41.2
17	42.0	41.3	42.0	43.0	42.3	41.3	42.4
18	43.0	43.2	42.1	43.2	42.9	42.5	43.1
19	44.5	44.6	44.2	44.0	44.5	42.5	45.0
20	45.2	45.4	43.9	44.6	45.7	44.4	45.8
21	44.3	43.3	43.8	46.5	44.8	44.5	43.3
22	45.8	44.2	42.6	46.2	45.1	46.8	44.9
23	45.3	45.7	40.8	44.9	45.4	45.2	46.2
24	43.4	44.1	38.8	46.3	42.6	44.2	42.4

10-12	40.8	41.0	43.3	41.8	41.1	40.8	41.3
14-16	41.3	40.5	42.9	42.3	41.2	41.8	40.8
0-24	42.3	42.2	42.7	43.0	42.3	42.1	42.2

7 Day Ave 42.4

## Channel 1 - Northbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	48.1	47.4	50.0	47.0	48.1	48.0	48.1
2	59.3	60.7	47.8	49.0	49.7	53.4	57.3
3	43.2	-	46.6	53.0	-	42.8	-
4	41.2	49.1	42.0	47.4	51.5	43.1	49.1
5	49.5	47.3	45.0	50.2	49.0	48.5	44.8
6	50.0	58.0	53.2	48.0	51.1	49.1	49.8
7	49.0	50.0	50.0	44.4	51.0	49.0	50.0
8	49.0	49.0	53.0	50.0	48.0	49.0	48.0
9	47.0	46.5	49.0	49.3	48.0	47.0	47.0
10	46.6	46.6	49.0	49.0	49.0	46.0	47.0
11	49.0	47.0	50.0	48.2	47.0	48.0	48.0
12	46.0	46.0	49.0	47.0	47.0	47.0	47.0
13	47.0	49.0	50.0	49.0	47.0	48.0	46.0
14	46.0	48.0	50.0	49.0	48.0	47.0	47.0
15	47.0	46.0	49.0	49.0	47.0	48.0	46.0
16	47.0	47.0	48.0	48.0	47.0	48.0	47.0
17	48.0	47.0	48.0	49.0	49.0	48.0	49.0
18	49.0	49.0	49.0	50.0	49.0	48.0	49.0
19	50.0	50.0	50.0	50.0	50.0	49.0	50.0
20	52.0	51.0	49.8	50.0	52.0	50.0	51.0
21	50.0	50.0	50.0	52.0	51.9	50.0	50.0
22	53.0	49.0	49.0	51.1	50.0	55.0	50.0
23	52.0	50.0	47.0	51.0	53.0	51.5	54.0
24	50.0	51.0	45.0	53.4	47.9	51.0	47.0

10-12	49.0	47.0	50.0	48.2	47.0	48.0	48.0
14-16	47.0	47.0	48.0	49.0	47.0	48.0	47.0
0-24	49.0	49.0	49.0	49.0	49.0	48.0	49.0

7 Day Ave 49.0



# Woodstock ATC, Upper Campsfield Road

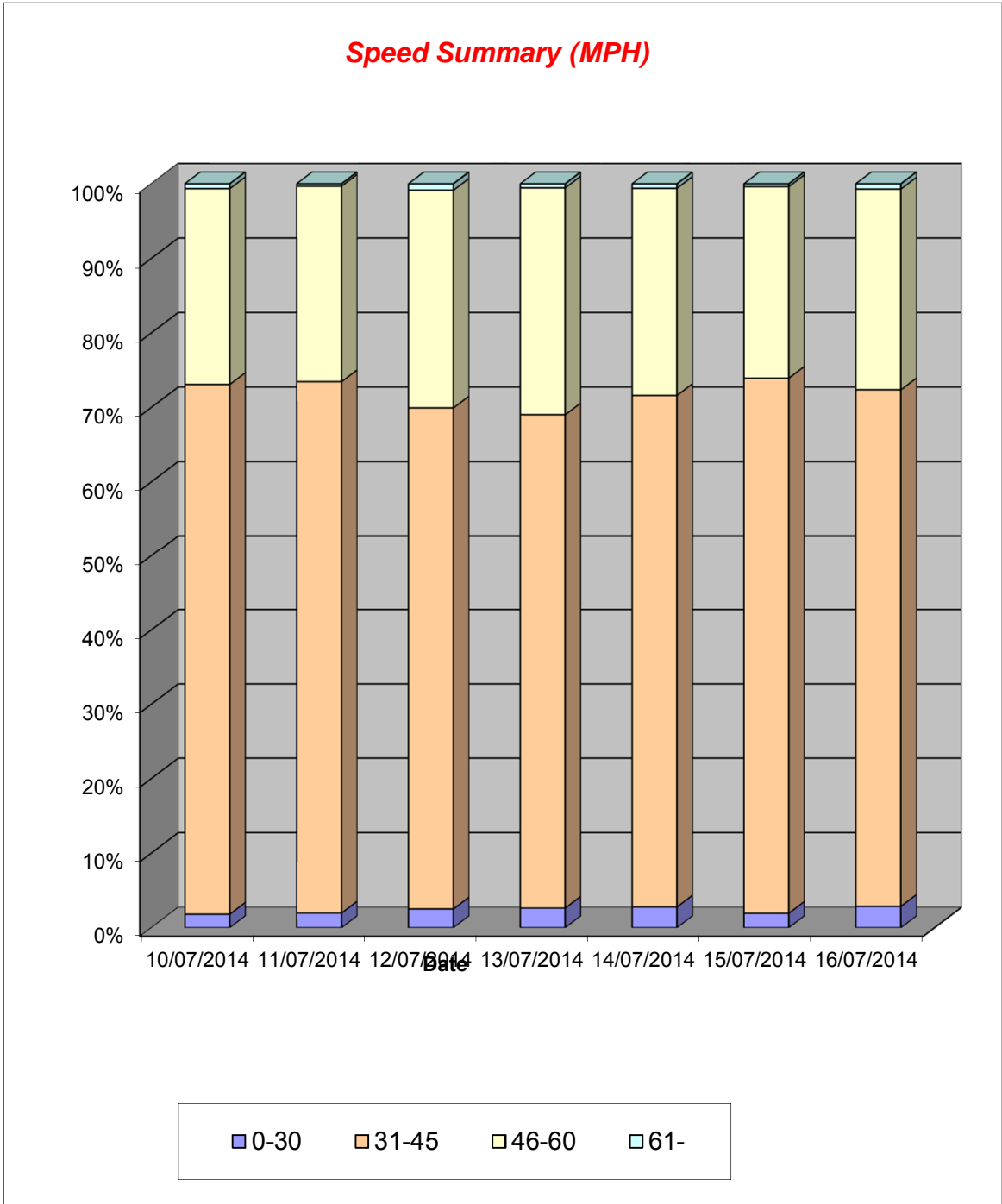
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	97	127	108	91	145	103	152
31-45	3821	4609	2900	2300	3589	3831	3685
46-60	1409	1692	1257	1055	1450	1368	1429
61-	35	20	37	19	31	20	37
<b>TOTAL</b>	<b>5362</b>	<b>6448</b>	<b>4302</b>	<b>3465</b>	<b>5215</b>	<b>5322</b>	<b>5303</b>





# Woodstock ATC, Upper Campsfield Road

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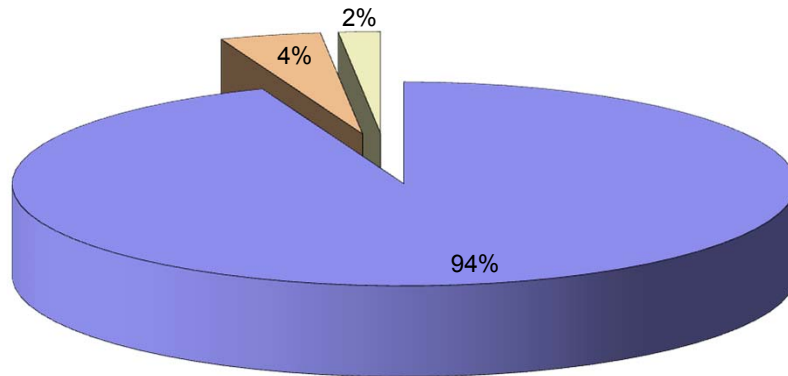
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
10/07/2014				
7-19	4106	237	104	4447
6-22	4796	262	107	5165
6-24	4925	265	107	5297
0-24	4982	271	109	5362
11/07/2014				
7-19	5038	266	126	5430
6-22	5826	291	136	6253
6-24	5958	293	136	6387
0-24	6016	296	136	6448
12/07/2014				
7-19	3294	76	12	3382
6-22	3722	88	12	3822
6-24	4132	95	12	4239
0-24	4190	100	12	4302
13/07/2014				
7-19	2807	53	2	2862
6-22	3198	63	2	3263
6-24	3278	65	2	3345
0-24	3396	67	2	3465
14/07/2014				
7-19	4114	210	125	4449
6-22	4698	226	127	5051
6-24	4808	226	127	5161
0-24	4860	228	127	5215
15/07/2014				
7-19	4156	223	100	4479
6-22	4779	243	108	5130
6-24	4914	245	108	5267
0-24	4964	249	109	5322
16/07/2014				
7-19	4135	246	116	4497
6-22	4734	261	116	5111
6-24	4856	262	116	5234
0-24	4923	264	116	5303
Average				
7-19	3950	187	84	4221
6-22	4536	205	87	4828
6-24	4696	207	87	4990
0-24	4762	211	87	5060

**Total Vehicle Class Distribution**





# Woodstock ATC, Upper Campsfield Road

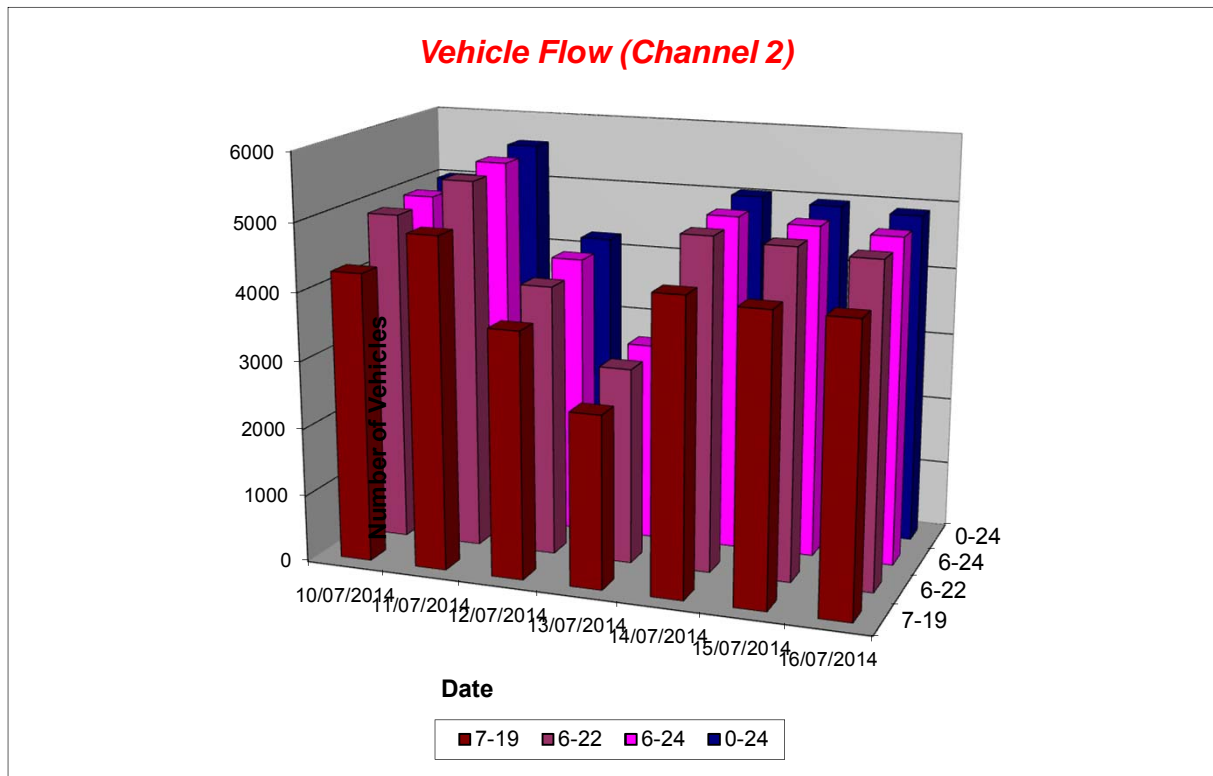
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	12	8	21	37	8	11	12	10	16
2	4	2	11	18	2	3	4	3	6
3	2	1	5	8	6	2	1	2	4
4	3	4	8	6	3	3	6	4	5
5	8	13	10	6	10	6	13	10	9
6	41	49	24	13	55	46	46	47	39
7	221	182	63	39	253	216	204	215	168
8	423	412	117	50	485	444	440	441	339
9	459	443	177	118	484	432	424	448	362
10	333	264	283	152	307	295	309	302	278
11	255	323	323	239	294	270	282	285	284
12	264	316	370	283	258	270	252	272	288
13	297	342	360	270	281	277	273	294	300
14	267	365	314	266	291	247	285	291	291
15	311	407	333	254	315	309	300	328	318
16	334	505	374	247	345	345	348	375	357
17	483	542	434	237	472	463	473	487	443
18	484	545	326	241	444	496	462	486	428
19	355	423	228	202	357	384	363	376	330
20	183	206	129	156	142	194	146	174	165
21	116	96	109	94	114	122	106	111	108
22	98	75	63	53	61	73	83	78	72
23	50	47	82	22	44	42	59	48	49
24	16	30	73	27	10	20	18	19	28
7-19	4265	4887	3639	2559	4333	4232	4211	4386	4018
6-22	4883	5446	4003	2901	4903	4837	4750	4964	4532
6-24	4949	5523	4158	2950	4957	4899	4827	5031	4609
0-24	5019	5600	4237	3038	5041	4970	4909	5108	4688





# Woodstock ATC, Upper Campsfield Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 2 - Southbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	43.4	48.0	42.1	40.2	41.1	41.1	42.0
2	45.8	37.0	41.1	42.7	40.5	45.3	48.3
3	39.0	37.0	42.6	43.8	40.7	39.5	38.0
4	22.7	39.8	41.5	40.2	36.3	30.0	38.0
5	41.1	47.8	39.5	46.2	45.1	42.7	45.2
6	45.8	45.9	47.9	43.8	46.0	44.8	47.3
7	44.2	44.1	47.1	47.3	42.0	43.9	44.7
8	35.1	41.3	45.1	44.9	36.0	35.2	37.7
9	30.3	32.8	43.0	43.9	25.0	30.4	33.9
10	39.4	41.5	41.2	41.6	38.8	39.6	38.2
11	39.3	40.5	39.8	42.1	40.0	39.3	39.9
12	39.5	38.1	41.6	40.4	40.3	39.2	41.0
13	39.4	38.9	40.4	40.0	39.8	39.3	37.6
14	40.1	39.6	39.9	41.2	41.6	40.3	39.8
15	40.5	40.0	41.2	41.3	40.3	39.1	39.5
16	40.5	38.1	39.7	41.1	40.7	38.7	40.3
17	39.1	37.6	38.7	41.4	39.0	40.1	38.9
18	40.3	39.9	41.2	42.2	40.5	39.9	40.2
19	42.6	42.1	42.8	43.1	42.3	40.9	42.0
20	45.6	41.8	43.2	43.5	43.0	41.3	42.3
21	44.7	45.0	44.3	44.0	44.0	43.3	44.7
22	44.3	43.9	43.5	43.3	45.9	42.8	45.6
23	42.5	42.0	40.7	43.5	43.4	43.7	43.1
24	40.6	41.2	38.4	43.7	44.0	41.4	42.1

10-12	39.4	39.3	40.8	41.1	40.1	39.2	40.4
14-16	40.5	39.0	40.4	41.2	40.5	38.9	39.9
0-24	39.4	39.6	41.1	41.9	38.8	39.0	39.7

7 Day Ave 39.8

## Channel 2 - Southbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	53.8	51.9	48.0	46.6	45.9	48.5	47.0
2	46.7	44.0	48.5	48.5	41.6	47.5	51.4
3	39.0	-	47.0	48.0	44.8	41.3	-
4	29.5	44.6	45.0	51.0	39.0	39.4	50.8
5	43.0	54.0	46.7	50.5	49.7	46.0	50.0
6	51.0	54.0	53.6	47.0	53.0	50.0	56.3
7	50.0	50.0	57.0	55.0	48.0	50.0	51.0
8	44.0	46.0	51.6	49.7	44.0	44.0	45.0
9	41.0	43.0	50.0	49.0	39.0	42.0	43.0
10	45.0	46.0	48.0	49.0	44.0	45.0	45.0
11	45.0	46.0	45.0	48.0	45.0	45.0	45.0
12	44.0	45.0	47.7	45.0	46.0	44.0	47.0
13	45.0	45.0	46.0	45.0	45.0	44.6	44.0
14	46.0	45.0	46.0	47.0	46.0	46.1	45.0
15	45.5	45.0	47.0	47.0	45.0	45.0	45.0
16	46.0	44.0	44.0	47.0	46.0	45.0	46.0
17	45.0	44.0	44.0	49.0	45.0	46.0	45.0
18	45.0	45.0	47.0	47.0	45.0	46.0	45.0
19	48.9	48.0	48.0	49.0	48.0	47.0	47.0
20	51.0	48.0	50.0	49.0	50.9	48.1	49.3
21	51.0	50.0	50.0	49.0	50.1	49.9	50.0
22	53.0	52.9	50.0	48.2	51.0	49.2	51.0
23	49.0	48.0	46.9	49.7	52.1	50.0	50.0
24	47.5	47.3	44.0	48.0	50.0	47.2	48.0

10-12	45.0	46.0	45.0	48.0	45.0	45.0	45.0
14-16	46.0	44.0	45.0	47.0	46.0	45.0	45.0
0-24	46.0	46.0	47.0	48.0	46.0	46.0	46.0

7 Day Ave 46.0



# Woodstock ATC, Upper Campsfield Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

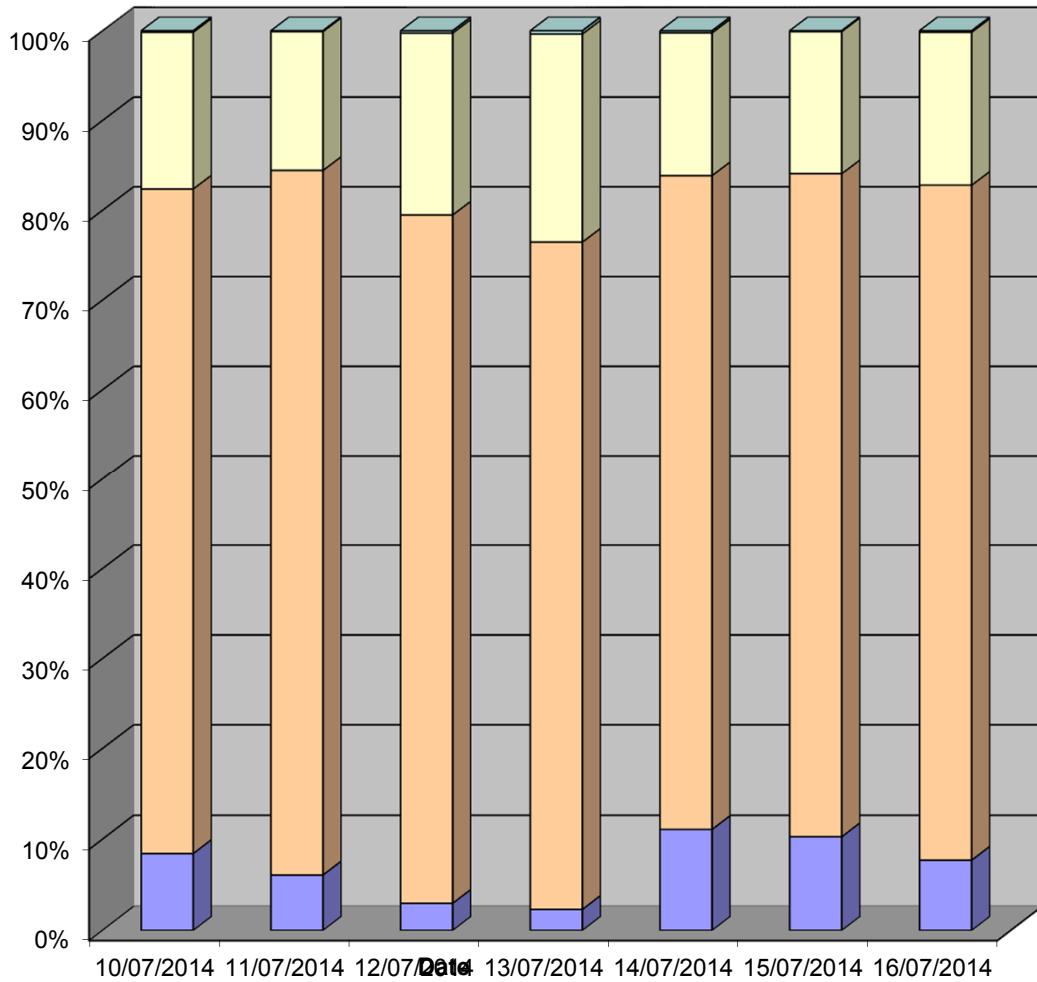
Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	423	340	126	70	558	510	378
31-45	3712	4389	3242	2253	3670	3669	3687
46-60	876	866	858	704	801	787	836
61-	8	5	11	11	12	4	8

<b>TOTAL</b>	<b>5019</b>	<b>5600</b>	<b>4237</b>	<b>3038</b>	<b>5041</b>	<b>4970</b>	<b>4909</b>
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**Speed Summary (MPH)**



■ 0-30    
 ■ 31-45    
 ■ 46-60    
 ■ 61-



# Woodstock ATC, Upper Campsfield Road

Produced by PCC Traffic Information Consultancy Ltd.

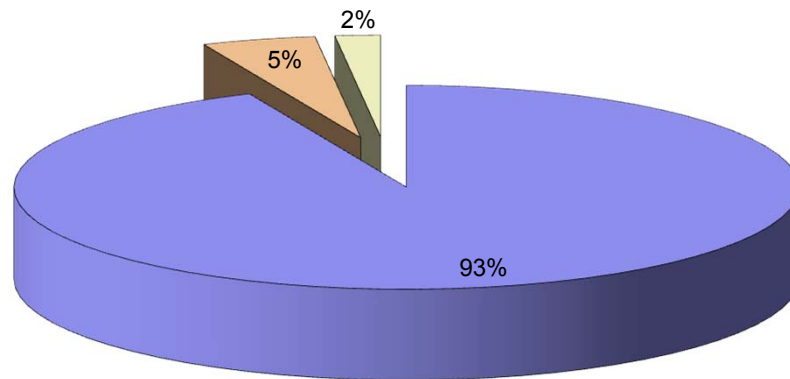
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>10/07/2014</b>				
7-19	3888	270	107	4265
6-22	4485	288	110	4883
6-24	4551	288	110	4949
0-24	4618	290	111	5019
<b>11/07/2014</b>				
7-19	4520	251	116	4887
6-22	5050	276	120	5446
6-24	5127	276	120	5523
0-24	5200	279	121	5600
<b>12/07/2014</b>				
7-19	3532	94	13	3639
6-22	3885	105	13	4003
6-24	4035	110	13	4158
0-24	4109	115	13	4237
<b>13/07/2014</b>				
7-19	2507	48	4	2559
6-22	2845	52	4	2901
6-24	2893	53	4	2950
0-24	2978	56	4	3038
<b>14/07/2014</b>				
7-19	3983	224	126	4333
6-22	4521	252	130	4903
6-24	4574	253	130	4957
0-24	4656	255	130	5041
<b>15/07/2014</b>				
7-19	3888	240	104	4232
6-22	4469	259	109	4837
6-24	4529	261	109	4899
0-24	4597	263	110	4970
<b>16/07/2014</b>				
7-19	3838	251	122	4211
6-22	4354	273	123	4750
6-24	4431	273	123	4827
0-24	4505	281	123	4909
<b>Average</b>				
7-19	3737	197	85	4018
6-22	4230	215	87	4532
6-24	4306	216	87	4609
0-24	4380	220	87	4688

**Total Vehicle Class Distribution**



# Woodstock ATC, Shipton Road

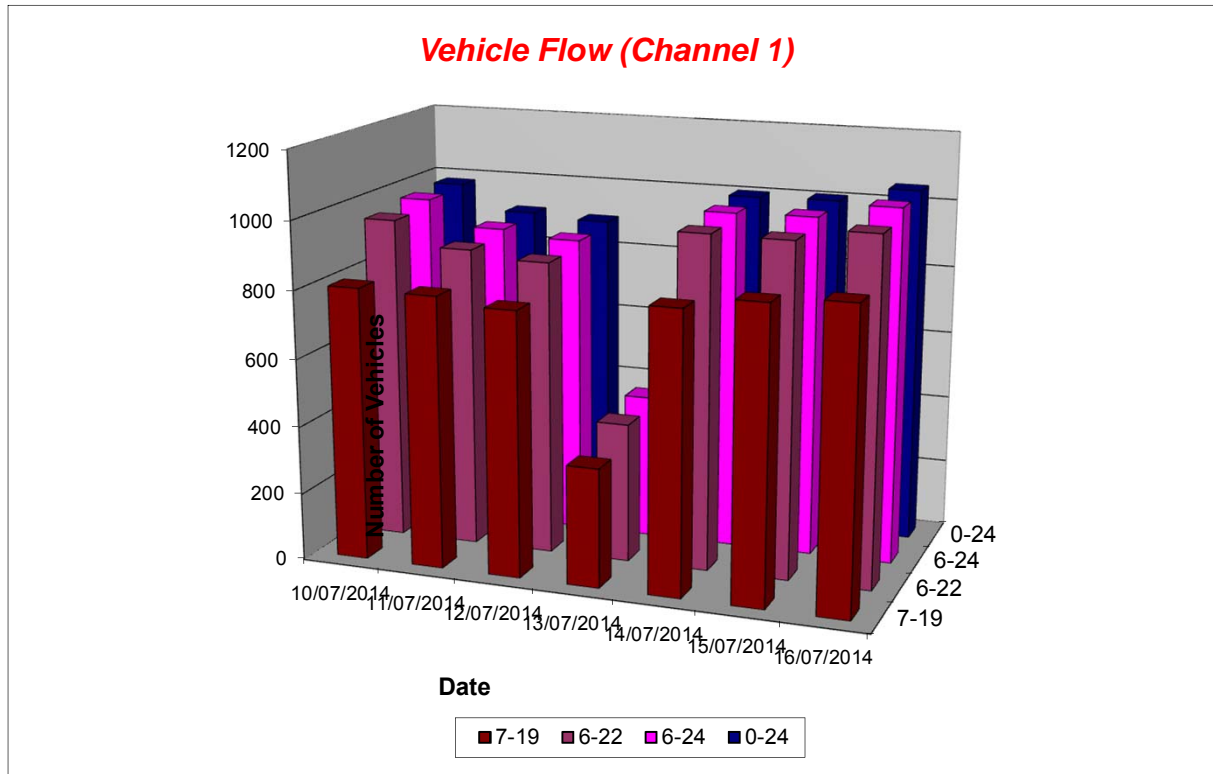
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	0	3	7	2	1	0	4	2	2
2	0	0	2	3	1	0	0	0	1
3	0	0	1	0	0	0	0	0	0
4	2	1	1	0	0	1	0	1	1
5	3	0	0	1	0	2	0	1	1
6	2	3	2	2	3	2	3	3	2
7	25	12	1	3	12	19	12	16	12
8	65	61	9	2	104	54	71	71	52
9	146	141	19	6	136	152	149	145	107
10	30	32	29	13	41	33	44	36	32
11	39	41	52	33	32	46	42	40	41
12	43	50	49	40	32	38	34	39	41
13	32	49	41	31	39	45	52	43	41
14	50	56	50	37	49	33	61	50	48
15	75	77	46	45	68	71	88	76	67
16	82	90	90	27	73	90	84	84	77
17	71	65	165	42	78	84	76	75	83
18	92	85	175	45	96	130	107	102	104
19	80	54	55	31	77	84	70	73	64
20	71	35	41	31	80	42	72	60	53
21	29	24	25	15	39	38	35	33	29
22	25	13	18	10	25	20	17	20	18
23	12	8	8	7	13	13	16	12	11
24	8	8	10	8	2	8	12	8	8
7-19	805	801	780	352	825	860	878	834	757
6-22	955	885	865	411	981	979	1014	963	870
6-24	975	901	883	426	996	1000	1042	983	889
0-24	982	908	896	434	1001	1005	1049	989	896





# Woodstock ATC, Shipton Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 1 - Westbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	-	34.3	31.6	26.0	27.0	-	28.5
2	-	-	27.5	28.3	31.0	-	-
3	-	-	23.0	-	-	-	-
4	42.5	25.0	21.0	-	-	45.0	-
5	29.7	-	-	34.0	-	28.0	-
6	26.0	34.7	26.0	28.0	26.0	22.0	26.7
7	28.0	32.3	32.0	34.0	30.9	28.1	26.7
8	31.7	30.9	28.2	29.5	31.6	31.1	31.2
9	30.9	29.7	30.1	30.2	29.3	30.5	29.1
10	31.8	31.8	28.6	28.4	29.3	31.9	28.2
11	29.5	29.6	28.4	30.4	31.1	29.4	27.9
12	30.7	30.2	30.5	30.2	29.9	30.6	24.2
13	30.3	31.4	31.1	30.4	29.9	29.3	29.6
14	29.2	30.4	30.3	31.7	29.8	30.8	29.8
15	30.4	30.0	30.1	30.0	30.0	29.8	27.4
16	30.4	30.8	30.0	29.2	30.4	30.8	30.0
17	30.9	30.9	31.5	32.1	30.8	28.7	30.2
18	30.9	31.9	30.1	31.4	31.5	29.8	31.3
19	33.0	33.3	32.1	30.6	31.7	29.2	31.8
20	32.2	31.3	30.6	30.7	30.2	29.9	31.1
21	31.7	34.3	28.3	30.9	30.9	31.9	30.8
22	31.4	30.3	31.6	35.0	28.0	28.2	28.0
23	29.4	30.8	30.1	28.3	28.8	31.8	33.4
24	30.3	32.6	25.8	29.4	37.0	31.1	28.3

10-12	30.2	29.9	29.4	30.3	30.5	29.9	26.3
14-16	30.4	30.4	30.0	29.7	30.2	30.3	28.7
0-24	30.9	30.9	30.3	30.7	30.4	30.1	29.7

7 Day Ave 30.4

## Channel 1 - Westbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	-	36.4	35.3	29.5	-	-	34.6
2	-	-	30.0	33.8	-	-	-
3	-	-	-	-	-	-	-
4	43.6	-	-	-	-	-	-
5	30.7	-	-	-	-	32.9	-
6	28.8	37.5	27.4	32.2	29.5	22.7	30.1
7	34.4	37.0	-	36.8	34.4	34.0	33.4
8	35.0	37.0	36.6	35.5	37.0	35.0	36.0
9	37.3	35.0	35.3	32.5	35.0	36.0	35.0
10	37.0	36.7	34.8	34.2	38.0	38.0	37.0
11	36.3	35.0	35.4	37.0	36.1	35.3	34.9
12	36.0	35.0	35.0	35.0	36.7	35.0	33.1
13	35.4	36.6	38.0	35.0	35.6	35.0	36.1
14	35.0	37.8	35.0	37.0	35.8	35.2	35.0
15	35.0	34.0	35.3	34.4	35.0	36.0	35.0
16	36.9	36.7	36.0	34.0	37.0	35.0	36.0
17	37.5	37.0	36.0	36.9	36.5	35.0	35.0
18	37.0	37.0	36.0	39.0	37.0	38.0	37.0
19	39.2	39.1	38.0	36.5	38.0	35.0	38.0
20	37.5	34.9	38.0	35.0	35.2	36.9	35.4
21	37.8	37.6	33.0	38.0	37.6	37.5	37.9
22	35.8	34.2	34.5	37.7	33.4	34.2	32.6
23	35.0	39.7	39.7	33.1	34.2	38.0	40.0
24	34.9	39.8	33.7	33.0	40.5	35.0	32.1

10-12	36.3	35.0	35.4	37.0	36.1	35.3	34.9
14-16	36.0	35.0	36.0	34.0	36.0	35.0	35.4
0-24	37.0	36.0	36.0	36.0	36.0	36.0	36.0

7 Day Ave 36.0

# Woodstock ATC, Shipton Road

Produced by PCC Traffic Information Consultancy Ltd.

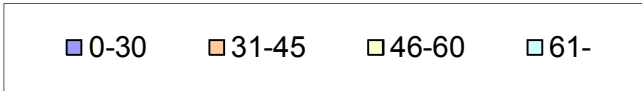
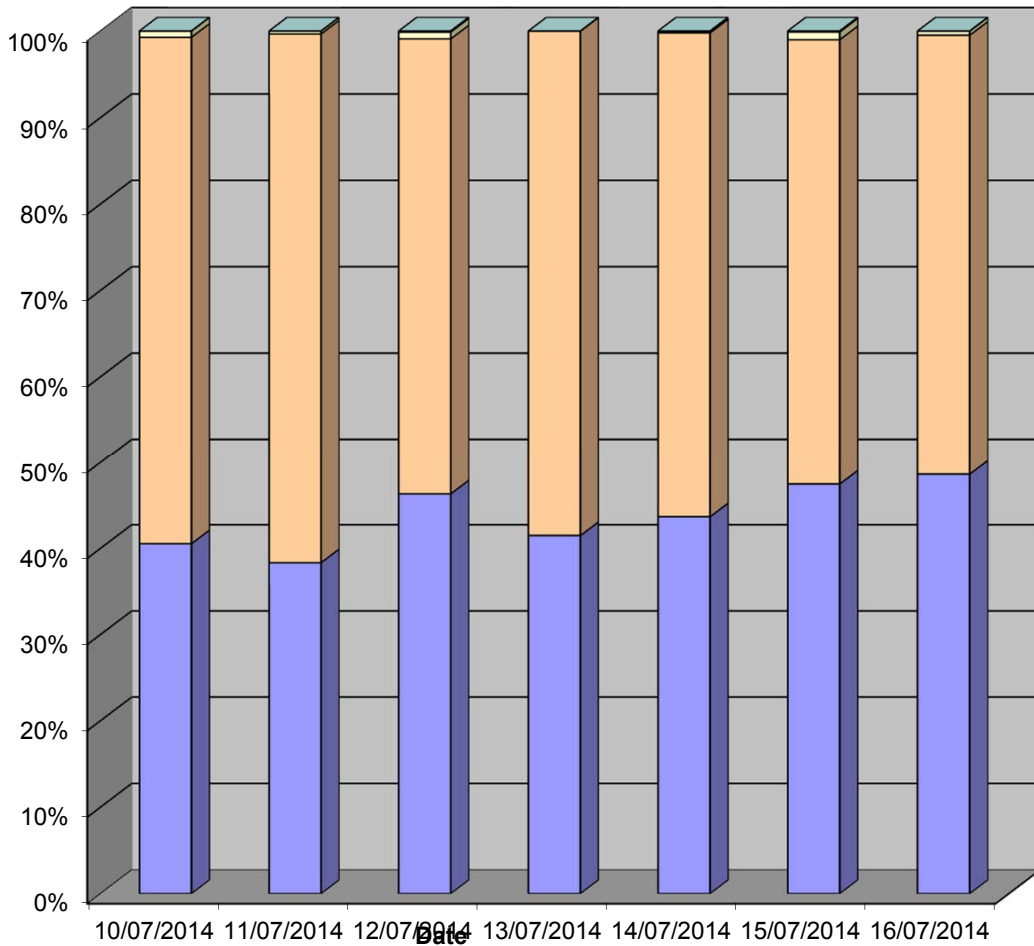
Channel 1 - Westbound

Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	398	348	415	180	437	477	510
31-45	577	557	473	254	562	518	534
46-60	7	3	7	0	2	9	5
61-	0	0	1	0	0	1	0
<b>TOTAL</b>	<b>982</b>	<b>908</b>	<b>896</b>	<b>434</b>	<b>1001</b>	<b>1005</b>	<b>1049</b>

**Speed Summary (MPH)**





# Woodstock ATC, Shipton Road

Produced by PCC Traffic Information Consultancy Ltd.

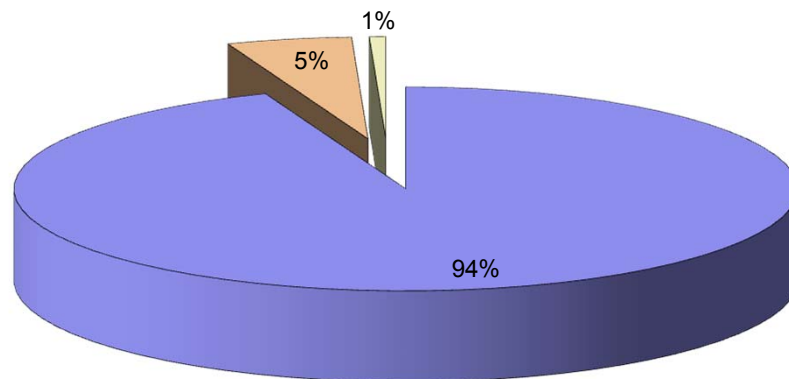
Channel 1 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>10/07/2014</b>				
7-19	747	54	4	805
6-22	893	57	5	955
6-24	913	57	5	975
0-24	917	60	5	982
<b>11/07/2014</b>				
7-19	756	44	1	801
6-22	838	46	1	885
6-24	854	46	1	901
0-24	861	46	1	908
<b>12/07/2014</b>				
7-19	756	24	0	780
6-22	841	24	0	865
6-24	859	24	0	883
0-24	872	24	0	896
<b>13/07/2014</b>				
7-19	344	8	0	352
6-22	403	8	0	411
6-24	418	8	0	426
0-24	426	8	0	434
<b>14/07/2014</b>				
7-19	774	46	5	825
6-22	919	48	14	981
6-24	934	48	14	996
0-24	939	48	14	1001
<b>15/07/2014</b>				
7-19	791	62	7	860
6-22	903	65	11	979
6-24	924	65	11	1000
0-24	927	67	11	1005
<b>16/07/2014</b>				
7-19	806	67	5	878
6-22	932	71	11	1014
6-24	960	71	11	1042
0-24	967	71	11	1049
<b>Average</b>				
7-19	711	44	3	757
6-22	818	46	6	870
6-24	837	46	6	889
0-24	844	46	6	896

**Total Vehicle Class Distribution**



# Woodstock ATC, Shipton Road

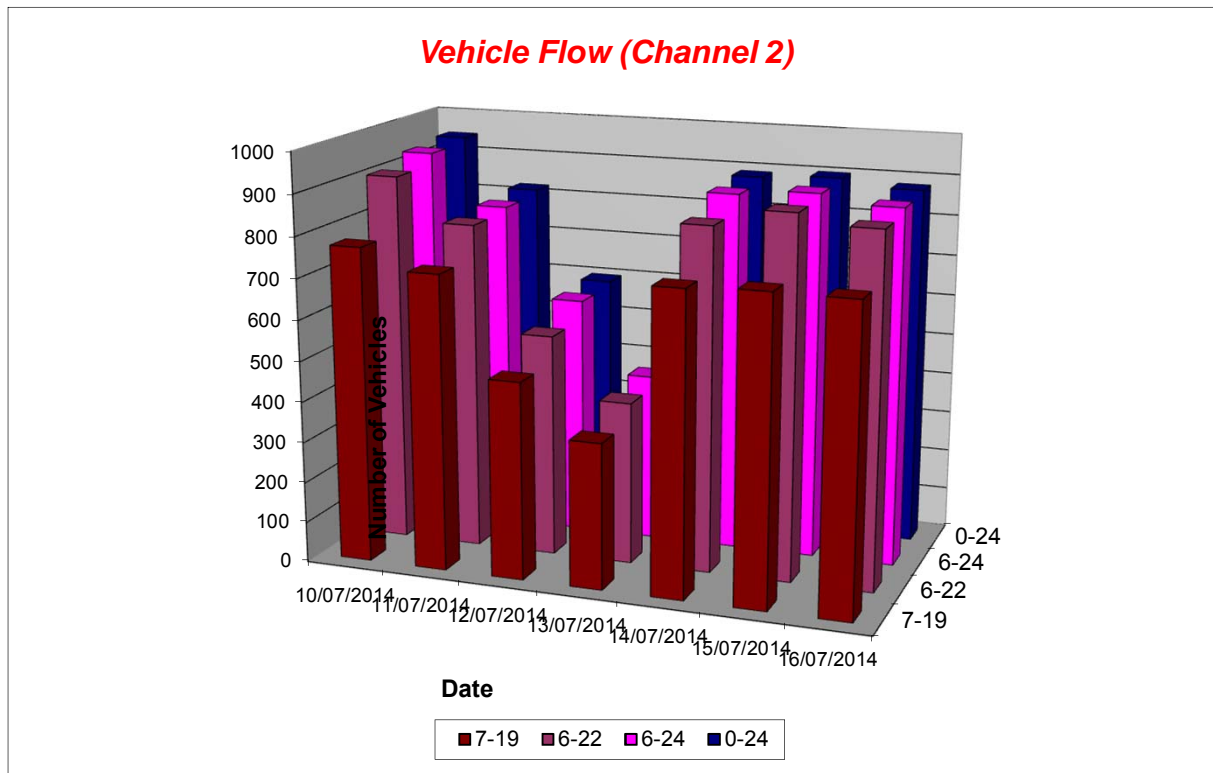
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	1	1	3	7	1	0	3	1	2
2	0	0	1	6	0	0	0	0	1
3	3	0	0	2	0	0	1	1	1
4	0	0	2	2	0	0	0	0	1
5	0	0	1	1	1	0	0	0	0
6	7	9	1	1	7	4	3	6	5
7	20	19	6	2	17	18	13	17	14
8	52	51	11	11	81	49	58	58	45
9	143	122	33	9	139	126	131	132	100
10	54	55	53	27	56	50	47	52	49
11	39	41	42	37	32	37	42	38	39
12	34	32	54	36	29	31	28	31	35
13	40	33	56	46	34	52	54	43	45
14	44	56	18	27	40	42	72	51	43
15	52	52	42	38	49	67	50	54	50
16	138	147	40	22	121	118	120	129	101
17	67	52	50	29	62	73	63	63	57
18	63	57	48	38	51	53	40	53	50
19	47	26	38	39	43	47	39	40	40
20	44	33	26	24	32	56	34	40	36
21	39	19	19	12	36	35	38	33	28
22	31	7	10	3	19	30	31	24	19
23	21	2	30	7	36	8	11	16	16
24	6	7	13	6	3	2	2	4	6
7-19	773	724	485	359	737	745	744	745	652
6-22	907	802	546	400	841	884	860	859	749
6-24	934	811	589	413	880	894	873	878	771
0-24	945	821	597	432	889	898	880	887	780





# Woodstock ATC, Shipton Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 2 - Eastbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	32.0	37.0	40.7	34.9	34.0	-	38.3
2	-	-	32.0	34.5	-	-	-
3	31.0	-	-	38.0	-	-	34.0
4	-	-	21.5	46.5	-	-	-
5	-	-	36.0	45.0	30.0	-	-
6	39.4	36.4	38.0	37.0	40.1	41.0	39.7
7	35.9	35.0	42.0	43.5	38.1	37.1	35.4
8	38.0	36.7	40.9	38.2	36.9	38.4	38.1
9	33.8	32.1	37.1	37.9	31.8	33.8	31.0
10	37.2	34.1	33.5	34.7	34.6	37.3	36.1
11	35.7	34.5	35.5	36.5	34.3	36.3	32.6
12	35.3	37.3	36.9	35.8	31.7	35.4	34.9
13	33.7	36.2	36.9	34.2	34.9	34.5	32.7
14	36.5	35.5	33.7	36.6	36.7	35.1	33.1
15	35.3	36.1	36.0	37.3	35.3	35.7	31.1
16	32.4	29.6	36.2	35.5	32.5	32.6	31.3
17	35.5	33.2	35.5	38.2	36.1	33.2	36.5
18	34.4	35.8	34.3	35.8	33.8	30.8	34.6
19	35.8	35.4	34.0	36.9	35.5	33.4	34.7
20	38.7	37.2	36.4	38.4	33.9	35.2	34.9
21	37.4	39.5	39.0	40.2	33.1	34.2	33.7
22	35.8	36.3	36.0	32.3	34.5	33.7	33.4
23	32.8	42.5	30.5	37.3	35.8	35.6	35.0
24	32.0	33.7	35.4	42.8	32.3	40.0	39.5

10-12	35.5	35.7	36.3	36.1	33.0	35.9	33.5
14-16	33.2	31.3	36.1	36.7	33.3	33.7	31.2
0-24	35.1	34.0	35.5	36.6	34.3	34.5	33.5

7 Day Ave 34.6

## Channel 2 - Eastbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	-	-	45.6	39.0	-	-	41.1
2	-	-	-	36.3	-	-	-
3	31.0	-	-	39.4	-	-	-
4	-	-	24.7	48.3	-	-	-
5	-	-	-	-	-	-	-
6	42.3	41.4	-	-	44.0	42.6	40.7
7	42.2	40.3	45.8	46.0	43.6	43.5	42.6
8	44.0	45.0	46.0	43.0	44.0	44.8	44.0
9	40.0	39.9	43.4	39.8	40.0	40.0	39.0
10	43.1	39.0	40.0	43.0	42.0	43.7	42.0
11	43.0	41.0	40.0	43.6	42.0	44.0	39.9
12	40.1	44.0	42.1	44.0	39.6	41.5	41.0
13	40.3	41.0	44.0	40.0	41.0	41.0	40.0
14	42.0	42.8	41.1	43.0	42.2	40.0	42.0
15	41.0	40.0	42.0	45.0	42.0	44.0	39.0
16	39.0	37.1	42.0	43.6	39.0	40.0	38.0
17	41.0	42.0	40.7	45.0	43.0	41.0	43.0
18	41.0	42.0	41.0	41.0	41.5	40.4	40.2
19	40.0	41.3	40.5	42.0	39.7	44.1	39.0
20	44.0	43.0	42.3	44.1	39.4	43.0	41.1
21	44.0	44.5	43.6	46.4	42.0	41.0	42.4
22	42.0	45.0	40.0	41.1	42.9	40.7	42.0
23	39.0	46.4	36.7	40.1	43.0	43.8	39.5
24	34.8	41.1	41.6	48.0	37.3	46.3	44.8

10-12	43.0	41.0	40.0	43.6	42.0	44.0	39.9
14-16	40.0	39.0	42.0	45.0	39.7	41.0	39.0
0-24	42.0	41.0	42.0	44.0	42.0	42.0	41.0

7 Day Ave 42.0

# Woodstock ATC, Shipton Road

Produced by PCC Traffic Information Consultancy Ltd.

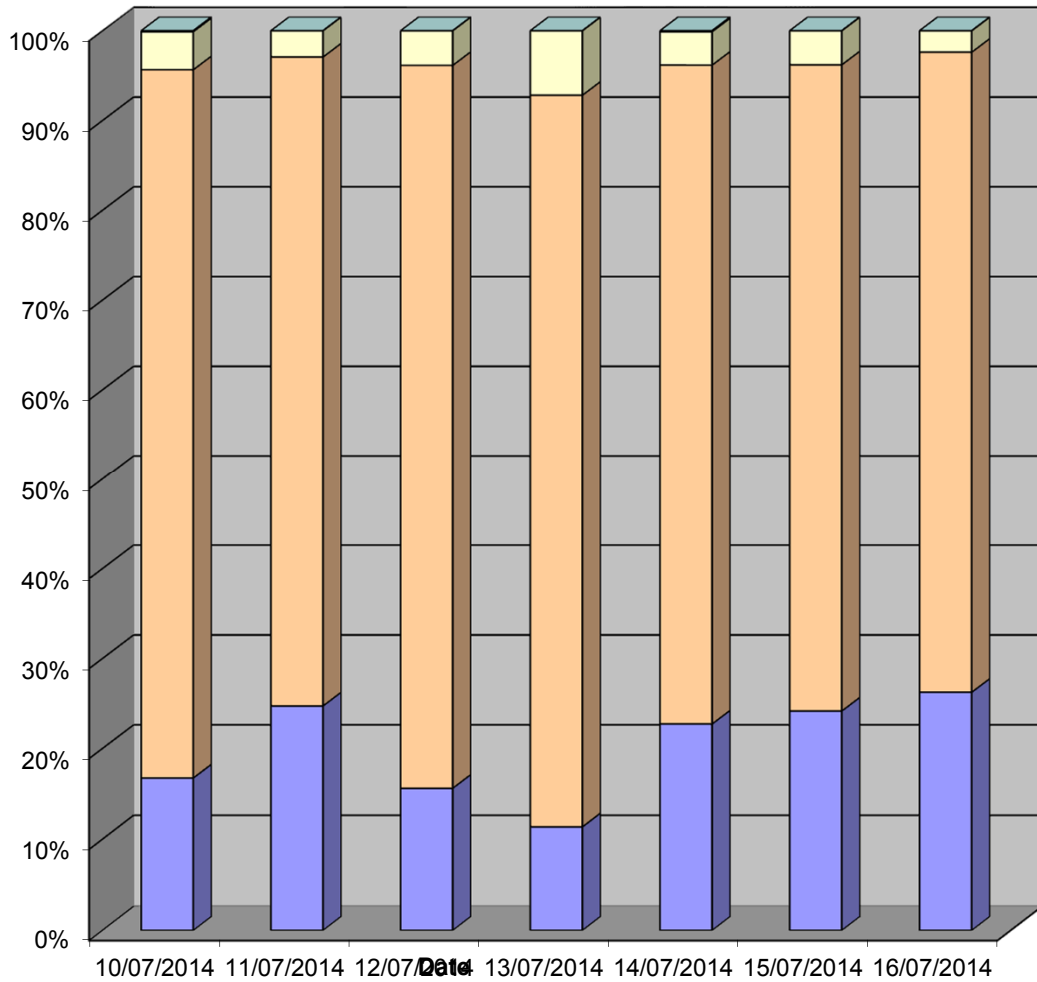
Channel 2 - Eastbound

Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	158	203	93	49	202	217	231
31-45	746	594	481	352	653	647	628
46-60	40	24	23	31	33	34	21
61-	1	0	0	0	1	0	0
<b>TOTAL</b>	<b>945</b>	<b>821</b>	<b>597</b>	<b>432</b>	<b>889</b>	<b>898</b>	<b>880</b>

**Speed Summary (MPH)**





# Woodstock ATC, Shipton Road

Produced by PCC Traffic Information Consultancy Ltd.

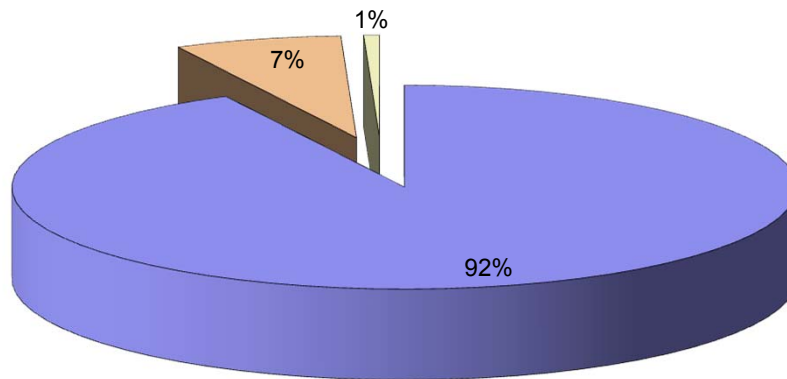
Channel 2 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>10/07/2014</b>				
7-19	689	82	2	773
6-22	819	86	2	907
6-24	846	86	2	934
0-24	853	86	6	945
<b>11/07/2014</b>				
7-19	668	56	0	724
6-22	743	59	0	802
6-24	752	59	0	811
0-24	762	59	0	821
<b>12/07/2014</b>				
7-19	474	10	1	485
6-22	533	12	1	546
6-24	576	12	1	589
0-24	584	12	1	597
<b>13/07/2014</b>				
7-19	353	6	0	359
6-22	394	6	0	400
6-24	407	6	0	413
0-24	426	6	0	432
<b>14/07/2014</b>				
7-19	677	56	4	737
6-22	772	59	10	841
6-24	811	59	10	880
0-24	820	59	10	889
<b>15/07/2014</b>				
7-19	668	67	10	745
6-22	802	69	13	884
6-24	812	69	13	894
0-24	816	69	13	898
<b>16/07/2014</b>				
7-19	662	80	2	744
6-22	770	85	5	860
6-24	783	85	5	873
0-24	790	85	5	880
<b>Average</b>				
7-19	599	51	3	652
6-22	690	54	4	749
6-24	712	54	4	771
0-24	722	54	5	780

**Total Vehicle Class Distribution**



# Woodstock ATC, Hensington Road

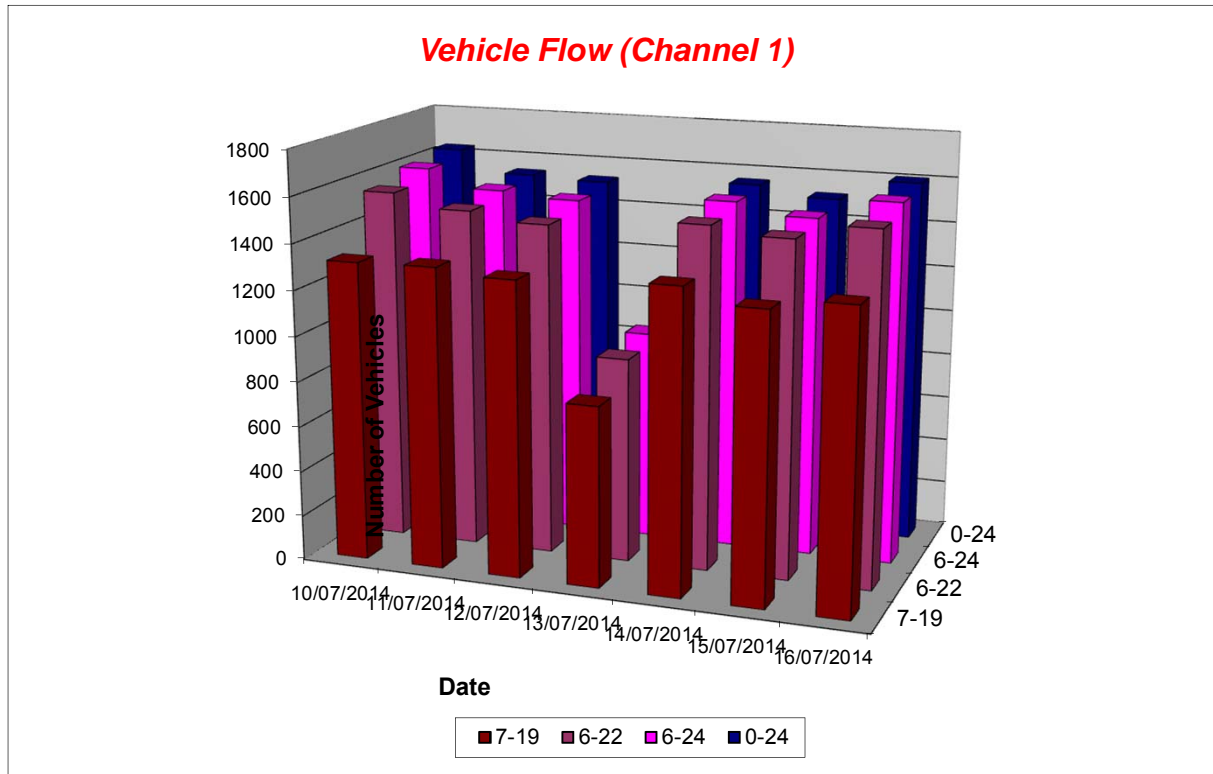
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	2	1	7	4	2	1	4	2	3
2	2	1	4	4	1	1	1	1	2
3	4	1	3	0	0	2	2	2	2
4	0	0	2	3	0	0	0	0	1
5	6	2	1	2	1	3	2	3	2
6	18	8	6	4	9	12	12	12	10
7	35	41	15	8	30	38	34	36	29
8	77	87	33	14	103	83	93	89	70
9	188	159	76	37	186	180	167	176	142
10	123	133	84	71	114	122	131	125	111
11	103	97	121	93	106	93	99	100	102
12	106	84	129	93	99	91	81	92	98
13	79	107	105	89	89	86	101	92	94
14	77	82	82	67	77	83	101	84	81
15	69	86	96	60	58	70	82	73	74
16	126	175	115	63	132	124	126	137	123
17	131	118	177	69	125	114	100	118	119
18	142	89	199	74	143	124	129	125	129
19	97	107	81	66	96	93	99	98	91
20	83	68	78	52	75	71	74	74	72
21	66	43	46	28	46	58	64	55	50
22	52	21	24	21	29	45	60	41	36
23	34	18	23	15	20	16	34	24	23
24	15	10	19	9	15	4	10	11	12
7-19	1318	1324	1298	796	1328	1263	1309	1308	1234
6-22	1554	1497	1461	905	1508	1475	1541	1515	1420
6-24	1603	1525	1503	929	1543	1495	1585	1550	1455
0-24	1635	1538	1526	946	1556	1514	1606	1570	1474





# Woodstock ATC, Hensington Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 1 - Westbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	23.5	27.0	28.7	23.3	25.5	30.0	24.3
2	28.0	32.0	24.5	27.0	29.0	27.0	23.0
3	25.8	29.0	19.0	-	-	25.0	29.0
4	-	-	23.5	28.7	-	-	-
5	30.2	28.5	27.0	27.0	23.0	27.0	24.5
6	29.1	29.1	28.5	23.8	27.7	29.1	27.5
7	28.9	26.3	24.3	26.5	27.6	28.1	27.2
8	25.5	26.4	27.1	25.9	25.9	26.0	25.7
9	24.3	25.5	24.3	25.4	21.9	24.4	25.5
10	25.4	24.8	24.3	25.3	23.4	24.3	25.4
11	26.4	24.4	25.0	25.8	24.2	25.2	25.2
12	26.6	25.4	24.7	25.3	25.6	23.2	24.3
13	24.9	25.2	25.3	25.3	24.3	24.4	25.3
14	25.4	25.8	25.0	25.8	24.8	25.2	24.7
15	24.4	25.2	25.3	25.0	23.9	26.3	24.1
16	24.0	23.4	25.3	24.1	23.9	25.4	25.5
17	26.0	24.5	25.2	24.4	26.2	25.6	25.0
18	24.7	25.3	25.1	24.1	24.5	27.3	28.0
19	25.3	25.5	27.2	26.2	25.3	26.5	27.4
20	26.5	26.7	26.1	26.9	26.2	26.1	25.8
21	26.3	26.0	24.6	27.7	26.2	25.1	25.4
22	27.2	25.9	26.9	24.9	26.0	25.5	29.3
23	25.0	27.0	22.2	26.1	25.3	22.5	25.4
24	24.9	22.7	25.4	29.4	24.9	24.3	23.0

10-12	26.5	24.9	24.8	25.6	24.9	24.2	24.8
14-16	24.2	24.0	25.3	24.6	23.9	25.8	24.9
0-24	25.5	25.2	25.2	25.4	24.6	25.4	25.8

7 Day Ave 25.3

## Channel 1 - Westbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	23.9	-	35.5	32.1	25.9	-	27.6
2	29.4	-	25.6	29.6	-	-	-
3	28.7	-	21.7	-	-	25.7	32.5
4	-	-	27.4	30.0	-	-	-
5	36.0	31.0	-	31.2	-	30.2	31.9
6	34.5	34.0	32.3	24.6	31.0	35.0	32.1
7	34.0	33.0	30.8	30.9	33.3	35.0	33.1
8	30.6	31.0	32.2	28.1	30.0	30.7	31.0
9	30.0	30.0	30.0	30.0	29.0	30.0	30.0
10	30.0	30.0	30.0	31.5	29.1	29.0	30.0
11	31.0	30.0	30.0	30.0	28.3	30.2	30.0
12	31.0	30.0	30.0	30.0	30.0	29.0	29.0
13	29.0	30.0	30.0	30.0	29.0	30.0	30.0
14	30.0	31.0	30.0	31.1	29.0	30.0	29.0
15	30.0	30.0	29.8	30.0	29.0	31.3	29.0
16	30.0	29.0	29.0	29.7	29.0	30.0	30.0
17	31.0	30.0	30.0	28.0	30.4	30.0	30.0
18	29.0	31.0	30.0	29.0	29.0	32.0	32.0
19	30.0	30.1	31.0	30.0	30.0	32.0	33.0
20	31.7	30.0	31.5	33.0	31.0	31.5	30.1
21	30.0	30.0	31.3	35.0	31.0	30.0	30.0
22	33.4	29.0	32.0	30.0	30.8	30.8	35.0
23	30.1	30.0	29.0	31.7	29.2	26.8	30.0
24	30.0	26.3	32.9	33.8	29.9	26.1	27.0

10-12	31.0	30.0	30.0	30.0	28.3	30.2	30.0
14-16	30.0	29.0	29.5	30.0	29.0	30.0	30.0
0-24	30.0	30.0	30.0	30.0	30.0	30.0	30.0

7 Day Ave 30.0

# Woodstock ATC, Hensington Road

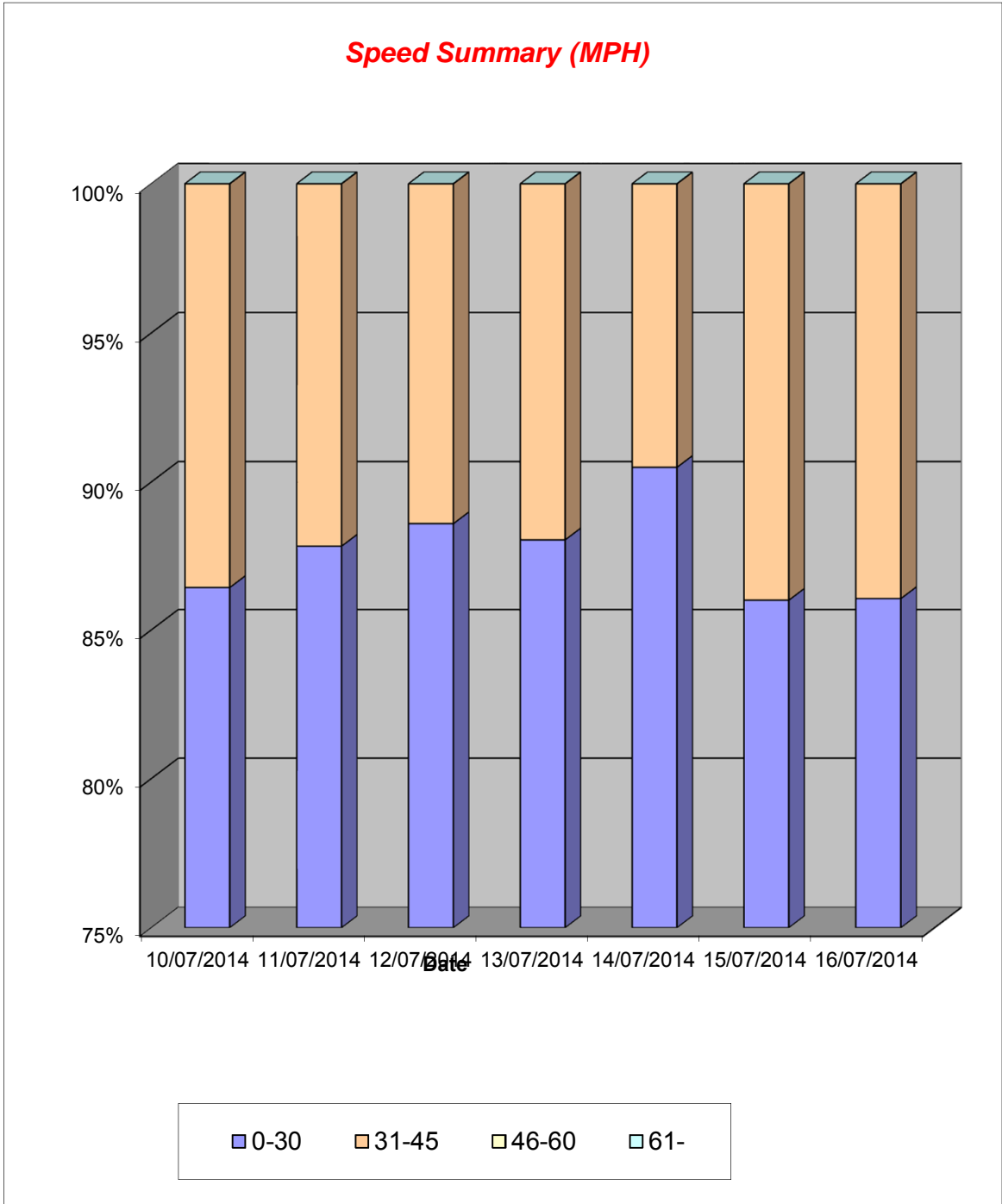
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	1413	1351	1352	833	1408	1302	1382
31-45	222	187	174	113	148	212	224
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1635</b>	<b>1538</b>	<b>1526</b>	<b>946</b>	<b>1556</b>	<b>1514</b>	<b>1606</b>





# Woodstock ATC, Hensington Road

Produced by PCC Traffic Information Consultancy Ltd.

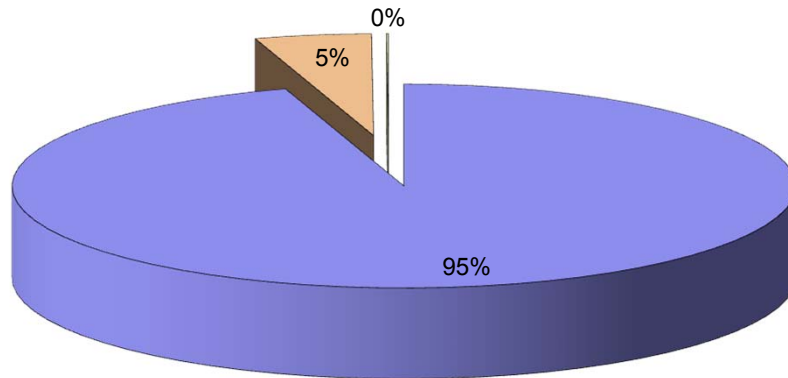
Channel 1 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>10/07/2014</b>				
7-19	1243	74	1	1318
6-22	1472	81	1	1554
6-24	1521	81	1	1603
0-24	1548	86	1	1635
<b>11/07/2014</b>				
7-19	1242	82	0	1324
6-22	1409	88	0	1497
6-24	1437	88	0	1525
0-24	1450	88	0	1538
<b>12/07/2014</b>				
7-19	1250	48	0	1298
6-22	1408	53	0	1461
6-24	1448	55	0	1503
0-24	1471	55	0	1526
<b>13/07/2014</b>				
7-19	775	20	1	796
6-22	882	22	1	905
6-24	906	22	1	929
0-24	923	22	1	946
<b>14/07/2014</b>				
7-19	1256	71	1	1328
6-22	1429	78	1	1508
6-24	1463	79	1	1543
0-24	1476	79	1	1556
<b>15/07/2014</b>				
7-19	1191	70	2	1263
6-22	1396	77	2	1475
6-24	1416	77	2	1495
0-24	1433	79	2	1514
<b>16/07/2014</b>				
7-19	1226	79	4	1309
6-22	1450	87	4	1541
6-24	1494	87	4	1585
0-24	1515	87	4	1606
<b>Average</b>				
7-19	1169	63	1	1234
6-22	1349	69	1	1420
6-24	1384	70	1	1455
0-24	1402	71	1	1474

**Total Vehicle Class Distribution**



# Woodstock ATC, Hensington Road

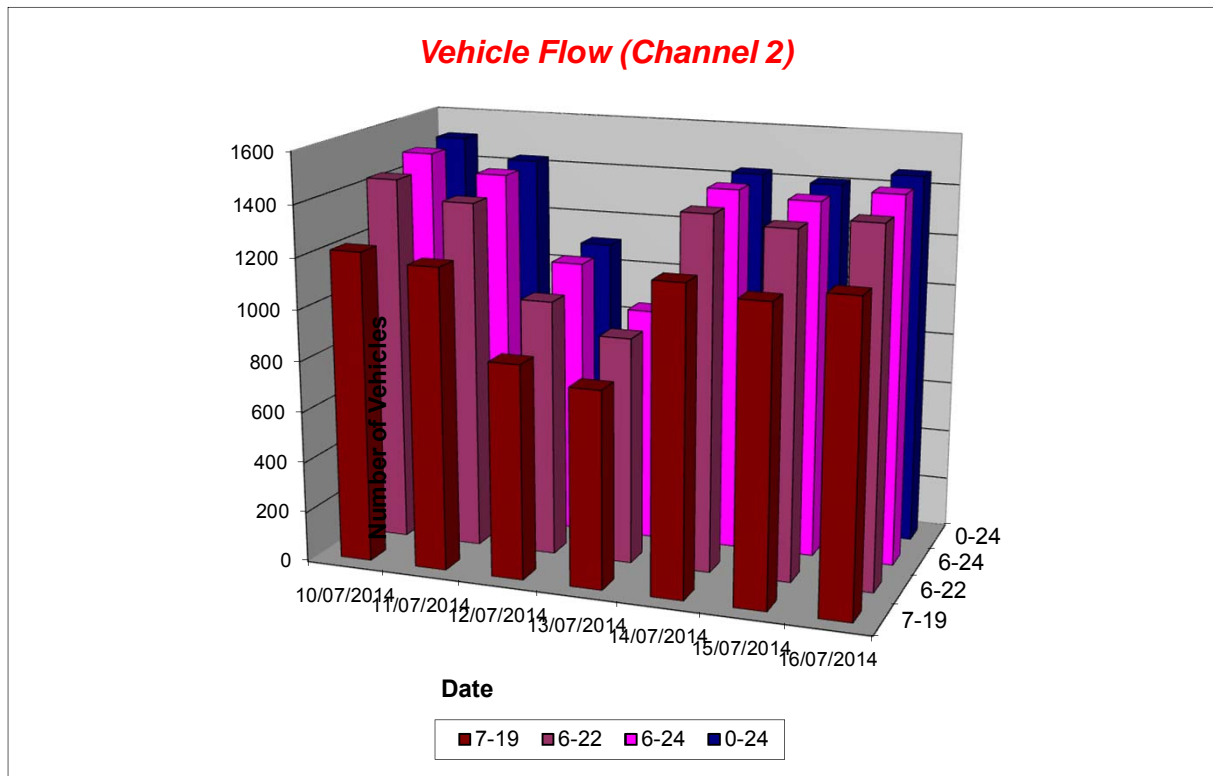
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	2	2	6	18	3	1	9	3	6
2	2	1	4	9	1	1	1	1	3
3	0	1	3	2	0	0	2	1	1
4	4	0	2	2	0	2	1	1	2
5	4	0	0	0	0	2	1	1	1
6	4	3	0	1	4	4	2	3	3
7	32	20	9	3	15	27	22	23	18
8	75	74	18	17	100	71	58	76	59
9	137	131	47	19	129	138	139	135	106
10	75	79	52	41	71	75	79	76	67
11	73	84	70	67	63	64	81	73	72
12	61	52	93	64	62	68	78	64	68
13	81	96	81	76	80	84	104	89	86
14	83	80	81	79	85	87	79	83	82
15	86	98	88	89	93	110	102	98	95
16	113	133	79	80	100	123	130	120	108
17	151	129	67	86	146	119	118	133	117
18	153	126	88	78	149	101	115	129	116
19	131	103	79	80	122	117	120	119	107
20	74	78	67	54	83	70	64	74	70
21	69	50	46	36	50	67	59	59	54
22	46	35	44	24	41	34	49	41	39
23	31	30	43	19	28	28	30	29	30
24	22	27	40	13	8	17	19	19	21
7-19	1219	1185	843	776	1200	1157	1203	1193	1083
6-22	1440	1368	1009	893	1389	1355	1397	1390	1264
6-24	1493	1425	1092	925	1425	1400	1446	1438	1315
0-24	1509	1432	1107	957	1433	1410	1462	1449	1330



# Woodstock ATC, Hensington Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 2 - Eastbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	28.5	28.5	27.7	24.3	28.3	29.0	24.8
2	14.5	22.0	27.5	27.3	31.0	13.0	24.0
3	-	15.0	23.3	26.0	-	-	29.0
4	30.3	-	23.0	21.0	-	33.5	27.0
5	32.0	-	-	-	-	29.0	30.0
6	22.8	23.0	-	29.0	27.8	25.3	29.5
7	26.6	26.6	20.9	27.3	25.7	26.1	25.2
8	26.6	24.8	26.0	24.9	26.2	26.0	26.6
9	25.0	23.1	24.3	25.2	25.2	24.7	24.5
10	24.6	24.9	25.1	24.7	23.8	24.9	23.4
11	24.2	25.7	24.8	24.2	24.5	24.6	23.5
12	23.6	24.1	24.0	22.3	24.0	23.2	25.1
13	24.5	24.3	24.9	22.4	25.0	23.0	23.6
14	24.0	25.2	25.7	24.4	24.0	23.1	24.4
15	23.4	24.8	24.2	24.1	24.9	23.5	22.7
16	23.5	23.3	23.3	23.1	23.2	25.2	26.1
17	25.0	24.8	24.1	24.7	25.1	25.0	25.1
18	25.1	25.0	24.1	23.6	24.7	25.3	25.8
19	24.3	24.7	23.3	24.3	24.2	24.2	24.4
20	23.7	26.1	23.1	24.9	24.9	24.5	24.0
21	26.4	24.1	22.0	26.1	25.3	24.9	24.3
22	24.3	24.5	24.8	24.0	21.3	22.9	22.8
23	24.3	22.9	24.7	26.5	26.6	24.0	23.1
24	23.6	23.6	22.8	25.8	25.5	22.7	23.3

10-12	23.9	25.1	24.3	23.3	24.3	23.8	24.3
14-16	23.5	24.0	23.8	23.7	24.0	24.4	24.6
0-24	24.6	24.5	24.1	24.1	24.6	24.4	24.5

7 Day Ave 24.5

## Channel 2 - Eastbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	28.9	30.3	31.8	28.0	32.9	-	30.4
2	15.6	-	32.1	30.0	-	-	-
3	-	-	24.4	28.1	-	-	31.1
4	34.1	-	24.4	21.0	-	36.7	-
5	34.0	-	-	-	-	32.5	-
6	29.6	26.6	-	-	29.1	29.3	32.0
7	30.0	34.0	23.6	29.7	31.9	30.3	30.0
8	30.0	30.0	31.4	29.0	30.0	30.0	31.9
9	29.0	29.0	29.0	29.0	29.0	29.5	29.3
10	30.0	30.0	29.0	30.0	28.5	29.0	29.0
11	30.2	30.6	30.7	29.0	30.7	30.0	29.0
12	29.0	28.0	29.0	28.0	30.0	28.0	29.0
13	30.0	29.8	30.0	28.8	29.2	28.0	29.0
14	28.7	30.0	30.0	30.0	29.0	29.0	30.0
15	28.0	29.0	30.0	30.0	29.0	29.0	28.0
16	28.0	28.2	29.0	29.0	29.0	29.7	30.0
17	30.0	29.8	28.1	30.0	30.0	30.0	30.0
18	30.0	30.0	29.0	29.0	30.0	32.0	31.0
19	29.5	30.0	29.0	29.0	29.9	29.6	29.0
20	29.0	31.5	28.1	29.0	30.0	30.0	29.6
21	31.8	29.0	27.3	31.0	30.7	29.1	28.0
22	29.3	29.0	30.0	29.0	28.0	28.1	29.0
23	28.5	28.0	29.0	30.3	30.0	30.0	29.3
24	28.9	30.0	28.2	30.0	29.0	28.0	27.6

10-12	30.2	30.6	30.7	29.0	30.7	30.0	29.0
14-16	28.0	29.0	30.0	29.0	29.0	29.0	30.0
0-24	30.0	30.0	30.0	29.0	30.0	30.0	30.0

7 Day Ave 30.0



# Woodstock ATC, Hensington Road

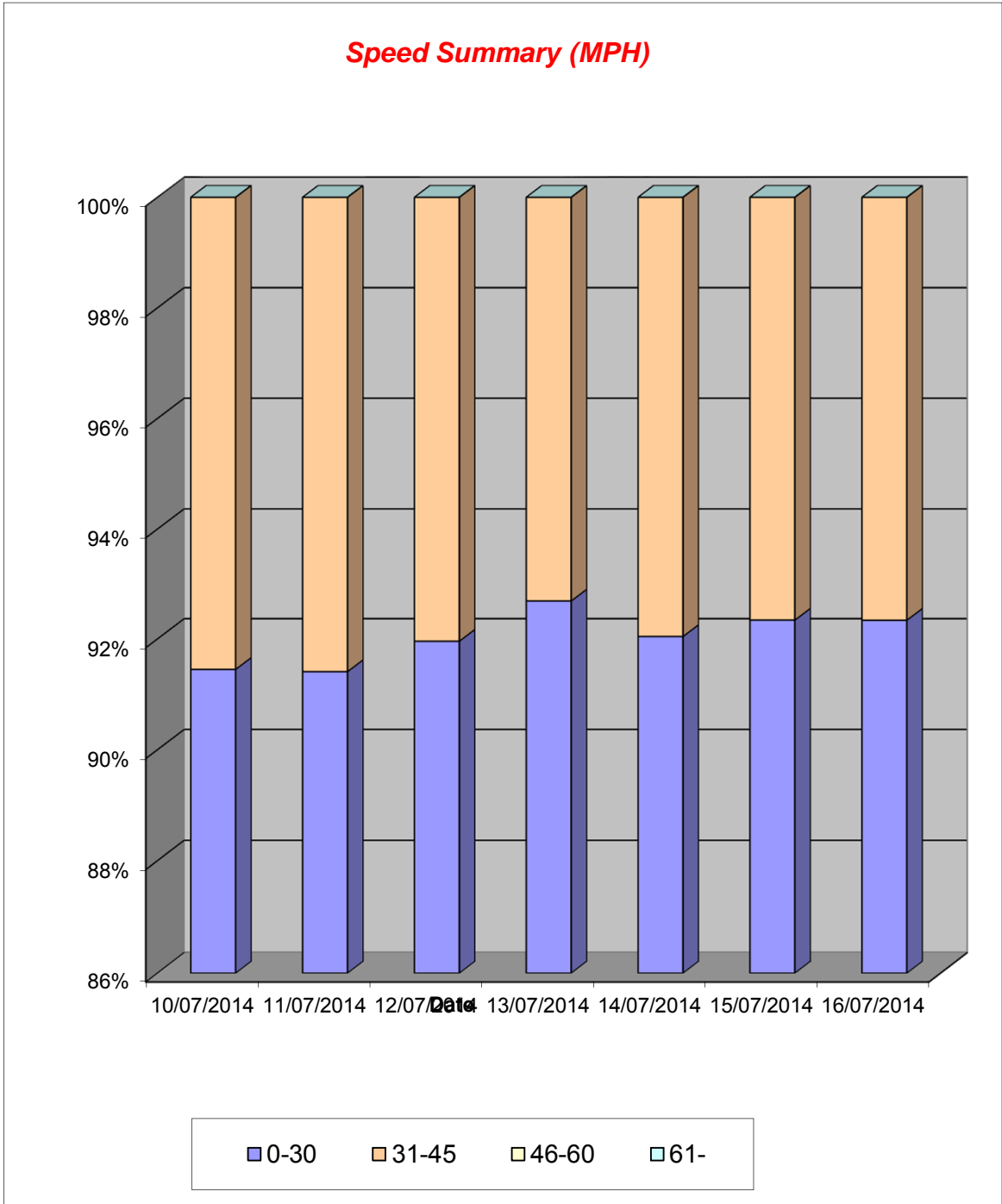
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound

Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	1380	1309	1018	887	1319	1302	1350
31-45	129	123	89	70	114	108	112
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1509</b>	<b>1432</b>	<b>1107</b>	<b>957</b>	<b>1433</b>	<b>1410</b>	<b>1462</b>



# Woodstock ATC, Hensington Road

Produced by PCC Traffic Information Consultancy Ltd.

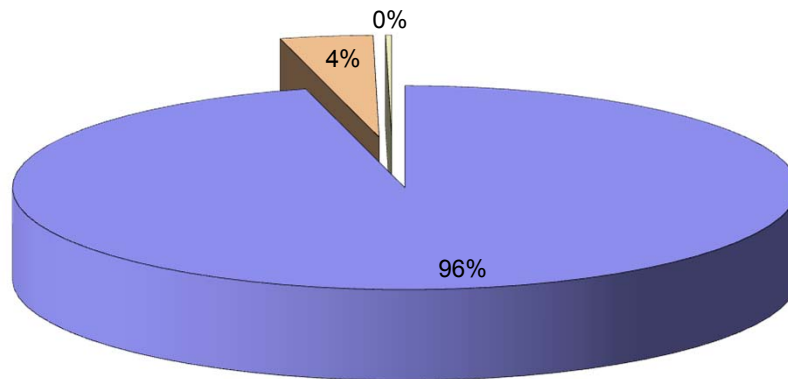
Channel 2 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>10/07/2014</b>				
7-19	1142	69	8	1219
6-22	1354	76	10	1440
6-24	1407	76	10	1493
0-24	1423	76	10	1509
<b>11/07/2014</b>				
7-19	1137	48	0	1185
6-22	1316	52	0	1368
6-24	1372	53	0	1425
0-24	1379	53	0	1432
<b>12/07/2014</b>				
7-19	824	17	2	843
6-22	986	20	3	1009
6-24	1067	22	3	1092
0-24	1082	22	3	1107
<b>13/07/2014</b>				
7-19	760	16	0	776
6-22	877	16	0	893
6-24	909	16	0	925
0-24	941	16	0	957
<b>14/07/2014</b>				
7-19	1135	61	4	1200
6-22	1320	65	4	1389
6-24	1354	67	4	1425
0-24	1362	67	4	1433
<b>15/07/2014</b>				
7-19	1096	60	1	1157
6-22	1290	64	1	1355
6-24	1334	65	1	1400
0-24	1344	65	1	1410
<b>16/07/2014</b>				
7-19	1145	55	3	1203
6-22	1335	57	5	1397
6-24	1384	57	5	1446
0-24	1400	57	5	1462
<b>Average</b>				
7-19	1034	47	3	1083
6-22	1211	50	3	1264
6-24	1261	51	3	1315
0-24	1276	51	3	1330

**Total Vehicle Class Distribution**



# Woodstock ATC, A4095 Grove Road

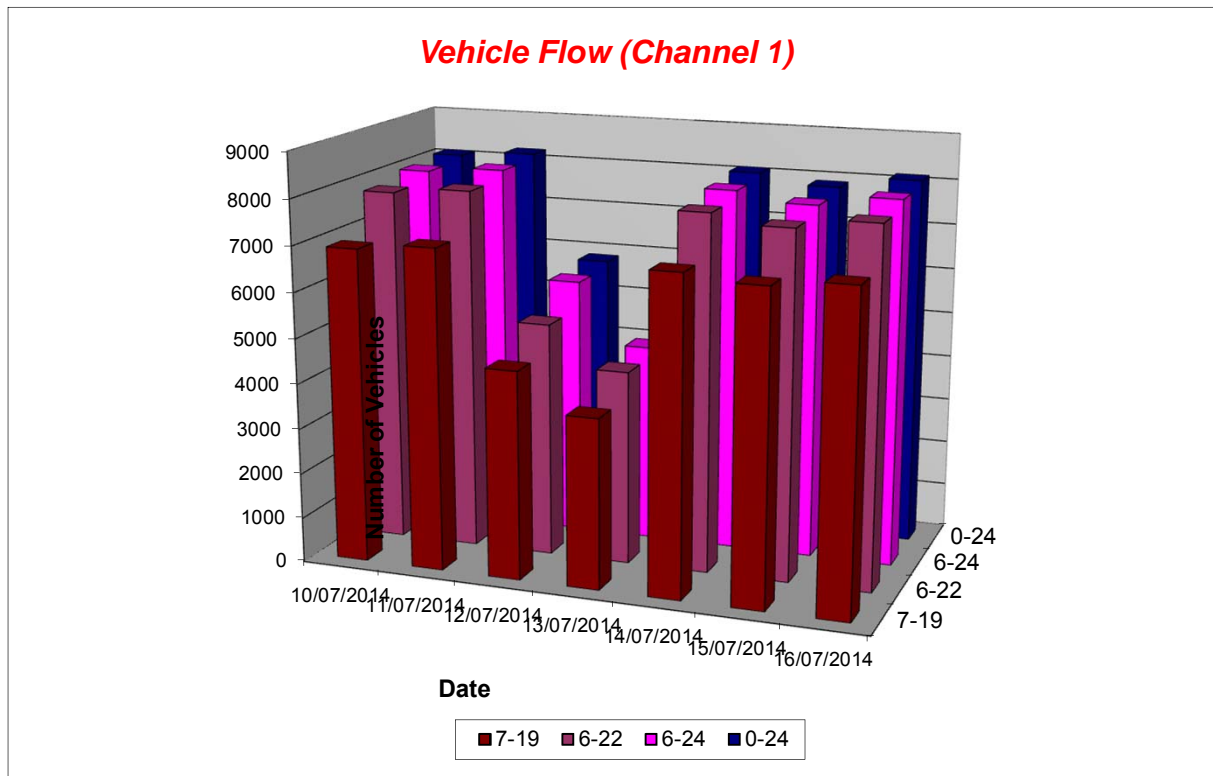
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	14	23	36	76	20	15	16	18	29
2	11	11	24	30	9	11	6	10	15
3	2	2	11	17	2	3	4	3	6
4	8	5	5	6	4	7	8	6	6
5	14	13	5	7	12	13	14	13	11
6	42	41	27	17	45	39	54	44	38
7	159	183	68	55	199	169	205	183	148
8	916	914	155	72	931	928	992	936	701
9	773	864	257	123	886	888	946	871	677
10	496	519	308	202	486	483	503	497	428
11	456	440	419	297	471	412	379	432	411
12	387	446	475	375	372	422	361	398	405
13	521	481	513	411	525	444	504	495	486
14	560	546	415	395	551	512	521	538	500
15	569	604	486	354	586	576	594	586	538
16	616	572	404	395	603	534	593	584	531
17	540	623	406	421	544	570	549	565	522
18	654	670	430	375	595	640	615	635	568
19	434	391	335	344	408	413	417	413	392
20	330	374	207	256	345	335	356	348	315
21	225	172	170	126	186	167	179	186	175
22	181	157	126	85	152	146	142	156	141
23	128	106	284	54	104	105	115	112	128
24	58	63	276	43	57	52	60	58	87
7-19	6922	7070	4603	3764	6958	6822	6974	6949	6159
6-22	7817	7956	5174	4286	7840	7639	7856	7822	6938
6-24	8003	8125	5734	4383	8001	7796	8031	7991	7153
0-24	8094	8220	5842	4536	8093	7884	8133	8085	7257





# Woodstock ATC, A4095 Grove Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 1 - Northbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	34.6	35.3	32.4	29.9	34.9	34.8	37.7
2	36.4	38.2	33.0	30.6	40.5	39.1	36.8
3	35.5	35.5	34.4	34.5	35.5	34.7	34.9
4	33.9	28.5	40.0	30.1	29.2	34.1	35.8
5	35.9	38.8	37.5	35.5	39.2	36.1	36.0
6	33.2	33.4	37.4	32.9	32.9	32.4	34.3
7	33.8	34.8	33.7	36.3	34.5	34.3	33.7
8	31.1	31.1	34.1	32.0	31.2	31.2	31.1
9	29.5	29.9	33.1	32.2	30.0	29.7	29.3
10	29.8	30.3	30.9	31.0	30.1	29.9	30.2
11	29.5	29.7	28.1	31.4	29.5	29.5	29.9
12	29.7	29.8	29.9	30.0	29.6	29.6	30.5
13	29.4	29.6	29.4	30.4	29.4	29.4	29.4
14	29.7	29.6	29.6	30.7	29.4	29.6	29.6
15	29.7	29.7	30.3	31.3	29.6	29.7	29.7
16	28.5	28.8	30.5	30.8	28.8	28.9	28.8
17	27.9	28.3	27.7	30.5	28.1	28.2	28.1
18	27.1	27.0	27.1	30.9	26.9	26.9	27.0
19	29.7	29.8	31.6	31.8	29.7	29.9	29.8
20	31.9	32.2	33.2	32.2	32.1	32.1	32.0
21	31.6	33.6	30.9	32.6	33.6	33.1	33.7
22	31.3	31.8	30.4	31.0	32.0	31.8	31.6
23	30.9	30.7	29.1	32.7	31.1	30.8	30.7
24	32.4	31.5	29.3	30.8	31.0	31.7	31.2

10-12	29.6	29.7	29.0	30.6	29.6	29.5	30.2
14-16	29.1	29.3	30.4	31.0	29.2	29.3	29.3
0-24	29.7	30.0	30.0	31.1	29.9	29.9	29.9

7 Day Ave 30.1

## Channel 1 - Northbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	38.7	38.6	39.0	33.7	38.9	38.7	43.2
2	43.5	48.3	43.4	33.9	53.7	48.9	43.5
3	38.6	38.3	38.3	38.8	38.5	38.5	48.3
4	38.3	33.8	53.2	38.0	33.4	38.1	43.3
5	38.3	53.8	53.2	48.5	53.1	43.8	43.0
6	38.8	38.6	43.6	38.9	38.8	38.4	43.5
7	38.0	44.0	38.4	43.4	43.5	43.5	38.2
8	33.8	33.9	38.4	38.7	33.8	38.5	33.9
9	33.8	33.2	38.7	38.5	33.6	33.2	33.6
10	33.7	33.7	33.3	38.5	33.8	33.3	33.8
11	33.0	34.0	33.6	38.5	33.0	33.1	33.9
12	33.4	33.2	33.2	33.4	33.2	33.6	33.3
13	33.9	33.5	33.2	33.4	33.1	33.2	33.5
14	33.8	33.1	33.6	33.3	33.1	33.9	33.1
15	33.4	34.0	33.1	33.1	33.3	33.1	33.6
16	34.0	33.7	33.5	33.2	33.1	33.4	33.4
17	33.9	33.0	33.9	34.0	33.0	33.3	34.0
18	33.1	33.6	33.3	33.1	33.5	33.9	33.1
19	33.9	33.1	38.8	38.4	33.7	33.8	33.9
20	38.4	38.1	38.4	38.4	38.5	33.3	38.6
21	38.5	38.8	38.3	38.5	38.8	38.7	38.3
22	33.8	38.3	33.9	38.2	38.1	38.3	38.1
23	38.1	38.0	33.6	38.5	38.2	38.1	38.5
24	38.6	38.3	33.6	33.3	38.7	38.0	38.2

10-12	33.5	33.4	33.4	33.6	33.5	33.3	34.0
14-16	33.3	33.3	33.1	33.5	33.4	33.8	33.1
0-24	33.6	33.9	33.6	33.2	33.1	33.3	33.0

7 Day Ave 33.4

# Woodstock ATC, A4095 Grove Road

Produced by PCC Traffic Information Consultancy Ltd.

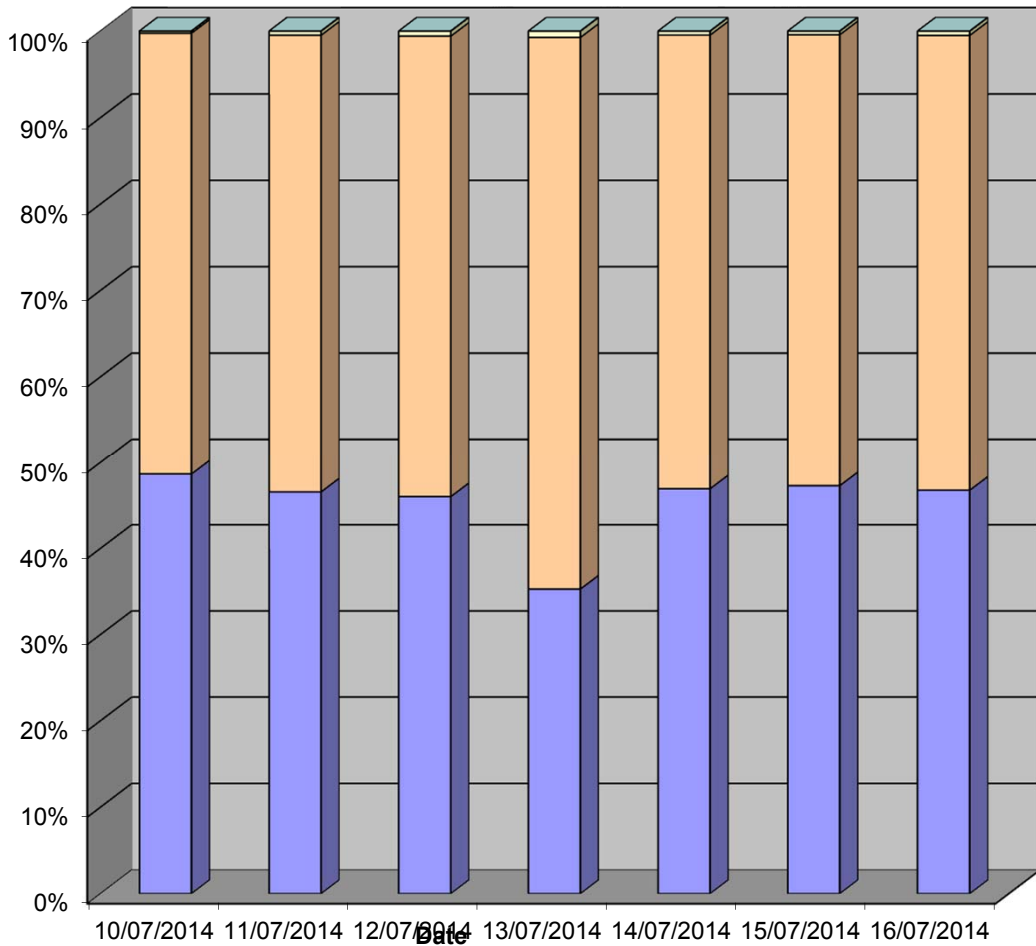
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	3936	3826	2687	1600	3797	3727	3802
31-45	4138	4355	3121	2903	4259	4124	4291
46-60	20	39	34	33	37	33	40
61-	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>8094</b>	<b>8220</b>	<b>5842</b>	<b>4536</b>	<b>8093</b>	<b>7884</b>	<b>8133</b>

**Speed Summary (MPH)**



# Woodstock ATC, A4095 Grove Road

Produced by PCC Traffic Information Consultancy Ltd.

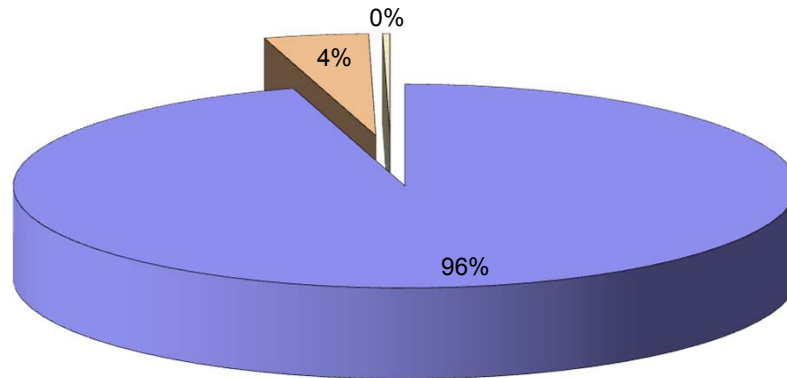
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>10/07/2014</b>				
7-19	6561	341	20	6922
6-22	7420	370	27	7817
6-24	7599	377	27	8003
0-24	7686	380	28	8094
<b>11/07/2014</b>				
7-19	6728	321	21	7070
6-22	7586	346	24	7956
6-24	7749	352	24	8125
0-24	7833	361	26	8220
<b>12/07/2014</b>				
7-19	4433	163	7	4603
6-22	4988	178	8	5174
6-24	5537	189	8	5734
0-24	5636	198	8	5842
<b>13/07/2014</b>				
7-19	3671	90	3	3764
6-22	4186	97	3	4286
6-24	4279	101	3	4383
0-24	4425	108	3	4536
<b>14/07/2014</b>				
7-19	6602	334	22	6958
6-22	7459	356	25	7840
6-24	7616	360	25	8001
0-24	7699	367	27	8093
<b>15/07/2014</b>				
7-19	6478	327	17	6822
6-22	7268	351	20	7639
6-24	7422	354	20	7796
0-24	7507	356	21	7884
<b>16/07/2014</b>				
7-19	6555	391	28	6974
6-22	7406	414	36	7856
6-24	7577	418	36	8031
0-24	7677	420	36	8133
<b>Average</b>				
7-19	5861	281	17	6159
6-22	6616	302	20	6938
6-24	6826	307	20	7153
0-24	6923	313	21	7257

**Total Vehicle Class Distribution**





# Woodstock ATC, A4095 Grove Road

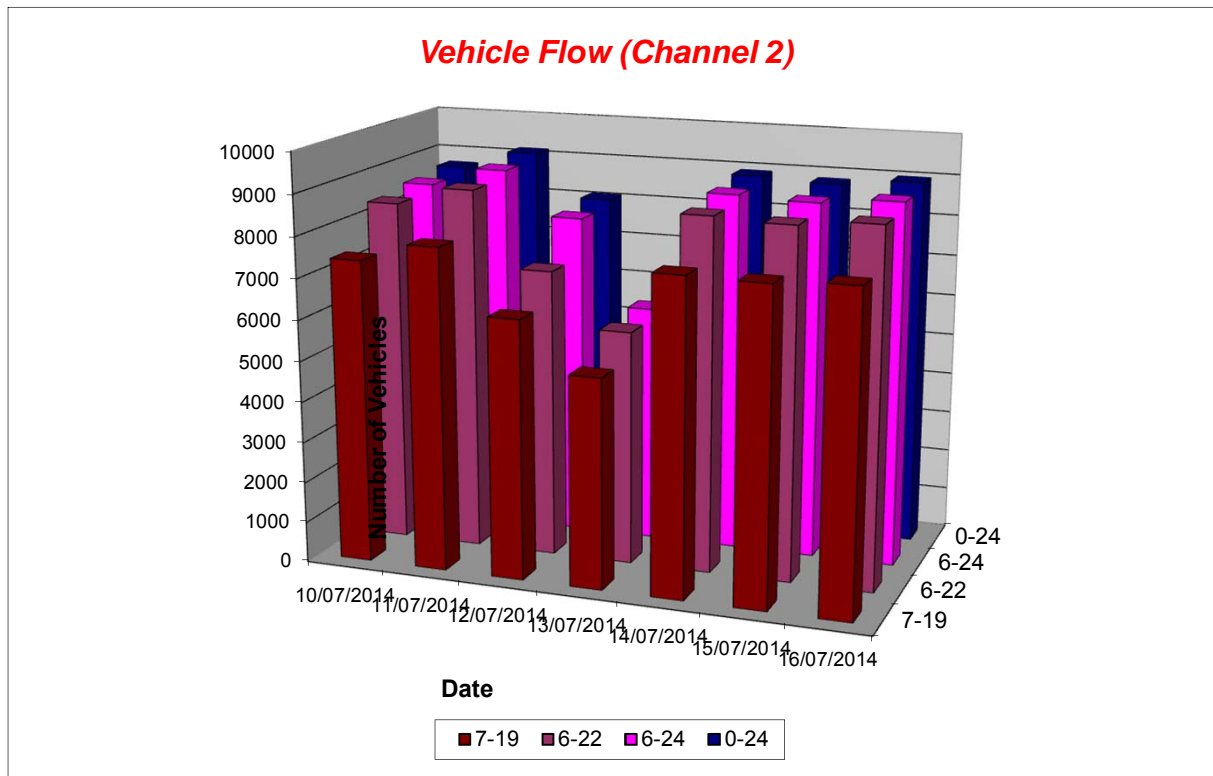
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	27	24	41	78	23	23	8	21	32
2	8	9	31	27	10	6	3	7	13
3	5	3	4	14	3	5	3	4	5
4	10	7	5	8	9	8	6	8	8
5	6	8	8	8	9	4	9	7	7
6	69	71	38	25	73	65	89	73	61
7	258	295	77	57	301	273	333	292	228
8	468	504	176	98	526	501	559	512	405
9	505	533	326	162	545	487	554	525	445
10	368	413	408	265	408	399	440	406	386
11	471	514	552	437	464	490	488	485	488
12	507	522	558	522	502	499	480	502	513
13	550	517	585	533	554	494	536	530	538
14	609	638	547	530	613	613	642	623	599
15	686	767	582	479	690	723	687	711	659
16	760	847	781	496	753	838	767	793	749
17	837	872	640	588	820	862	810	840	776
18	932	1060	700	560	1042	1035	1038	1021	910
19	723	686	479	465	749	692	731	716	646
20	368	381	255	304	364	358	337	362	338
21	214	178	196	140	157	158	169	175	173
22	159	138	180	95	147	132	129	141	140
23	101	91	442	62	83	91	87	91	137
24	43	69	470	42	69	71	76	66	120
7-19	7416	7873	6334	5135	7666	7633	7732	7664	7113
6-22	8415	8865	7042	5731	8635	8554	8700	8634	7992
6-24	8559	9025	7954	5835	8787	8716	8863	8790	8248
0-24	8684	9147	8081	5995	8914	8827	8981	8911	8376



# Woodstock ATC, A4095 Grove Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 2 - Southbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	40.6	39.9	33.2	28.5	38.4	39.1	40.2
2	31.8	34.4	32.0	32.6	32.5	28.0	33.8
3	37.0	34.7	51.8	34.1	34.7	37.0	43.0
4	46.0	47.3	39.0	35.8	46.3	44.9	40.5
5	30.5	42.7	35.8	43.9	43.8	37.4	40.8
6	37.1	35.9	35.1	36.1	35.8	36.1	35.0
7	34.4	33.9	37.1	36.6	33.8	33.8	32.9
8	30.2	30.2	34.6	34.1	30.6	30.1	29.9
9	30.1	30.1	32.6	32.4	30.5	30.0	29.5
10	30.3	30.4	31.2	30.7	30.5	30.3	31.7
11	30.4	30.3	30.6	29.3	30.4	30.4	30.3
12	30.1	30.2	30.0	29.4	30.4	30.2	30.2
13	31.2	31.1	29.5	29.9	31.0	31.4	31.1
14	29.7	29.5	29.8	30.5	29.6	29.4	29.5
15	30.2	30.1	29.9	31.1	30.0	30.0	30.0
16	28.8	28.8	27.6	29.7	28.9	29.0	28.8
17	29.3	29.6	11.0	28.9	29.4	29.4	29.4
18	29.6	29.5	15.7	29.6	29.5	29.3	29.7
19	30.7	30.7	29.9	30.1	30.6	30.8	30.6
20	31.6	32.4	33.1	33.1	32.4	32.6	32.5
21	32.3	32.9	32.5	33.9	32.9	32.8	32.6
22	32.5	34.1	29.7	33.7	33.4	34.0	33.6
23	33.8	34.5	26.9	33.1	34.8	34.3	33.8
24	34.3	33.2	26.3	34.1	33.1	32.4	32.5

10-12	30.3	30.2	30.3	29.3	30.4	30.3	30.3
14-16	29.4	29.4	28.6	30.4	29.4	29.4	29.4
0-24	30.4	30.5	27.2	30.5	30.5	30.4	30.4

7 Day Ave 30.0

## Channel 2 - Southbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	43.3	48.3	43.7	38.6	43.2	43.6	48.8
2	33.5	43.3	38.5	38.3	43.2	33.8	38.3
3	48.9	38.2	53.6	48.1	38.3	48.5	48.7
4	58.5	58.5	48.2	38.2	58.8	48.2	48.4
5	43.4	48.2	38.5	53.1	53.1	43.9	48.8
6	48.8	48.6	43.7	43.4	43.5	43.4	43.7
7	38.8	38.4	48.8	44.0	38.8	38.3	38.4
8	33.7	33.9	43.4	38.5	33.8	33.8	33.1
9	33.7	33.5	38.9	38.5	33.3	33.2	33.4
10	34.0	33.2	38.7	34.0	34.0	33.4	38.3
11	33.3	33.7	38.1	38.2	33.8	33.2	33.7
12	33.5	33.7	33.6	33.4	33.7	33.9	33.3
13	33.4	38.6	33.7	33.4	33.9	38.6	33.8
14	33.7	33.8	33.0	33.3	33.9	33.4	33.2
15	33.2	33.2	33.4	38.5	33.4	33.4	33.6
16	33.4	33.8	33.4	33.1	33.1	33.9	34.0
17	33.5	33.2	15.8	33.5	34.0	33.6	33.2
18	33.8	34.0	26.5	34.0	33.8	33.9	33.9
19	38.5	38.1	33.8	38.6	38.7	38.5	33.1
20	38.4	38.1	38.7	38.9	38.4	38.3	39.0
21	38.5	38.8	38.4	38.7	38.0	38.9	38.6
22	38.2	38.4	33.7	38.4	38.2	38.3	38.6
23	38.6	38.5	33.3	38.7	38.2	38.3	38.9
24	38.5	38.1	33.4	43.1	38.5	38.2	38.6

10-12	33.7	33.1	33.4	33.8	33.4	33.3	33.2
14-16	33.9	33.2	33.9	33.7	33.1	33.0	33.9
0-24	33.4	33.0	33.1	38.5	33.3	33.7	33.1

7 Day Ave 34.0

# Woodstock ATC, A4095 Grove Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

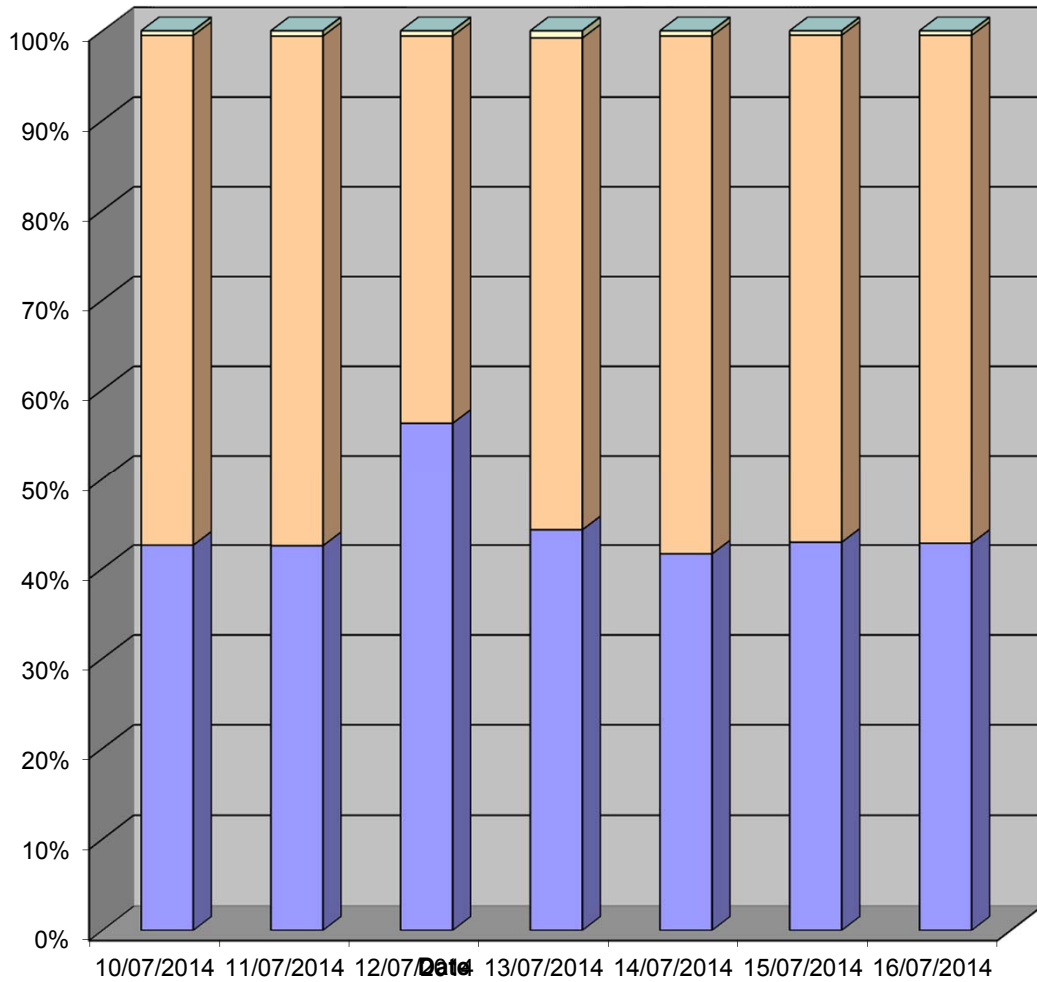
Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	3700	3892	4548	2657	3712	3790	3846
31-45	4939	5201	3486	3290	5150	4995	5090
46-60	45	54	47	48	52	42	45
61-	0	0	0	0	0	0	0

<b>TOTAL</b>	<b>8684</b>	<b>9147</b>	<b>8081</b>	<b>5995</b>	<b>8914</b>	<b>8827</b>	<b>8981</b>
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**Speed Summary (MPH)**





# Woodstock ATC, A4095 Grove Road

Produced by PCC Traffic Information Consultancy Ltd.

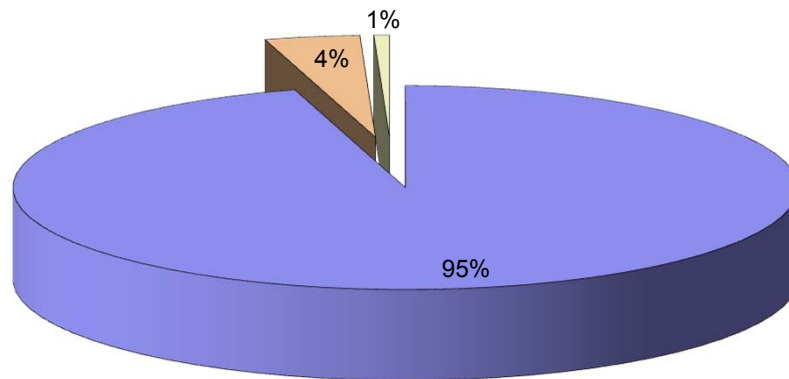
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>10/07/2014</b>				
7-19	6996	355	65	7416
6-22	7955	389	71	8415
6-24	8093	395	71	8559
0-24	8210	399	75	8684
<b>11/07/2014</b>				
7-19	7460	352	61	7873
6-22	8401	399	65	8865
6-24	8558	401	66	9025
0-24	8671	408	68	9147
<b>12/07/2014</b>				
7-19	6143	176	15	6334
6-22	6826	201	15	7042
6-24	7722	217	15	7954
0-24	7838	228	15	8081
<b>13/07/2014</b>				
7-19	5016	108	11	5135
6-22	5601	119	11	5731
6-24	5703	121	11	5835
0-24	5858	126	11	5995
<b>14/07/2014</b>				
7-19	7270	333	63	7666
6-22	8198	370	67	8635
6-24	8348	372	67	8787
0-24	8468	377	69	8914
<b>15/07/2014</b>				
7-19	7245	332	56	7633
6-22	8125	369	60	8554
6-24	8285	371	60	8716
0-24	8388	375	64	8827
<b>16/07/2014</b>				
7-19	7329	341	62	7732
6-22	8252	378	70	8700
6-24	8413	380	70	8863
0-24	8528	383	70	8981
<b>Average</b>				
7-19	6780	285	48	7113
6-22	7623	318	51	7992
6-24	7875	322	51	8248
0-24	7994	328	53	8376

**Total Vehicle Class Distribution**



# Woodstock ATC, A44 Woodstock Road

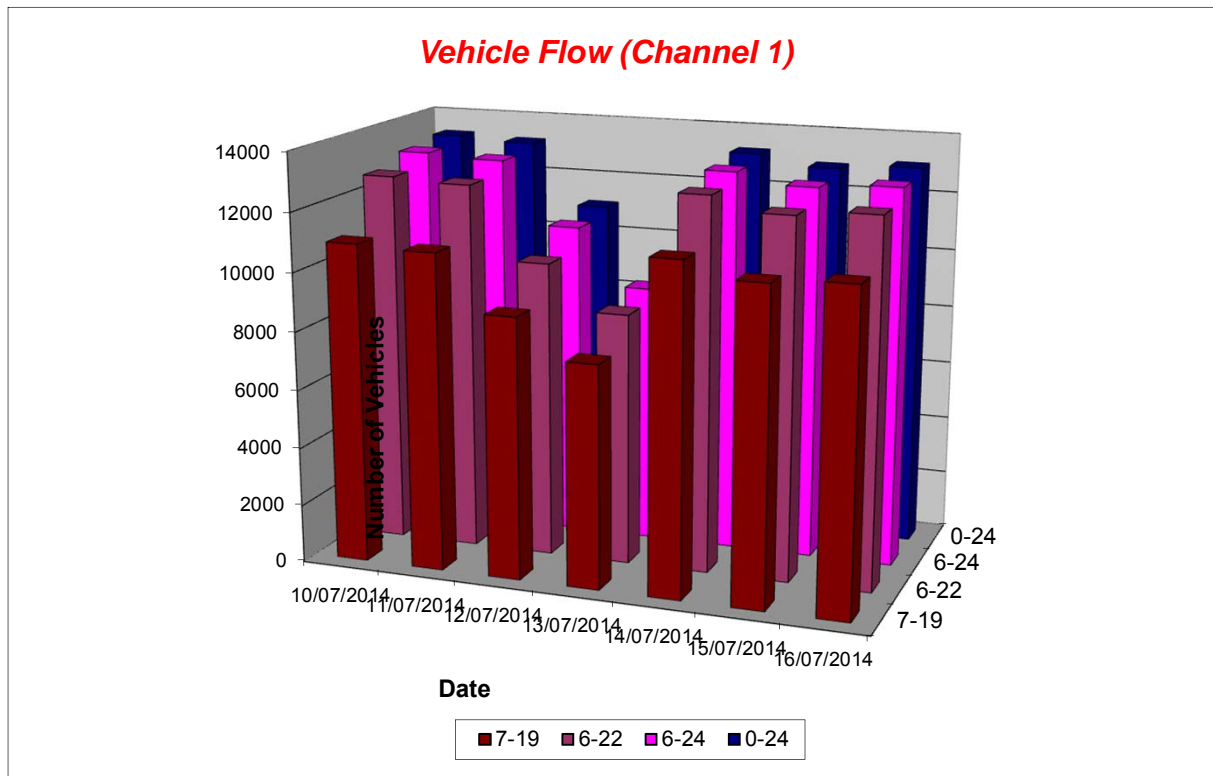
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	37	63	92	124	47	37	55	48	65
2	23	33	41	64	18	21	24	24	32
3	30	15	23	37	10	21	15	18	22
4	14	14	9	28	24	17	9	16	16
5	30	22	21	15	20	26	22	24	22
6	66	56	40	32	63	63	64	62	55
7	242	200	104	52	259	266	273	248	199
8	750	698	206	137	685	728	701	712	558
9	837	691	396	189	785	633	785	746	617
10	624	572	607	408	661	603	663	625	591
11	738	656	865	606	698	709	686	697	708
12	745	658	943	934	746	717	750	723	785
13	826	861	978	1004	820	771	816	819	868
14	815	865	912	826	799	802	826	821	835
15	924	1009	910	728	891	872	870	913	886
16	991	1127	1065	752	989	998	940	1009	980
17	1185	1179	537	757	1229	1187	1151	1186	1032
18	1393	1390	878	692	1769	1538	1529	1524	1313
19	1105	1131	648	598	1153	1139	1156	1137	990
20	782	814	472	437	612	584	572	673	610
21	428	419	334	286	412	397	447	421	389
22	316	313	263	204	256	341	316	308	287
23	260	235	412	159	217	268	256	247	258
24	135	157	291	109	87	159	143	136	154
7-19	10933	10837	8945	7631	11225	10697	10873	10913	10163
6-22	12701	12583	10118	8610	12764	12285	12481	12563	11649
6-24	13096	12975	10821	8878	13068	12712	12880	12946	12061
0-24	13296	13178	11047	9178	13250	12897	13069	13138	12274



# Woodstock ATC, A44 Woodstock Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 1 - Northbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	41.2	47.3	47.0	42.2	43.6	42.9	43.1
2	34.2	47.5	47.8	44.4	41.9	34.4	47.8
3	42.6	41.8	41.0	47.1	36.5	42.9	47.2
4	35.1	39.9	41.3	43.0	41.0	37.6	44.4
5	42.1	50.7	44.7	45.8	40.5	41.6	50.8
6	42.9	47.9	51.4	44.1	44.4	45.2	43.6
7	42.2	48.3	48.1	43.4	43.3	43.4	43.9
8	41.4	45.4	49.3	44.8	43.1	41.1	43.4
9	41.4	43.9	47.5	42.0	42.4	41.5	42.4
10	41.9	42.8	46.2	43.4	42.3	40.8	42.0
11	39.3	41.6	42.6	41.0	39.7	38.1	40.9
12	40.5	42.6	41.8	38.9	40.9	40.3	40.3
13	40.6	41.6	40.9	38.5	40.7	39.9	39.2
14	42.1	43.3	41.9	41.2	41.9	39.3	40.3
15	42.1	41.5	43.1	43.9	41.9	41.3	40.8
16	41.1	40.4	36.1	42.8	41.0	42.1	42.2
17	38.0	37.4	6.0	43.7	37.9	29.5	29.3
18	36.3	36.0	16.9	44.8	32.4	18.3	18.1
19	43.4	43.7	43.7	46.4	40.2	42.0	42.0
20	47.3	47.3	45.3	48.6	45.0	46.7	46.3
21	45.6	48.1	46.9	46.7	45.4	45.7	45.8
22	46.4	47.7	43.7	46.8	43.5	45.0	46.0
23	46.1	46.5	42.7	45.7	46.7	45.2	45.1
24	46.5	47.3	43.1	43.9	44.0	46.7	46.4

10-12	39.9	42.1	42.1	39.7	40.3	39.2	40.6
14-16	41.6	40.9	39.3	43.3	41.5	41.7	41.5
0-24	41.4	42.3	38.9	42.8	40.3	37.8	38.3

7 Day Ave 40.3

## Channel 1 - Northbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	53.7	53.6	54.0	53.7	53.9	53.7	58.2
2	48.5	53.3	58.4	53.9	53.7	48.9	53.5
3	53.6	53.3	48.3	58.8	48.5	53.5	53.3
4	48.3	48.8	48.2	48.0	48.4	48.1	48.3
5	53.3	58.8	58.2	53.5	48.1	53.8	58.0
6	53.8	58.6	66.1	53.9	58.8	58.4	53.5
7	53.0	59.0	58.4	53.4	53.5	53.5	53.2
8	53.8	53.9	58.4	53.7	53.8	53.5	53.9
9	53.8	53.2	58.7	53.5	53.6	53.2	53.6
10	53.7	53.7	58.3	53.5	53.8	53.3	53.8
11	48.0	49.0	53.6	53.5	48.0	48.1	48.9
12	48.4	53.2	53.2	48.4	48.2	53.6	48.3
13	48.9	53.5	53.2	53.4	48.1	48.2	48.5
14	53.8	53.1	53.6	53.3	53.1	48.9	48.1
15	53.4	54.0	53.1	53.1	53.3	53.1	53.6
16	49.0	48.7	53.5	53.2	48.1	53.4	53.4
17	53.9	53.0	6.0	54.0	53.0	48.3	49.0
18	48.1	48.6	43.3	53.1	48.5	38.9	38.1
19	53.9	53.1	53.8	58.4	53.7	53.8	53.9
20	58.4	58.1	58.4	58.4	58.5	58.3	58.6
21	53.5	58.8	58.3	58.5	58.8	53.7	58.3
22	53.8	58.3	53.9	53.2	53.1	53.3	53.1
23	58.1	53.0	53.6	58.5	58.2	58.1	53.5
24	53.6	53.3	53.6	58.3	53.7	53.0	58.2

10-12	48.5	53.4	53.4	53.6	48.5	48.3	49.0
14-16	53.3	53.3	53.1	53.5	53.4	53.8	53.1
0-24	53.6	53.9	53.6	53.2	53.1	53.3	53.0

7 Day Ave 53.4



# Woodstock ATC, A44 Woodstock Road

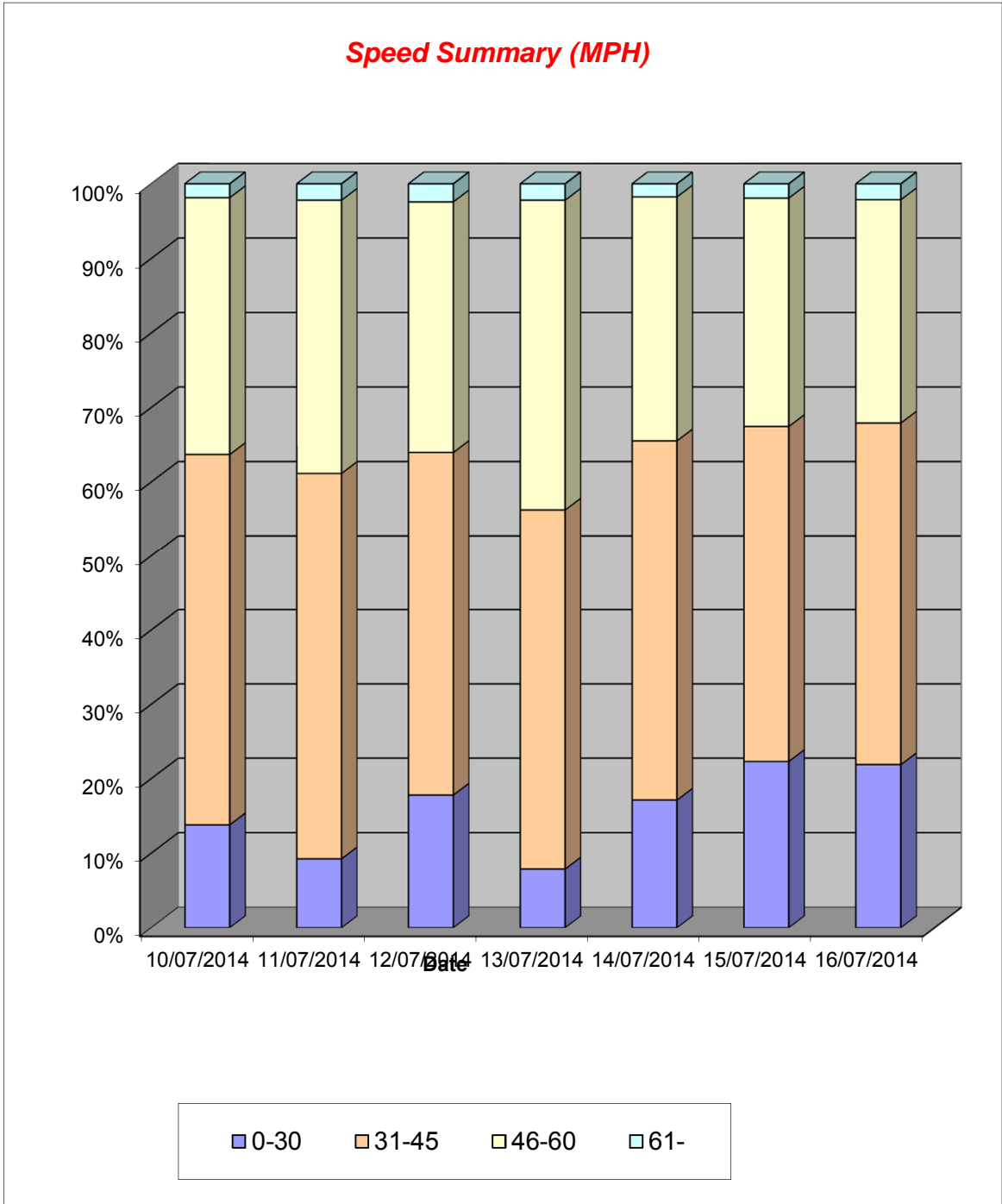
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	1831	1215	1963	721	2266	2875	2858
31-45	6635	6841	5101	4439	6414	5822	6016
46-60	4583	4832	3716	3817	4338	3953	3916
61-	247	290	267	201	232	247	279
<b>TOTAL</b>	<b>13296</b>	<b>13178</b>	<b>11047</b>	<b>9178</b>	<b>13250</b>	<b>12897</b>	<b>13069</b>



# Woodstock ATC, A44 Woodstock Road

Produced by PCC Traffic Information Consultancy Ltd.

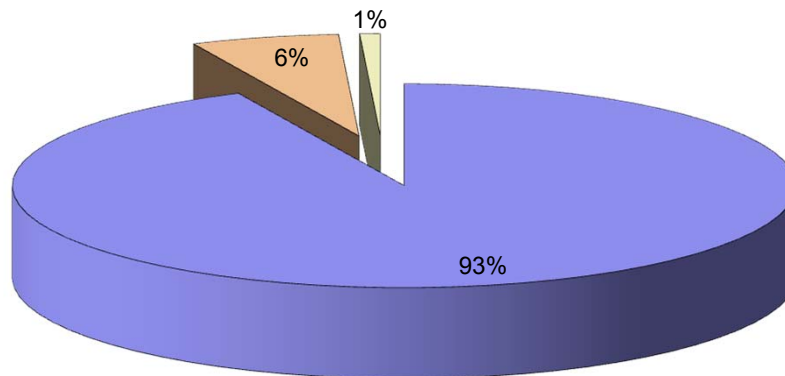
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>10/07/2014</b>				
7-19	10070	753	110	10933
6-22	11746	831	124	12701
6-24	12122	849	125	13096
0-24	12302	863	131	13296
<b>11/07/2014</b>				
7-19	9874	822	141	10837
6-22	11513	911	159	12583
6-24	11886	929	160	12975
0-24	12059	950	169	13178
<b>12/07/2014</b>				
7-19	8444	474	27	8945
6-22	9558	530	30	10118
6-24	10231	560	30	10821
0-24	10436	573	38	11047
<b>13/07/2014</b>				
7-19	7256	345	30	7631
6-22	8186	392	32	8610
6-24	8441	404	33	8878
0-24	8727	418	33	9178
<b>14/07/2014</b>				
7-19	10392	715	118	11225
6-22	11846	786	132	12764
6-24	12139	797	132	13068
0-24	12307	809	134	13250
<b>15/07/2014</b>				
7-19	9876	726	95	10697
6-22	11381	800	104	12285
6-24	11784	824	104	12712
0-24	11952	835	110	12897
<b>16/07/2014</b>				
7-19	10077	701	95	10873
6-22	11599	778	104	12481
6-24	11982	793	105	12880
0-24	12157	805	107	13069
<b>Average</b>				
7-19	9427	648	88	10163
6-22	10833	718	98	11649
6-24	11226	737	98	12061
0-24	11420	750	103	12274

**Total Vehicle Class Distribution**



# Woodstock ATC, A44 Woodstock Road

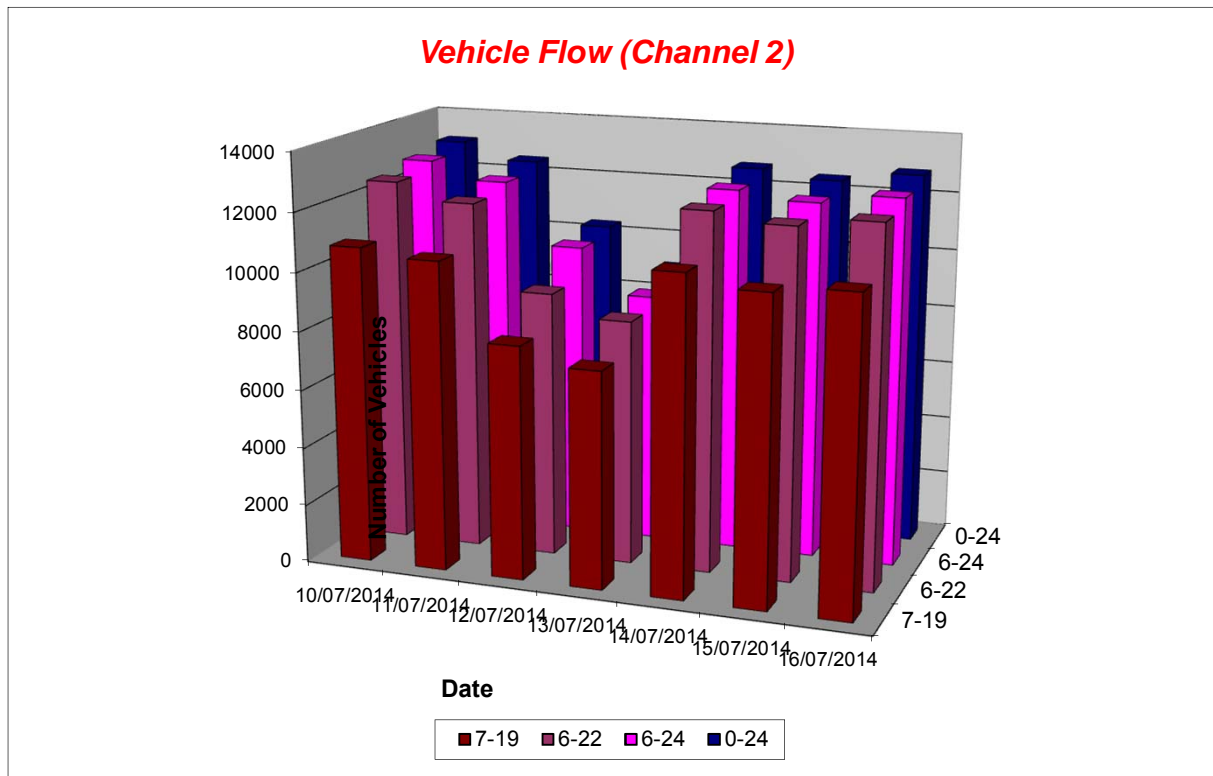
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	13	42	64	168	28	19	38	28	53
2	16	25	44	77	13	21	16	18	30
3	17	9	17	40	8	13	13	12	17
4	24	23	12	27	24	21	16	22	21
5	37	41	24	33	37	36	33	37	34
6	158	140	57	46	168	161	176	161	129
7	602	492	151	130	593	616	629	586	459
8	1406	1344	304	159	1342	1416	1405	1383	1054
9	1473	1390	517	384	1515	1371	1401	1430	1150
10	992	966	706	449	987	902	964	962	852
11	810	809	827	696	841	775	739	795	785
12	799	754	889	841	770	765	716	761	791
13	810	765	860	766	802	680	734	758	774
14	734	756	682	651	764	652	711	723	707
15	736	721	684	696	742	740	747	737	724
16	789	842	667	725	780	746	754	782	758
17	824	792	585	712	817	811	832	815	768
18	781	790	696	735	841	861	928	840	805
19	660	635	573	605	619	691	707	662	641
20	497	458	352	407	371	424	428	436	420
21	302	236	311	246	279	279	297	279	279
22	302	204	290	180	189	218	262	235	235
23	205	166	481	113	150	173	194	178	212
24	87	105	542	96	53	84	90	84	151
7-19	10814	10564	7990	7419	10820	10410	10638	10649	9808
6-22	12517	11954	9094	8382	12252	11947	12254	12185	11200
6-24	12809	12225	10117	8591	12455	12204	12538	12446	11563
0-24	13074	12505	10335	8982	12733	12475	12830	12723	11848





# Woodstock ATC, A44 Woodstock Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 2 - Southbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	40.7	44.0	45.2	43.1	43.7	41.7	45.0
2	41.9	43.9	42.0	43.1	46.5	41.3	42.2
3	41.4	45.2	40.6	44.6	46.1	42.0	43.0
4	43.8	48.0	39.0	40.0	45.9	44.4	45.5
5	46.2	43.8	42.3	42.2	43.8	48.0	46.8
6	47.0	46.0	43.3	46.7	46.3	46.4	44.2
7	47.1	47.1	46.3	46.8	46.8	46.9	47.9
8	46.1	44.7	45.9	45.4	46.4	46.0	46.0
9	46.0	44.3	45.1	45.9	45.6	45.7	44.9
10	44.1	42.9	45.2	45.6	44.0	40.8	44.2
11	43.3	41.8	44.8	44.9	43.4	42.1	43.6
12	42.8	42.9	45.5	44.3	42.9	42.4	43.4
13	44.7	43.7	45.5	45.2	44.4	42.7	44.4
14	43.3	43.7	44.9	45.3	43.1	42.7	43.8
15	43.0	43.4	43.8	45.6	43.1	42.6	42.4
16	43.9	43.5	44.5	44.7	43.9	43.9	44.4
17	44.3	44.5	42.9	45.3	44.6	44.3	44.3
18	45.7	45.5	44.0	45.3	45.6	45.8	45.7
19	46.3	46.2	44.8	45.8	45.5	47.0	46.4
20	44.9	45.4	45.2	47.4	46.2	46.9	46.9
21	45.4	46.7	45.9	46.2	45.7	45.4	45.0
22	43.3	44.6	44.9	46.2	45.6	45.7	43.2
23	43.1	45.4	42.8	47.0	45.0	45.1	43.0
24	43.8	44.9	42.2	46.0	46.9	45.0	44.3

10-12	43.1	42.3	45.2	44.6	43.1	42.3	43.5
14-16	43.5	43.5	44.1	45.1	43.5	43.3	43.4
0-24	44.7	44.2	44.6	45.3	44.8	44.4	44.8

7 Day Ave 44.7

## Channel 2 - Southbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	53.3	48.3	58.7	48.6	48.2	53.6	53.8
2	53.5	48.3	48.5	53.3	58.2	53.8	53.3
3	48.9	48.2	48.6	53.1	53.3	48.5	48.7
4	53.5	58.5	43.2	48.2	53.8	58.2	48.4
5	53.4	53.2	48.5	48.1	53.1	58.9	58.8
6	53.8	53.6	53.7	53.4	53.5	53.4	53.7
7	58.8	53.4	53.8	54.0	53.8	58.3	58.4
8	53.7	53.9	53.4	53.5	53.8	53.8	53.1
9	53.7	53.5	53.9	53.5	53.3	53.2	53.4
10	54.0	53.2	53.7	54.0	54.0	48.4	53.3
11	53.3	48.7	53.1	53.2	53.8	48.2	53.7
12	53.5	53.7	53.6	53.4	53.7	53.9	48.3
13	53.4	53.6	53.7	53.4	53.9	48.6	53.8
14	53.7	53.8	53.0	53.3	53.9	48.4	53.2
15	53.2	53.2	53.4	53.5	53.4	48.4	48.6
16	53.4	53.8	53.4	53.1	53.1	53.9	54.0
17	53.5	53.2	53.3	53.5	54.0	53.6	53.2
18	53.8	54.0	54.0	54.0	53.8	53.9	53.9
19	53.5	53.1	53.8	53.6	53.7	58.5	53.1
20	53.4	53.1	58.7	58.9	53.4	53.3	59.0
21	53.5	58.8	53.4	53.7	53.0	53.9	53.6
22	53.2	53.4	53.7	53.4	53.2	53.3	53.6
23	48.6	53.5	48.3	58.7	53.2	53.3	48.9
24	48.5	53.1	48.4	58.1	53.5	53.2	53.6

10-12	53.7	48.1	53.4	53.8	53.4	48.3	53.2
14-16	53.9	53.2	53.9	53.7	53.1	53.0	53.9
0-24	53.4	53.0	53.1	53.5	53.3	53.7	53.1

7 Day Ave 53.3

# Woodstock ATC, A44 Woodstock Road

Produced by PCC Traffic Information Consultancy Ltd.

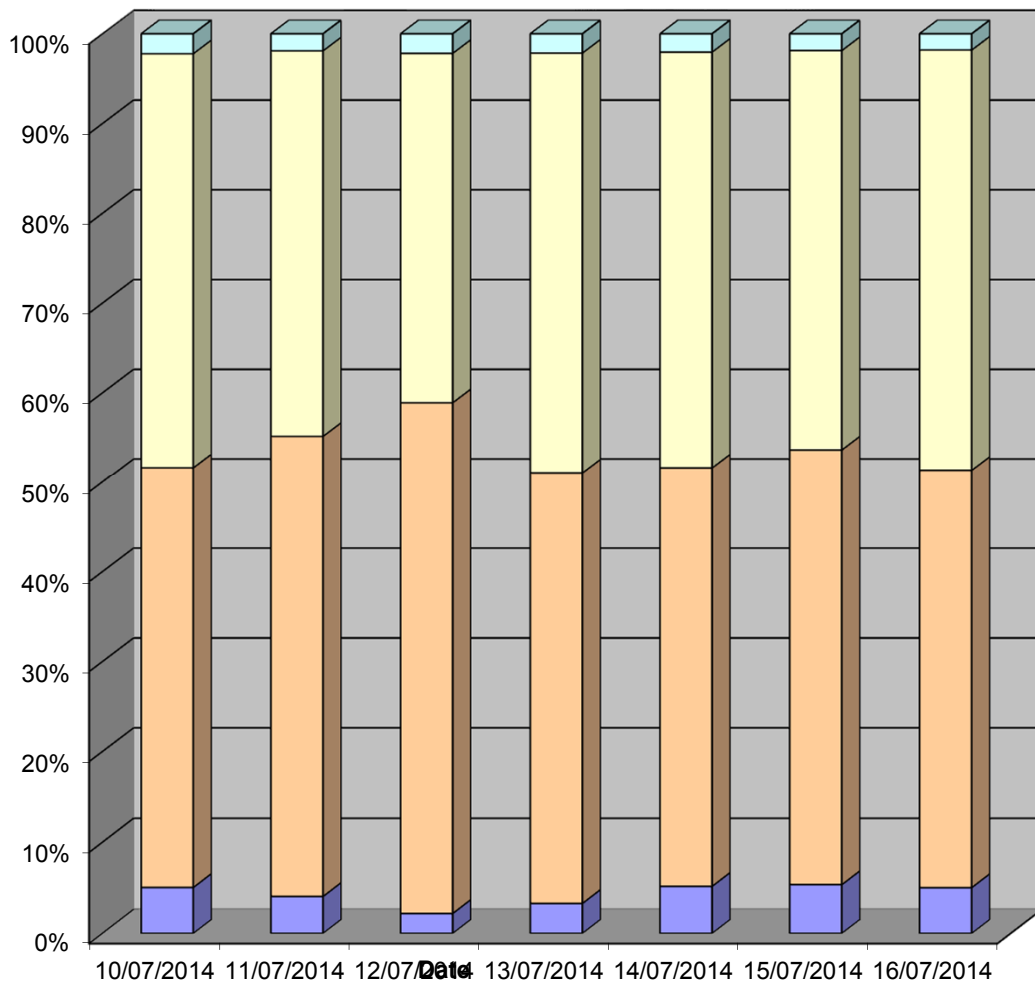
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	658	506	226	295	657	666	644
31-45	6093	6390	5861	4291	5916	6024	5945
46-60	6033	5371	4023	4203	5900	5552	6009
61-	290	238	225	193	260	233	232
<b>TOTAL</b>	<b>13074</b>	<b>12505</b>	<b>10335</b>	<b>8982</b>	<b>12733</b>	<b>12475</b>	<b>12830</b>

**Speed Summary (MPH)**



# Woodstock ATC, A44 Woodstock Road

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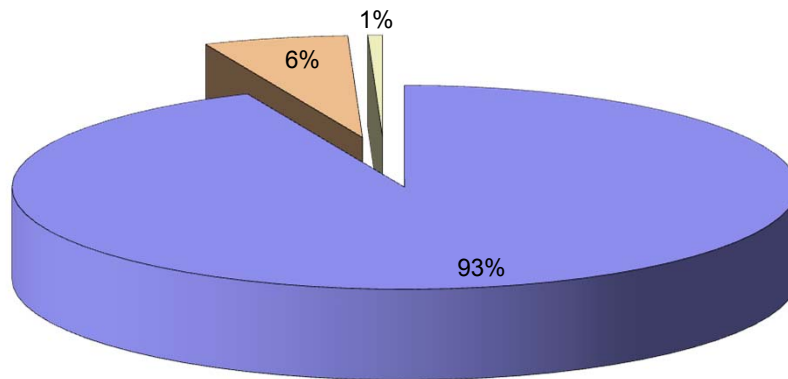
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
10/07/2014				
7-19	10040	698	76	10814
6-22	11641	788	88	12517
6-24	11918	802	89	12809
0-24	12161	823	90	13074
11/07/2014				
7-19	9817	657	90	10564
6-22	11116	741	97	11954
6-24	11380	747	98	12225
0-24	11621	773	111	12505
12/07/2014				
7-19	7645	321	24	7990
6-22	8693	377	24	9094
6-24	9665	428	24	10117
0-24	9856	449	30	10335
13/07/2014				
7-19	7017	380	22	7419
6-22	7932	425	25	8382
6-24	8134	432	25	8591
0-24	8484	469	29	8982
14/07/2014				
7-19	10059	683	78	10820
6-22	11403	762	87	12252
6-24	11598	770	87	12455
0-24	11856	788	89	12733
15/07/2014				
7-19	9671	679	60	10410
6-22	11121	762	64	11947
6-24	11369	771	64	12204
0-24	11620	790	65	12475
16/07/2014				
7-19	9840	729	69	10638
6-22	11356	815	83	12254
6-24	11629	825	84	12538
0-24	11895	849	86	12830
Average				
7-19	9156	592	60	9808
6-22	10466	667	67	11200
6-24	10813	682	67	11563
0-24	11070	706	71	11848

**Total Vehicle Class Distribution**



# Woodstock ATC, A44 Oxford Road

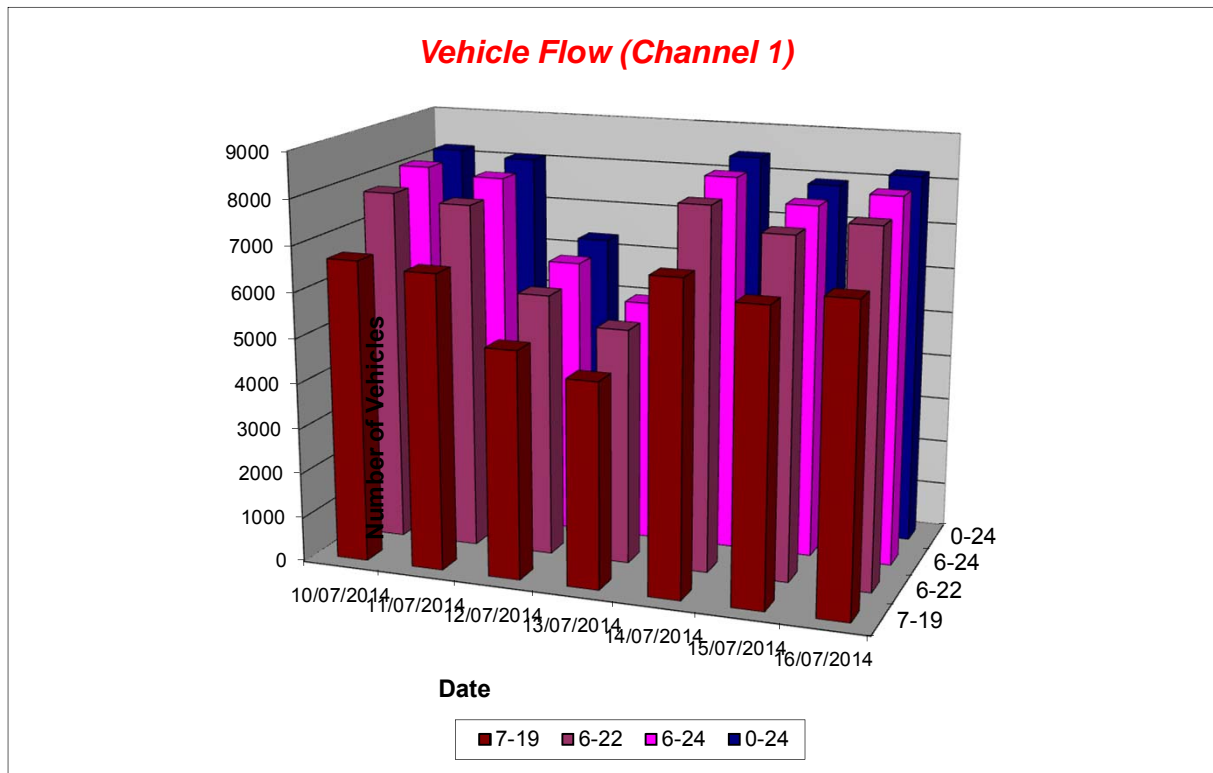
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	34	48	75	82	42	39	34	39	51
2	17	19	18	46	21	18	19	19	23
3	12	15	27	24	17	16	9	14	17
4	7	10	10	17	13	12	12	11	12
5	20	17	17	8	19	17	18	18	17
6	28	37	33	22	36	32	30	33	31
7	96	92	83	40	95	95	81	92	83
8	461	473	140	67	485	479	512	482	374
9	444	456	253	107	452	426	461	448	371
10	391	372	426	283	397	391	395	389	379
11	465	410	581	384	453	405	441	435	448
12	377	440	663	545	391	429	433	414	468
13	553	552	681	614	542	522	547	543	573
14	526	497	614	539	553	516	542	527	541
15	548	545	616	469	573	528	531	545	544
16	593	579	432	446	595	529	604	580	540
17	746	750	69	395	810	729	728	753	604
18	911	812	180	357	941	846	836	869	698
19	654	644	389	340	659	640	674	654	571
20	485	484	334	264	497	460	473	480	428
21	346	324	221	222	358	289	352	334	302
22	206	222	130	138	196	211	196	206	186
23	185	174	177	100	179	177	185	180	168
24	107	117	166	78	106	109	105	109	113
7-19	6669	6530	5044	4546	6851	6440	6704	6639	6112
6-22	7802	7652	5812	5210	7997	7495	7806	7750	7111
6-24	8094	7943	6155	5388	8282	7781	8096	8039	7391
0-24	8212	8089	6335	5587	8430	7915	8218	8173	7541





# Woodstock ATC, A44 Oxford Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 1 - Northbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	44.2	46.3	43.6	41.9	45.7	45.9	44.9
2	45.9	47.5	46.1	44.6	46.3	46.1	44.8
3	43.8	43.3	41.0	42.6	43.9	43.3	43.0
4	43.0	41.0	41.0	43.3	39.5	40.1	41.3
5	49.6	51.7	41.2	55.2	50.6	50.4	41.9
6	40.7	42.7	43.7	44.4	41.9	40.7	43.8
7	42.3	43.5	44.0	46.2	42.8	42.9	42.0
8	42.8	42.5	44.2	45.2	42.7	42.5	41.3
9	42.0	42.1	43.9	44.0	42.1	41.9	41.7
10	42.0	41.9	43.4	44.0	42.1	41.6	42.1
11	42.1	42.1	42.7	42.3	42.0	42.2	41.6
12	42.5	42.4	42.7	42.1	42.2	42.4	43.0
13	42.5	42.3	42.3	42.0	42.3	42.1	42.3
14	43.0	43.4	42.8	42.1	43.4	43.0	43.3
15	42.9	43.1	43.1	42.6	43.2	43.1	43.3
16	42.7	42.8	41.7	42.5	42.7	42.6	42.6
17	42.9	43.0	32.9	42.9	43.3	42.9	43.0
18	42.6	42.9	38.3	42.8	42.7	43.1	42.8
19	44.1	43.8	44.0	43.2	43.8	44.1	43.7
20	44.3	44.5	44.1	44.7	44.4	44.6	44.0
21	45.0	45.2	44.9	44.3	45.2	44.7	45.8
22	46.2	45.5	44.3	44.4	45.9	45.9	46.1
23	44.5	44.2	43.5	43.8	43.9	43.1	44.1
24	45.3	44.0	43.2	44.1	43.9	42.4	43.8

10-12	42.3	42.2	42.7	42.2	42.1	42.3	42.3
14-16	42.8	42.9	42.5	42.5	43.0	42.8	42.9
0-24	43.1	43.2	42.9	42.9	43.1	43.0	43.0

7 Day Ave 43.0

## Channel 1 - Northbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	53.7	53.6	49.0	48.7	53.9	53.7	48.2
2	53.5	53.3	48.4	53.9	53.7	53.9	48.5
3	48.6	48.3	48.3	48.8	48.5	48.5	48.3
4	53.3	48.8	43.2	48.0	43.4	48.1	48.3
5	53.3	66.3	48.2	58.5	53.1	53.8	48.0
6	48.8	48.6	48.6	48.9	48.8	48.4	48.5
7	48.0	49.0	48.4	53.4	48.5	48.5	48.2
8	48.8	48.9	48.4	53.7	48.8	48.5	48.9
9	48.8	48.2	48.7	48.5	48.6	48.2	48.6
10	48.7	48.7	48.3	48.5	48.8	48.3	48.8
11	48.0	49.0	48.6	48.5	48.0	48.1	48.9
12	48.4	48.2	48.2	48.4	48.2	48.6	48.3
13	48.9	48.5	48.2	48.4	48.1	48.2	48.5
14	48.8	48.1	48.6	48.3	48.1	48.9	48.1
15	48.4	49.0	48.1	48.1	48.3	48.1	48.6
16	49.0	48.7	48.5	48.2	48.1	48.4	48.4
17	48.9	48.0	33.9	49.0	48.0	48.3	49.0
18	48.1	48.6	48.3	48.1	48.5	48.9	48.1
19	48.9	48.1	48.8	48.4	48.7	48.8	48.9
20	48.4	48.1	48.4	48.4	48.5	48.3	48.6
21	48.5	53.8	48.3	48.5	48.8	48.7	48.3
22	53.8	48.3	48.9	48.2	53.1	53.3	53.1
23	48.1	48.0	48.6	48.5	48.2	48.1	48.5
24	53.6	53.3	48.6	48.3	53.7	48.0	53.2

10-12	48.5	48.4	48.4	48.6	48.5	48.3	49.0
14-16	48.3	48.3	48.1	48.5	48.4	48.8	48.1
0-24	48.6	48.9	48.6	48.2	48.1	48.3	48.0

7 Day Ave 48.4

# Woodstock ATC, A44 Oxford Road

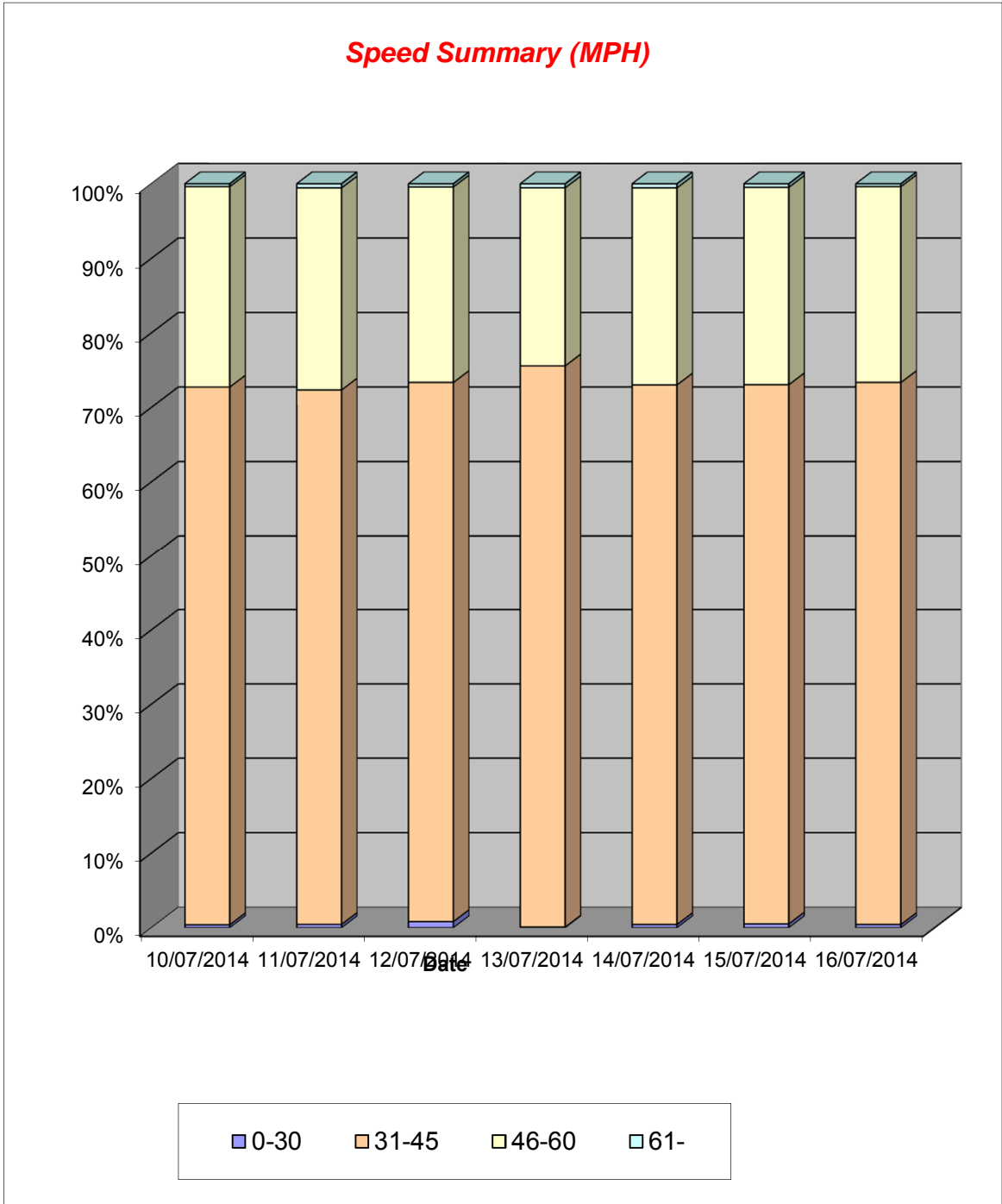
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	33	37	52	5	37	41	36
31-45	5939	5814	4594	4217	6118	5740	5991
46-60	2209	2194	1662	1335	2229	2097	2160
61-	31	44	27	30	46	37	31
<b>TOTAL</b>	<b>8212</b>	<b>8089</b>	<b>6335</b>	<b>5587</b>	<b>8430</b>	<b>7915</b>	<b>8218</b>



# Woodstock ATC, A44 Oxford Road

Produced by PCC Traffic Information Consultancy Ltd.

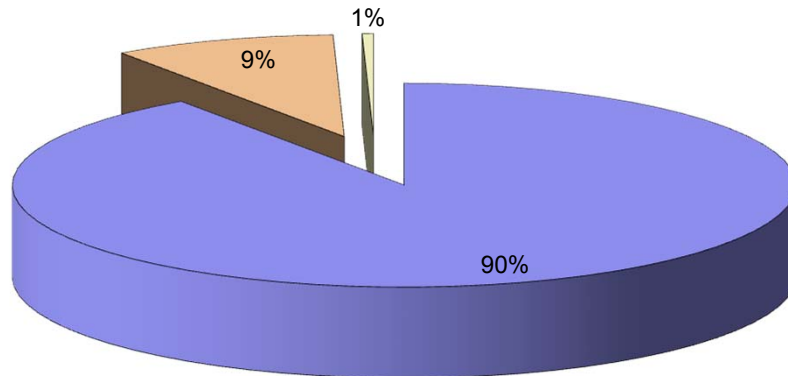
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
10/07/2014				
7-19	5949	685	35	6669
6-22	7001	758	43	7802
6-24	7270	781	43	8094
0-24	7380	784	48	8212
11/07/2014				
7-19	5761	732	37	6530
6-22	6804	802	46	7652
6-24	7072	825	46	7943
0-24	7198	839	52	8089
12/07/2014				
7-19	4532	511	1	5044
6-22	5242	566	4	5812
6-24	5537	614	4	6155
0-24	5701	624	10	6335
13/07/2014				
7-19	4288	255	3	4546
6-22	4926	281	3	5210
6-24	5093	291	4	5388
0-24	5279	304	4	5587
14/07/2014				
7-19	6125	691	35	6851
6-22	7197	757	43	7997
6-24	7466	773	43	8282
0-24	7593	789	48	8430
15/07/2014				
7-19	5758	652	30	6440
6-22	6745	713	37	7495
6-24	7008	736	37	7781
0-24	7125	747	43	7915
16/07/2014				
7-19	5997	676	31	6704
6-22	7036	736	34	7806
6-24	7313	749	34	8096
0-24	7418	762	38	8218
Average				
7-19	5487	600	25	6112
6-22	6422	659	30	7111
6-24	6680	681	30	7391
0-24	6813	693	35	7541

**Total Vehicle Class Distribution**



# Woodstock ATC, A44 Oxford Road

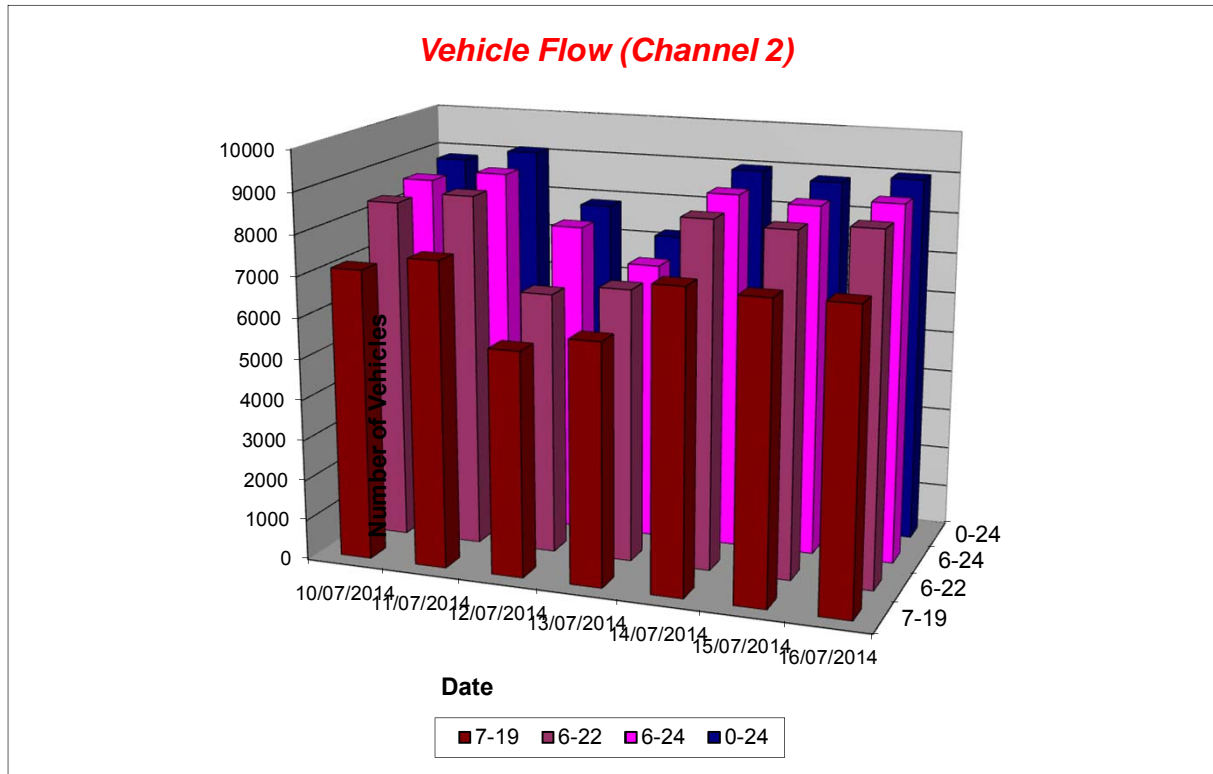
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	24	28	62	153	27	30	20	26	49
2	10	19	25	55	17	14	9	14	21
3	6	12	14	33	12	11	6	9	13
4	22	21	11	19	19	18	14	19	18
5	18	26	20	25	25	17	22	22	22
6	133	128	46	37	147	135	164	141	113
7	513	484	116	108	464	500	550	502	391
8	745	763	243	129	778	778	834	780	610
9	867	847	427	299	857	862	779	842	705
10	632	674	576	393	652	616	625	640	595
11	533	594	628	611	532	572	560	558	576
12	532	600	632	619	548	544	522	549	571
13	562	503	607	545	577	508	503	531	544
14	540	569	494	485	557	495	558	544	528
15	473	539	468	569	583	525	512	526	524
16	566	630	378	528	589	604	574	593	553
17	604	644	254	608	610	615	657	626	570
18	591	659	356	634	576	652	679	631	592
19	497	494	478	519	511	498	494	499	499
20	316	332	291	328	323	309	344	325	320
21	219	193	237	190	216	190	220	208	209
22	199	146	253	146	142	130	145	152	166
23	153	120	492	90	129	113	134	130	176
24	70	89	753	73	94	85	81	84	178
7-19	7142	7516	5541	5939	7370	7269	7297	7319	6868
6-22	8389	8671	6438	6711	8515	8398	8556	8506	7954
6-24	8612	8880	7683	6874	8738	8596	8771	8719	8308
0-24	8825	9114	7861	7196	8985	8821	9006	8950	8544





# Woodstock ATC, A44 Oxford Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 2 - Southbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	44.5	46.4	45.9	40.4	46.5	46.8	46.5
2	45.0	47.6	41.8	44.9	47.6	47.8	44.1
3	46.3	47.6	46.9	45.9	47.6	47.5	47.6
4	47.5	48.6	48.0	44.6	47.7	46.9	47.8
5	49.1	49.2	48.0	47.0	49.9	48.9	48.6
6	51.0	49.7	49.9	49.0	50.3	50.2	48.6
7	44.4	44.7	48.0	47.4	44.5	44.8	43.5
8	41.3	41.0	45.9	46.7	41.2	41.1	40.4
9	36.2	36.0	43.2	45.1	36.0	36.0	36.8
10	38.7	39.0	41.5	42.8	38.7	39.1	40.5
11	39.3	39.3	40.5	41.4	39.1	39.5	40.7
12	40.6	40.5	40.5	39.7	40.7	40.6	39.8
13	41.0	40.7	40.6	40.9	40.9	40.4	40.4
14	39.6	39.8	40.8	41.7	40.0	40.0	39.6
15	40.3	40.6	41.1	41.7	40.7	40.3	40.5
16	37.8	37.5	34.8	40.7	37.4	37.4	37.6
17	40.2	40.2	29.4	39.7	40.2	40.4	40.2
18	40.8	41.0	30.6	39.7	40.8	41.2	41.1
19	40.4	41.1	42.1	41.3	40.8	41.0	41.0
20	43.9	43.7	43.7	44.2	43.4	43.5	43.3
21	43.6	44.5	43.8	44.6	44.4	44.6	43.8
22	43.1	44.4	41.7	46.2	44.2	44.3	44.8
23	41.6	43.5	36.5	46.3	43.8	43.6	44.0
24	43.2	44.5	33.2	45.6	44.3	43.8	44.6

10-12	39.9	39.9	40.5	40.5	39.9	40.0	40.3
14-16	38.9	38.9	38.3	41.2	39.0	38.8	39.0
0-24	40.5	40.5	39.5	41.8	40.5	40.6	40.7

7 Day Ave 40.6

## Channel 2 - Southbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	48.3	53.3	53.7	48.6	53.2	58.6	48.8
2	48.5	53.3	43.5	53.3	48.2	53.8	48.3
3	53.9	53.2	53.6	53.1	53.3	53.5	66.2
4	53.5	58.5	53.2	48.2	53.8	53.2	53.4
5	53.4	58.2	53.5	53.1	58.1	53.9	53.8
6	58.8	58.6	58.7	53.4	58.5	58.4	53.7
7	48.8	53.4	53.8	54.0	53.8	53.3	53.4
8	48.7	48.9	53.4	53.5	48.8	48.8	48.1
9	43.7	43.5	48.9	48.5	43.3	43.2	43.4
10	44.0	43.2	48.7	49.0	44.0	43.4	48.3
11	43.3	43.7	48.1	48.2	43.8	43.2	48.7
12	48.5	48.7	48.6	43.4	48.7	48.9	48.3
13	48.4	48.6	48.7	48.4	48.9	48.6	48.8
14	48.7	43.8	48.0	48.3	43.9	43.4	43.2
15	43.2	48.2	48.4	48.5	43.4	48.4	48.6
16	43.4	43.8	43.4	48.1	43.1	43.9	44.0
17	43.5	48.2	43.3	43.5	49.0	48.6	48.2
18	48.8	49.0	44.0	49.0	48.8	48.9	48.9
19	48.5	48.1	48.8	48.6	48.7	48.5	48.1
20	53.4	48.1	48.7	48.9	48.4	48.3	49.0
21	48.5	53.8	48.4	53.7	53.0	48.9	48.6
22	48.2	53.4	48.7	53.4	53.2	48.3	53.6
23	48.6	48.5	43.3	53.7	48.2	48.3	48.9
24	48.5	53.1	38.4	53.1	53.5	53.2	53.6

10-12	43.7	43.1	48.4	48.8	43.4	48.3	48.2
14-16	43.9	43.2	48.9	48.7	43.1	43.0	43.9
0-24	48.4	48.0	48.1	48.5	48.3	48.7	48.1

7 Day Ave 48.3

# Woodstock ATC, A44 Oxford Road

Produced by PCC Traffic Information Consultancy Ltd.

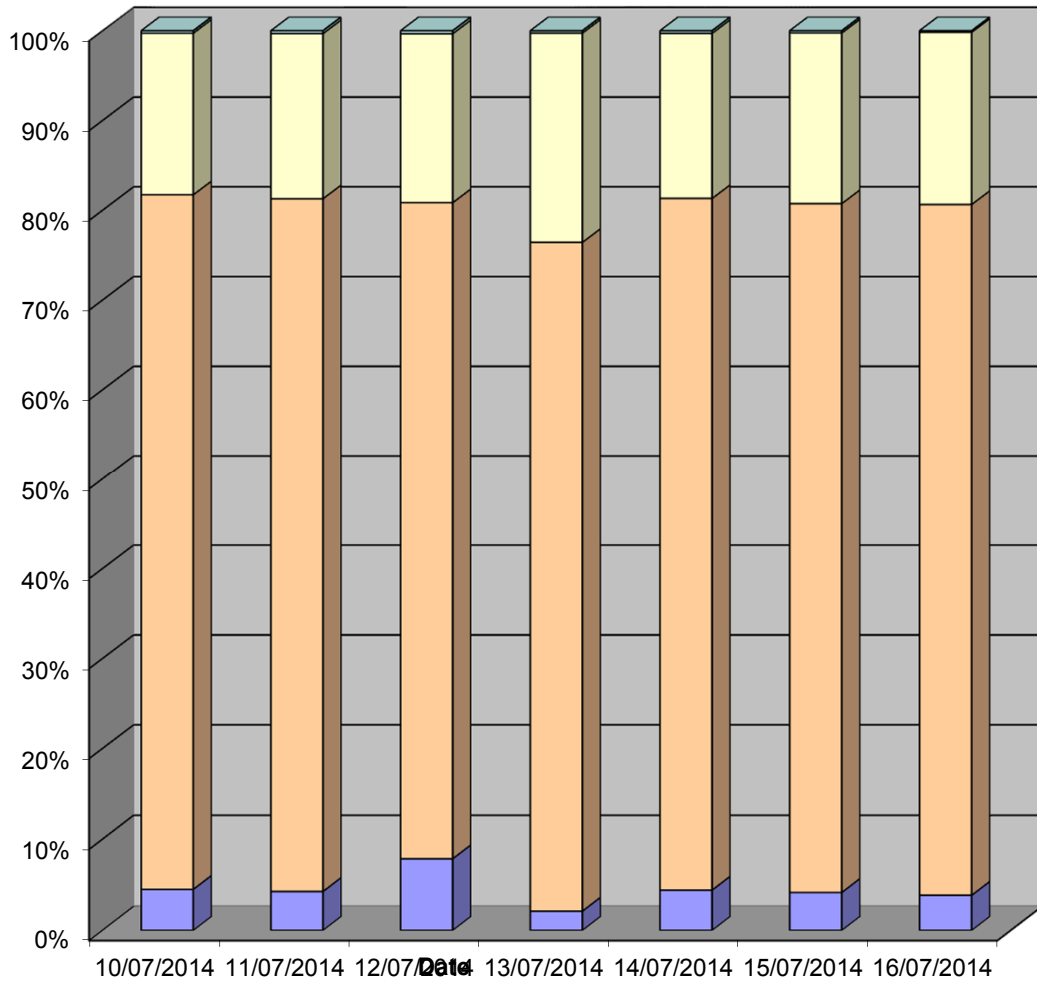
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	397	389	617	152	397	367	347
31-45	6816	7020	5739	5348	6910	6756	6917
46-60	1588	1676	1479	1677	1652	1676	1727
61-	24	29	26	19	26	22	15
<b>TOTAL</b>	<b>8825</b>	<b>9114</b>	<b>7861</b>	<b>7196</b>	<b>8985</b>	<b>8821</b>	<b>9006</b>

**Speed Summary (MPH)**



# Woodstock ATC, A44 Oxford Road

Produced by PCC Traffic Information Consultancy Ltd.

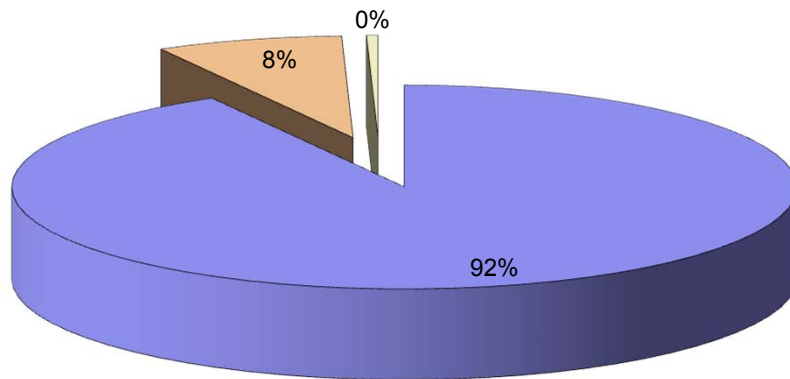
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>10/07/2014</b>				
7-19	6479	624	39	7142
6-22	7628	716	45	8389
6-24	7830	736	46	8612
0-24	8021	752	52	8825
<b>11/07/2014</b>				
7-19	6867	608	41	7516
6-22	7937	688	46	8671
6-24	8138	696	46	8880
0-24	8346	715	53	9114
<b>12/07/2014</b>				
7-19	5187	346	8	5541
6-22	6020	410	8	6438
6-24	7186	479	8	7683
0-24	7349	499	13	7861
<b>13/07/2014</b>				
7-19	5627	308	4	5939
6-22	6363	343	5	6711
6-24	6520	349	5	6874
0-24	6806	382	8	7196
<b>14/07/2014</b>				
7-19	6670	659	41	7370
6-22	7730	740	45	8515
6-24	7944	749	45	8738
0-24	8166	768	51	8985
<b>15/07/2014</b>				
7-19	6619	607	43	7269
6-22	7659	691	48	8398
6-24	7847	701	48	8596
0-24	8042	723	56	8821
<b>16/07/2014</b>				
7-19	6607	654	36	7297
6-22	7777	735	44	8556
6-24	7986	741	44	8771
0-24	8196	763	47	9006
<b>Average</b>				
7-19	6294	544	30	6868
6-22	7302	618	34	7954
6-24	7637	636	35	8308
0-24	7847	657	40	8544

**Total Vehicle Class Distribution**



# Woodstock ATC, A44 Manor Road

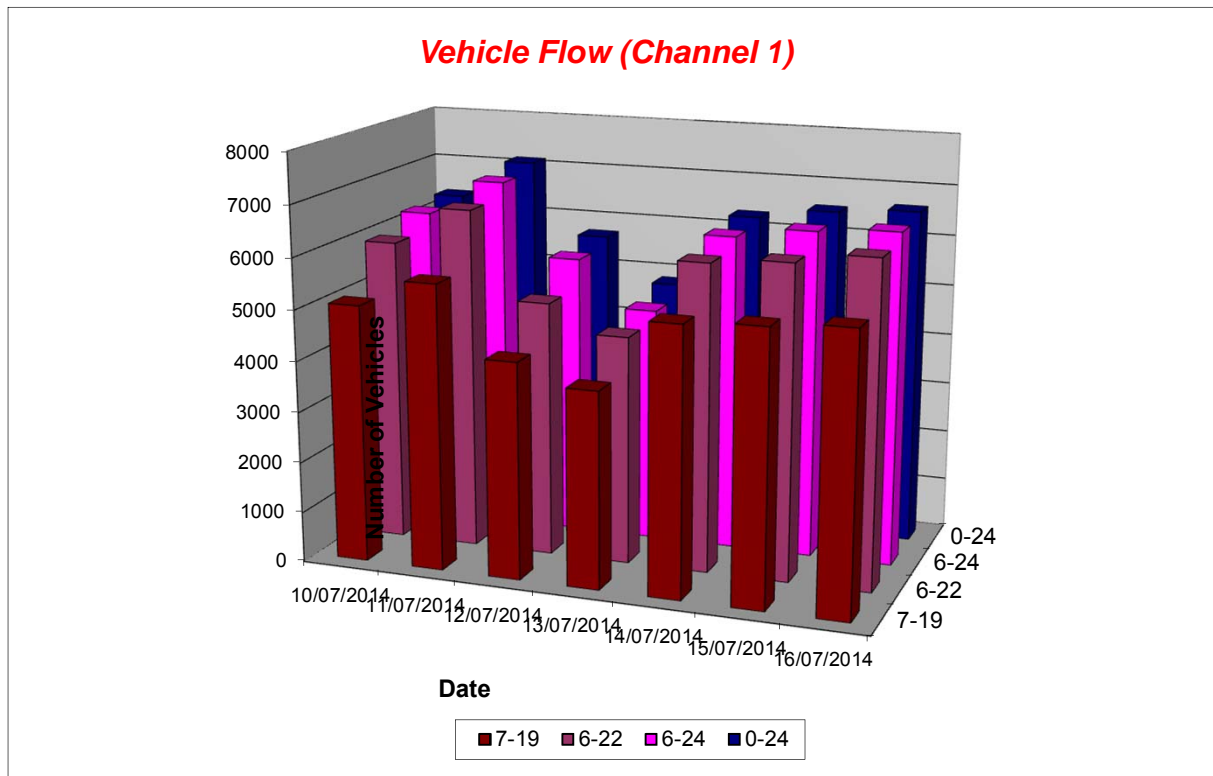
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	29	53	67	96	22	23	31	32	46
2	8	21	15	31	17	10	16	14	17
3	9	12	21	19	2	11	7	8	12
4	5	10	7	15	11	8	5	8	9
5	13	14	17	9	12	12	13	13	13
6	19	34	23	14	24	22	22	24	23
7	84	80	52	34	93	80	71	82	71
8	267	250	101	51	303	269	271	272	216
9	376	324	197	88	370	368	366	361	298
10	253	313	325	219	272	299	271	282	279
11	251	341	403	277	307	266	267	286	302
12	336	320	447	403	368	317	345	337	362
13	363	404	435	485	416	352	376	382	404
14	411	468	437	423	357	395	409	408	414
15	379	470	404	354	385	437	454	425	412
16	484	594	458	367	485	518	598	536	501
17	616	688	255	423	641	650	647	648	560
18	761	753	416	409	772	862	731	776	672
19	572	686	383	366	572	602	711	629	556
20	296	472	302	257	311	328	459	373	346
21	280	319	227	188	230	218	226	255	241
22	231	224	172	146	151	192	160	192	182
23	190	166	283	85	133	185	123	159	166
24	112	107	254	67	55	94	44	82	105
7-19	5069	5611	4261	3865	5248	5335	5446	5342	4976
6-22	5960	6706	5014	4490	6033	6153	6362	6243	5817
6-24	6262	6979	5551	4642	6221	6432	6529	6485	6088
0-24	6345	7123	5701	4826	6309	6518	6623	6584	6206





# Woodstock ATC, A44 Manor Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 1 - Northbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	44.9	42.2	42.7	39.6	41.5	43.3	42.7
2	43.3	44.0	44.3	39.1	41.2	43.6	43.1
3	42.8	46.2	41.3	41.2	40.5	43.9	51.0
4	41.0	43.7	40.6	42.9	41.2	44.3	46.6
5	39.4	46.6	43.4	45.7	43.8	39.3	45.8
6	43.3	42.9	45.4	46.0	45.2	42.4	42.2
7	40.0	39.5	43.9	44.1	40.3	41.0	39.5
8	38.5	37.7	39.8	41.6	38.7	38.4	39.2
9	38.2	37.0	40.1	39.2	38.2	38.2	37.9
10	37.6	37.7	38.4	38.9	38.9	37.5	37.7
11	37.0	37.0	36.8	38.4	36.5	37.9	37.5
12	35.8	37.9	37.0	37.6	36.5	37.9	35.8
13	37.2	38.2	38.4	38.1	36.8	37.9	37.4
14	37.3	38.0	37.6	38.5	37.9	38.4	37.5
15	36.8	37.3	38.8	37.7	37.0	38.0	37.2
16	36.7	37.3	37.9	39.2	36.5	38.2	37.4
17	38.2	37.0	37.2	38.3	38.1	38.2	37.1
18	37.7	38.5	38.4	37.6	37.8	37.7	38.4
19	38.3	38.3	38.2	40.0	38.4	38.6	38.5
20	39.4	39.4	39.1	40.8	39.4	39.1	39.5
21	40.1	40.7	40.1	40.3	39.7	41.0	39.0
22	38.5	40.6	39.3	40.4	40.1	40.8	40.3
23	40.4	39.7	37.3	42.3	39.6	40.3	40.1
24	40.8	39.6	37.1	40.9	42.1	41.8	41.1

10-12	36.3	37.4	36.9	37.9	36.5	37.9	36.5
14-16	36.7	37.3	38.3	38.5	36.7	38.1	37.3
0-24	38.0	38.3	38.3	38.9	38.0	38.5	38.1

7 Day Ave 38.3

## Channel 1 - Northbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	52.8	49.0	52.1	46.0	47.0	50.7	51.5
2	46.9	51.0	50.6	48.0	49.6	48.3	48.5
3	47.6	50.7	48.0	47.6	40.9	49.0	56.1
4	44.0	45.3	44.1	47.8	45.0	48.0	50.0
5	44.0	52.2	47.6	47.8	52.4	43.1	54.2
6	49.5	50.1	58.4	50.2	50.0	49.7	48.9
7	47.0	46.2	51.7	51.1	46.4	48.0	49.0
8	45.0	43.0	46.0	48.0	45.0	44.0	45.0
9	44.0	43.6	45.0	46.0	44.0	44.0	44.0
10	42.0	43.0	44.0	45.0	45.0	43.0	43.0
11	41.5	42.0	43.0	44.0	42.0	44.0	43.0
12	40.0	44.0	43.0	42.0	41.0	43.0	40.0
13	43.0	44.0	44.0	43.0	42.0	44.0	43.0
14	42.0	44.0	43.0	45.0	43.0	44.0	43.0
15	42.0	42.0	44.0	43.0	43.0	43.0	42.0
16	42.0	42.0	44.0	45.0	41.0	43.0	42.0
17	44.0	43.0	43.0	44.0	43.0	43.0	43.0
18	43.0	44.0	44.0	43.8	43.0	43.0	44.0
19	44.0	44.0	44.0	45.0	44.0	44.0	44.0
20	46.0	45.0	45.0	48.0	46.0	45.0	45.0
21	46.0	46.0	47.0	48.0	44.7	47.0	44.0
22	45.0	46.6	45.0	46.3	47.0	46.4	48.0
23	46.0	45.0	43.7	47.4	45.0	46.0	45.0
24	46.4	45.0	42.0	46.0	50.0	49.0	48.6

10-12	41.5	42.0	43.0	44.0	42.0	44.0	43.0
14-16	42.0	42.0	44.0	44.0	42.0	43.0	42.0
0-24	44.0	44.0	44.0	45.0	44.0	44.0	44.0

7 Day Ave 44.0

# Woodstock ATC, A44 Manor Road

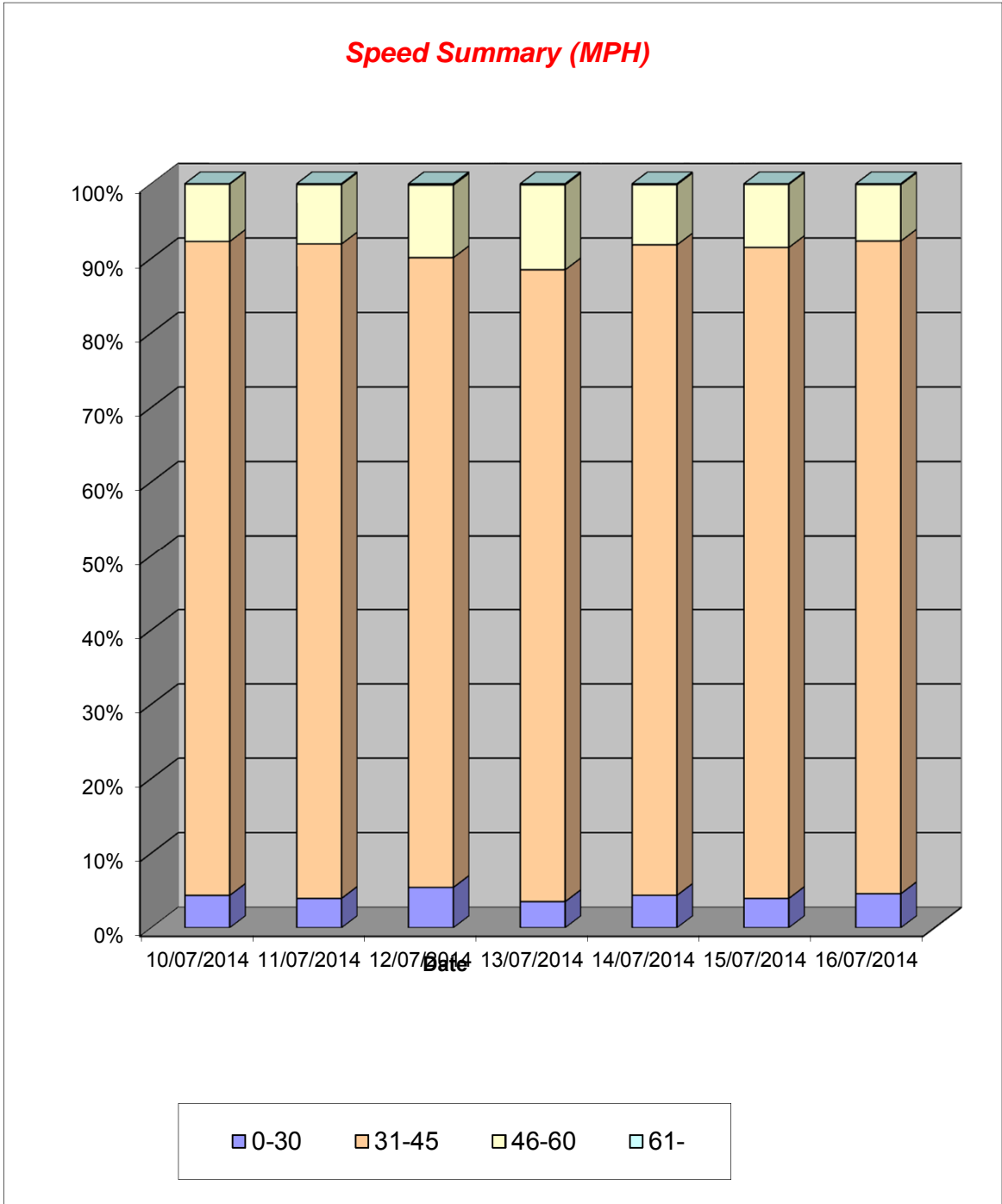
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	275	280	308	169	274	256	302
31-45	5579	6268	4828	4100	5518	5705	5812
46-60	489	568	555	550	510	552	502
61-	2	7	10	7	7	5	7
<b>TOTAL</b>	<b>6345</b>	<b>7123</b>	<b>5701</b>	<b>4826</b>	<b>6309</b>	<b>6518</b>	<b>6623</b>



# Woodstock ATC, A44 Manor Road

Produced by PCC Traffic Information Consultancy Ltd.

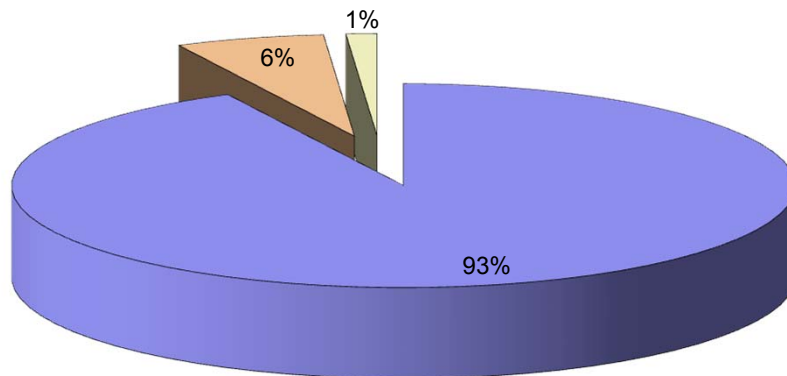
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>10/07/2014</b>				
7-19	4639	362	68	5069
6-22	5482	399	79	5960
6-24	5770	411	81	6262
0-24	5833	418	94	6345
<b>11/07/2014</b>				
7-19	5157	377	77	5611
6-22	6196	415	95	6706
6-24	6452	431	96	6979
0-24	6568	444	111	7123
<b>12/07/2014</b>				
7-19	4022	218	21	4261
6-22	4723	262	29	5014
6-24	5228	292	31	5551
0-24	5353	303	45	5701
<b>13/07/2014</b>				
7-19	3669	179	17	3865
6-22	4271	199	20	4490
6-24	4415	205	22	4642
0-24	4589	214	23	4826
<b>14/07/2014</b>				
7-19	4798	382	68	5248
6-22	5534	417	82	6033
6-24	5711	424	86	6221
0-24	5783	429	97	6309
<b>15/07/2014</b>				
7-19	4877	391	67	5335
6-22	5640	436	77	6153
6-24	5903	452	77	6432
0-24	5970	457	91	6518
<b>16/07/2014</b>				
7-19	5027	352	67	5446
6-22	5889	392	81	6362
6-24	6045	399	85	6529
0-24	6129	405	89	6623
<b>Average</b>				
7-19	4598	323	55	4976
6-22	5391	360	66	5817
6-24	5646	373	68	6088
0-24	5746	381	79	6206

**Total Vehicle Class Distribution**



# Woodstock ATC, A44 Manor Road

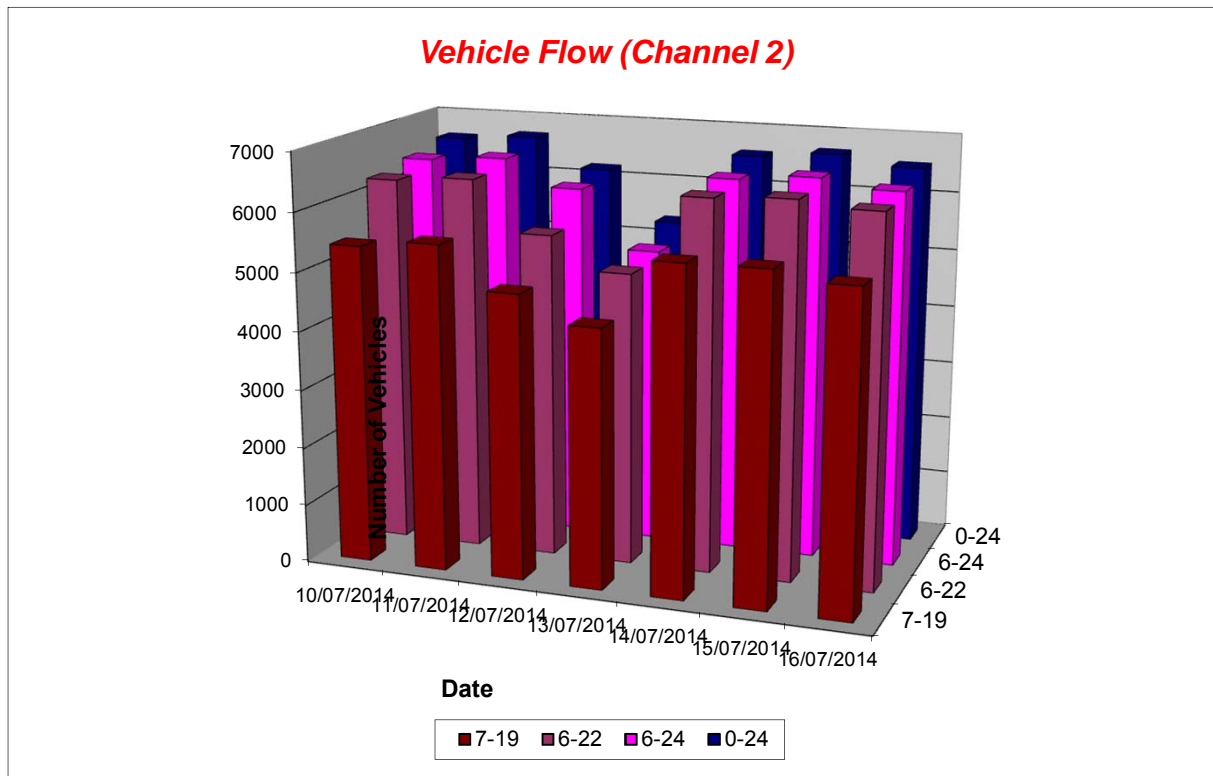
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday	5 Day Ave	7 Day Ave
1	6	23	33	101	14	8	10	12	28
2	5	8	18	32	4	8	8	7	12
3	8	7	7	35	6	6	4	6	10
4	17	12	4	14	11	13	9	12	11
5	20	27	13	23	20	21	21	22	21
6	113	95	39	33	118	113	108	109	88
7	401	324	99	82	394	386	417	384	300
8	722	579	178	110	714	732	661	682	528
9	737	780	330	210	721	767	749	751	613
10	533	521	409	287	553	531	520	532	479
11	404	500	507	454	467	452	411	447	456
12	411	448	504	459	449	391	408	421	439
13	387	388	473	451	415	350	375	383	406
14	357	392	406	375	390	318	357	363	371
15	352	356	372	427	362	374	367	362	373
16	388	442	432	392	378	416	434	412	412
17	408	419	445	395	409	433	394	413	415
18	405	395	441	478	386	451	409	409	424
19	324	335	353	372	313	353	325	330	339
20	167	254	233	259	182	198	272	215	224
21	173	146	171	148	114	149	118	140	146
22	123	106	183	92	85	97	79	98	109
23	85	81	180	58	48	76	49	68	82
24	53	56	360	41	29	42	30	42	87
7-19	5428	5555	4850	4410	5557	5568	5410	5504	5254
6-22	6292	6385	5536	4991	6332	6398	6296	6341	6033
6-24	6430	6522	6076	5090	6409	6516	6375	6450	6203
0-24	6599	6694	6190	5328	6582	6685	6535	6619	6373





# Woodstock ATC, A44 Manor Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 2 - Southbound

## Average Speed

Week 1

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	42.7	38.7	36.2	35.6	39.1	41.6	38.5
2	40.2	43.8	38.1	38.8	40.5	39.3	44.0
3	38.3	38.4	38.3	38.2	42.3	35.7	44.5
4	41.9	41.9	39.8	36.6	42.6	42.5	43.6
5	41.5	38.1	43.9	40.0	43.7	39.2	43.0
6	41.7	42.6	40.8	39.3	41.4	41.0	40.3
7	35.7	35.5	38.8	38.7	33.9	35.4	33.8
8	33.3	33.4	36.3	39.4	32.4	33.7	32.3
9	31.8	28.6	35.6	37.0	31.7	32.0	33.0
10	33.2	31.6	34.5	34.8	33.3	33.0	32.9
11	32.2	31.7	32.0	34.2	33.1	32.2	32.2
12	32.3	31.9	31.9	34.2	31.7	34.2	32.4
13	32.8	32.4	31.7	34.7	32.8	33.7	32.9
14	32.8	33.6	34.2	34.5	32.1	33.7	32.9
15	35.1	33.4	33.8	35.6	34.5	33.6	32.9
16	33.1	32.9	33.2	34.7	32.9	33.9	32.4
17	35.3	32.7	33.9	36.2	35.4	32.0	33.0
18	34.8	35.4	33.8	34.5	34.6	35.4	35.3
19	35.8	35.0	34.6	36.6	35.8	36.1	35.1
20	35.3	35.3	35.8	38.0	35.6	37.8	35.0
21	35.7	37.4	37.9	38.0	36.1	34.1	36.1
22	35.9	36.7	35.9	39.8	36.4	38.3	35.3
23	37.7	36.5	34.2	38.5	36.2	39.5	36.5
24	35.6	35.1	33.7	39.2	37.5	38.2	36.6

10-12	32.3	31.8	32.0	34.2	32.4	33.1	32.3
14-16	34.0	33.1	33.5	35.2	33.7	33.7	32.6
0-24	34.0	33.1	34.0	35.7	33.6	34.1	33.5

7 Day Ave 33.9

## Channel 2 - Southbound

## 85th Percentile

Hr Ending	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
1	48.3	47.1	44.0	44.0	44.0	46.9	46.3
2	45.8	50.0	40.5	48.4	43.7	41.9	50.0
3	41.0	44.1	44.1	48.8	52.3	39.3	50.1
4	46.0	46.1	43.0	43.2	49.0	50.6	54.2
5	52.5	45.3	53.2	47.8	50.2	46.0	50.0
6	49.2	52.0	50.9	49.0	50.0	49.0	49.0
7	43.0	44.0	46.3	46.0	43.0	43.0	43.6
8	40.0	40.0	45.0	48.0	39.0	40.0	40.0
9	39.0	38.0	43.0	44.0	39.0	39.0	40.0
10	40.0	39.0	42.0	41.0	40.0	40.0	40.0
11	40.0	39.0	40.0	40.0	40.0	39.0	40.0
12	39.0	39.0	39.0	42.0	39.0	40.0	40.0
13	41.0	40.0	39.0	40.5	39.9	40.0	40.0
14	40.0	40.0	40.0	42.0	39.0	40.0	40.0
15	42.0	40.0	41.0	43.0	41.0	40.1	39.0
16	40.0	40.0	40.0	42.0	40.0	40.0	39.0
17	42.0	40.0	40.0	43.0	42.0	42.0	40.0
18	43.0	41.9	41.0	42.0	41.0	42.0	41.8
19	41.0	43.0	42.0	43.4	42.0	44.0	43.0
20	44.0	43.1	42.0	45.0	43.0	45.0	43.0
21	43.0	45.0	45.5	44.0	44.1	43.8	43.0
22	43.0	45.3	43.0	50.0	44.0	44.6	41.6
23	45.0	44.0	40.0	48.0	42.0	47.0	43.0
24	42.2	40.0	41.0	48.0	45.8	46.7	42.7

10-12	40.0	39.0	40.0	40.0	40.0	39.0	40.0
14-16	41.0	40.0	40.0	43.0	40.0	40.0	39.0
0-24	41.0	40.0	41.0	43.0	40.0	41.0	40.0

7 Day Ave 41.0

# Woodstock ATC, A44 Manor Road

Produced by PCC Traffic Information Consultancy Ltd.

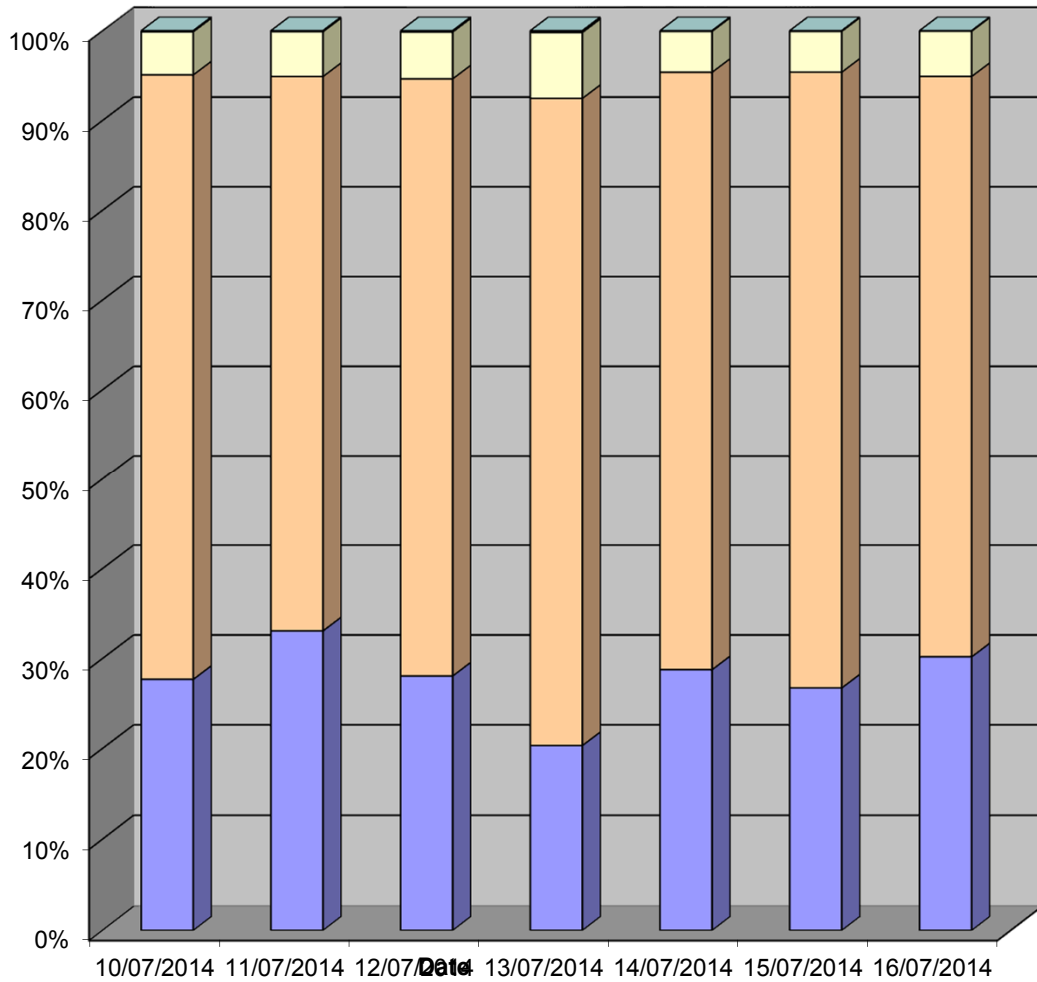
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	10/07/2014 Thursday	11/07/2014 Friday	12/07/2014 Saturday	13/07/2014 Sunday	14/07/2014 Monday	15/07/2014 Tuesday	16/07/2014 Wednesday
0-30	1827	2214	1737	1083	1893	1787	1973
31-45	4448	4139	4122	3844	4385	4590	4230
46-60	317	334	323	391	300	304	329
61-	7	7	8	10	4	4	3
<b>TOTAL</b>	<b>6599</b>	<b>6694</b>	<b>6190</b>	<b>5328</b>	<b>6582</b>	<b>6685</b>	<b>6535</b>

**Speed Summary (MPH)**



# Woodstock ATC, A44 Manor Road

Produced by PCC Traffic Information Consultancy Ltd.

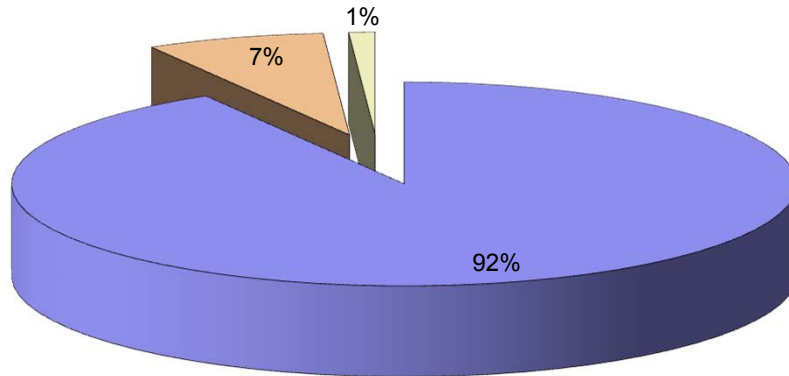
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
10/07/2014				
7-19	4902	474	52	5428
6-22	5701	529	62	6292
6-24	5826	541	63	6430
0-24	5968	559	72	6599
11/07/2014				
7-19	5100	395	60	5555
6-22	5867	450	68	6385
6-24	5993	459	70	6522
0-24	6143	474	77	6694
12/07/2014				
7-19	4535	282	33	4850
6-22	5170	331	35	5536
6-24	5666	374	36	6076
0-24	5761	388	41	6190
13/07/2014				
7-19	4164	227	19	4410
6-22	4715	254	22	4991
6-24	4807	259	24	5090
0-24	5015	282	31	5328
14/07/2014				
7-19	5043	440	74	5557
6-22	5748	493	91	6332
6-24	5820	497	92	6409
0-24	5967	516	99	6582
15/07/2014				
7-19	5046	459	63	5568
6-22	5803	523	72	6398
6-24	5913	531	72	6516
0-24	6058	547	80	6685
16/07/2014				
7-19	4917	436	57	5410
6-22	5730	497	69	6296
6-24	5804	501	70	6375
0-24	5938	517	80	6535
Average				
7-19	4815	388	51	5254
6-22	5533	440	60	6033
6-24	5690	452	61	6203
0-24	5836	469	69	6373

**Total Vehicle Class Distribution**



Junction: (8) A34 / Services / A44 Woodstock Road

Approach: A44 Woodstock Road (West)

TIME	First Left to A34 (North)								Second Left to Services								Ahead to A44 Woodstock Road (East)								Right to A34 (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	21	3	1	1	1	26	0	0	7	0	0	0	0	7	0	0	129	28	5	1	0	163	0	0	161	49	1	2	0	213
0715 - 0730	0	0	24	1	1	1	0	27	0	0	5	1	0	0	0	6	0	2	128	22	2	2	1	157	2	0	173	44	5	2	0	226
0730 - 0745	0	0	27	2	0	1	0	30	0	0	3	2	0	0	0	5	0	3	132	23	2	1	3	164	0	1	132	34	4	2	1	174
0745 - 0800	0	1	22	0	0	0	0	23	0	0	8	1	0	0	0	9	0	4	109	18	8	3	1	143	0	1	127	29	5	1	2	165
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>106</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>9</b>	<b>498</b>	<b>91</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>627</b>	<b>2</b>	<b>2</b>	<b>593</b>	<b>156</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>778</b>
0800 - 0815	0	0	27	1	1	1	1	31	0	0	8	1	0	0	0	9	0	4	101	20	6	2	1	134	0	0	130	20	1	1	1	153
0815 - 0830	0	0	31	2	0	0	0	33	0	0	12	0	0	0	0	12	0	4	98	18	2	7	2	131	0	1	94	21	4	4	0	124
0830 - 0845	0	1	26	1	2	2	0	32	0	0	15	1	0	1	0	17	0	3	141	10	2	11	3	170	0	1	97	18	5	0	0	121
0845 - 0900	0	0	35	3	0	2	0	40	0	0	11	2	0	0	0	13	0	2	135	21	6	10	2	176	1	2	89	20	5	1	0	118
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>119</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>13</b>	<b>475</b>	<b>69</b>	<b>16</b>	<b>30</b>	<b>8</b>	<b>611</b>	<b>1</b>	<b>4</b>	<b>410</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>516</b>
0900 - 0915	0	0	24	1	0	1	0	26	0	0	4	1	0	0	0	5	0	3	116	33	6	4	2	164	0	0	88	21	3	4	0	116
0915 - 0930	0	1	22	2	1	0	0	26	0	0	13	0	0	0	0	13	0	0	114	16	6	3	0	139	0	0	92	17	3	8	0	120
0930 - 0945	0	0	17	0	0	4	0	21	0	0	5	2	0	0	0	7	0	1	116	17	3	1	1	139	0	0	87	21	2	6	0	116
0945 - 1000	0	0	14	2	0	1	0	17	0	0	9	1	0	0	0	10	0	1	102	14	4	4	0	125	0	3	80	12	5	1	0	101
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>5</b>	<b>448</b>	<b>80</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>567</b>	<b>0</b>	<b>3</b>	<b>347</b>	<b>71</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>453</b>
<b>Session Total</b>	<b>0</b>	<b>4</b>	<b>290</b>	<b>18</b>	<b>6</b>	<b>13</b>	<b>1</b>	<b>332</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>27</b>	<b>1421</b>	<b>240</b>	<b>52</b>	<b>49</b>	<b>16</b>	<b>1805</b>	<b>3</b>	<b>9</b>	<b>1350</b>	<b>306</b>	<b>43</b>	<b>32</b>	<b>4</b>	<b>1747</b>
1600 - 1615	0	1	20	7	1	1	2	32	0	0	9	2	0	0	0	11	0	1	87	14	1	2	0	105	0	1	165	26	2	2	0	196
1615 - 1630	0	0	19	4	0	1	0	24	0	0	7	1	0	0	0	8	0	0	82	10	4	3	3	102	0	4	139	25	3	1	0	172
1630 - 1645	0	0	10	2	0	1	0	13	0	0	6	6	0	0	0	13	0	1	103	11	3	1	1	120	0	5	149	30	3	1	0	188
1645 - 1700	0	0	12	1	0	2	0	15	0	0	12	1	0	0	0	13	0	2	96	9	1	1	1	110	0	0	119	32	2	2	1	156
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>14</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>84</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>4</b>	<b>368</b>	<b>44</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>437</b>	<b>0</b>	<b>10</b>	<b>572</b>	<b>113</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>712</b>
1700 - 1715	0	0	15	3	1	1	0	20	0	0	9	2	0	0	0	11	0	0	107	11	1	1	1	121	0	1	179	21	1	0	0	202
1715 - 1730	0	0	22	3	0	1	0	26	0	0	10	4	0	0	0	15	0	2	120	11	1	2	2	138	0	2	189	17	0	2	1	211
1730 - 1745	0	0	14	5	2	0	0	21	0	0	12	4	0	0	0	16	0	3	97	12	0	2	1	115	0	3	185	13	1	0	0	202
1745 - 1800	0	0	12	0	1	1	0	14	0	0	10	1	0	0	0	11	2	2	117	6	1	5	3	136	0	4	159	17	0	0	0	180
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>2</b>	<b>7</b>	<b>441</b>	<b>40</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>510</b>	<b>0</b>	<b>10</b>	<b>712</b>	<b>68</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>795</b>
1800 - 1815	0	0	9	0	0	1	0	10	0	0	11	1	0	0	0	12	0	1	119	5	2	0	1	128	0	2	139	13	0	0	0	154
1815 - 1830	0	0	19	1	0	0	0	20	0	0	10	0	0	0	0	10	0	0	98	7	1	2	0	108	0	8	136	10	0	2	2	158
1830 - 1845	0	0	7	0	0	0	0	7	0	0	15	2	0	0	0	17	0	2	98	7	2	1	1	111	0	11	109	12	0	0	0	132
1845 - 1900	0	0	8	0	0	0	0	8	0	0	8	1	0	0	0	9	0	3	88	6	0	1	0	98	0	5	81	11	0	0	0	97
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>6</b>	<b>403</b>	<b>25</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>445</b>	<b>0</b>	<b>26</b>	<b>465</b>	<b>46</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>541</b>
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>167</b>	<b>26</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>210</b>	<b>0</b>	<b>2</b>	<b>119</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>2</b>	<b>17</b>	<b>1212</b>	<b>109</b>	<b>17</b>	<b>21</b>	<b>14</b>	<b>1392</b>	<b>0</b>	<b>46</b>	<b>1749</b>	<b>227</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>2048</b>



**PC C Woodstock - Manual Traffic Survey, Tuesday 15th July 2014**

Traffic Information Consultancy

Junction: (8) A34 / Services / A44 Woodstock Road

Approach: A34 (South)

TIME	Left to A44 Woodstock Road (West)								Ahead to A34 (North)								Right to Services								Last Right to A44 Woodstock Road (East)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	64	30	3	0	0	98	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	0	0	64	21	1	2	0	88
0715 - 0730	0	3	79	31	2	5	0	120	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	0	1	50	19	2	6	0	78
0730 - 0745	0	0	106	30	3	4	0	143	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	1	59	13	1	1	1	76
0745 - 0800	0	2	154	27	5	4	0	192	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	1	53	17	3	3	0	77
<b>Hourly Total</b>	<b>0</b>	<b>6</b>	<b>403</b>	<b>118</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>553</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>226</b>	<b>70</b>	<b>7</b>	<b>12</b>	<b>1</b>	<b>319</b>
0800 - 0815	0	0	135	25	1	6	0	167	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	0	74	16	8	2	1	101
0815 - 0830	0	2	171	28	3	3	0	207	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	78	14	4	5	1	102
0830 - 0845	0	1	119	16	5	6	3	150	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	83	8	4	6	0	101
0845 - 0900	0	0	98	23	3	2	0	126	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	53	8	3	3	4	71
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>523</b>	<b>92</b>	<b>12</b>	<b>17</b>	<b>3</b>	<b>650</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>288</b>	<b>46</b>	<b>19</b>	<b>16</b>	<b>6</b>	<b>375</b>
0900 - 0915	0	0	95	16	7	7	0	125	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	72	18	3	4	2	99
0915 - 0930	0	2	87	19	5	1	0	114	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	1	79	11	2	8	0	101
0930 - 0945	0	0	69	14	2	3	0	88	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	68	14	1	7	1	91
0945 - 1000	0	0	78	17	4	2	0	101	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	0	1	72	15	2	1	0	91
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>329</b>	<b>66</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>428</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>291</b>	<b>58</b>	<b>8</b>	<b>20</b>	<b>3</b>	<b>362</b>
<b>Session Total</b>	<b>0</b>	<b>11</b>	<b>1255</b>	<b>276</b>	<b>43</b>	<b>43</b>	<b>3</b>	<b>1631</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>5</b>	<b>805</b>	<b>174</b>	<b>34</b>	<b>48</b>	<b>10</b>	<b>1076</b>
1600 - 1615	0	0	111	22	4	3	1	141	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	1	55	9	3	4	3	75
1615 - 1630	0	1	150	25	2	5	0	183	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	0	0	54	8	0	4	0	66
1630 - 1645	0	2	161	24	1	4	0	192	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	69	7	0	0	1	77
1645 - 1700	0	2	137	31	2	3	2	177	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	0	1	65	6	1	3	0	76
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>559</b>	<b>102</b>	<b>9</b>	<b>15</b>	<b>3</b>	<b>693</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>2</b>	<b>243</b>	<b>30</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>294</b>
1700 - 1715	0	3	197	31	2	0	0	233	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	0	0	64	9	1	5	0	79
1715 - 1730	0	2	176	32	1	3	1	215	0	0	0	0	0	0	0	0	0	0	6	7	0	0	0	13	0	0	69	3	0	2	0	74
1730 - 1745	0	2	194	28	4	0	0	228	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	2	71	9	1	1	0	84
1745 - 1800	0	4	190	25	2	7	0	228	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	0	2	89	5	0	2	1	99
<b>Hourly Total</b>	<b>0</b>	<b>11</b>	<b>757</b>	<b>116</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>904</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>4</b>	<b>293</b>	<b>26</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>336</b>
1800 - 1815	0	3	194	16	1	0	1	215	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	1	94	4	0	1	0	100
1815 - 1830	0	0	116	21	1	2	1	141	0	0	0	0	0	0	0	0	0	0	7	2	0	0	1	10	0	0	62	5	0	0	1	68
1830 - 1845	0	3	120	16	1	3	0	143	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	1	64	6	0	0	1	72
1845 - 1900	0	1	100	8	1	0	2	112	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	2	83	4	1	2	1	93
<b>Hourly Total</b>	<b>0</b>	<b>7</b>	<b>530</b>	<b>61</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>611</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>4</b>	<b>303</b>	<b>19</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>333</b>
<b>Session Total</b>	<b>0</b>	<b>23</b>	<b>1846</b>	<b>279</b>	<b>22</b>	<b>30</b>	<b>8</b>	<b>2208</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>111</b>	<b>0</b>	<b>10</b>	<b>839</b>	<b>75</b>	<b>7</b>	<b>24</b>	<b>8</b>	<b>963</b>

Junction: (8) A34 / Services / A44 Woodstock Road

Approach: A44 Woodstock Road (East)

TIME	Left to A34 (South)								Ahead to A44 Woodstock Road (West)								Right to A34 (North)								Last Right to Services							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	2	47	15	3	2	1	70	0	0	59	12	3	1	1	76	0	0	35	8	5	3	0	51	0	0	7	1	0	0	0	8
0715 - 0730	0	0	64	9	4	2	0	79	0	1	68	14	1	2	1	87	0	2	45	15	4	3	0	69	0	0	1	0	0	0	0	1
0730 - 0745	0	0	67	4	1	7	0	79	0	1	68	12	2	2	2	87	0	1	41	11	6	7	1	67	0	0	1	0	0	1	0	2
0745 - 0800	0	1	62	0	4	3	1	71	0	1	84	11	1	3	1	101	0	0	34	12	5	5	2	58	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>240</b>	<b>28</b>	<b>12</b>	<b>14</b>	<b>2</b>	<b>299</b>	<b>0</b>	<b>3</b>	<b>279</b>	<b>49</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>351</b>	<b>0</b>	<b>3</b>	<b>155</b>	<b>46</b>	<b>20</b>	<b>18</b>	<b>3</b>	<b>245</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>
0800 - 0815	0	1	66	6	2	2	0	77	0	1	81	7	7	4	3	103	0	0	45	7	8	6	1	67	0	0	3	0	0	0	0	3
0815 - 0830	0	2	60	8	2	2	0	74	1	0	69	9	2	2	0	83	0	2	51	18	5	11	0	87	0	0	2	0	0	0	0	2
0830 - 0845	0	0	63	4	4	7	0	78	0	1	68	5	5	2	1	82	0	1	37	15	2	6	0	61	0	0	11	1	0	0	0	12
0845 - 0900	0	0	63	14	2	4	0	83	0	3	50	9	5	3	1	71	0	2	40	9	3	3	0	57	0	0	1	1	1	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>252</b>	<b>32</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>312</b>	<b>1</b>	<b>5</b>	<b>268</b>	<b>30</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>339</b>	<b>0</b>	<b>5</b>	<b>173</b>	<b>49</b>	<b>18</b>	<b>26</b>	<b>1</b>	<b>272</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>20</b>
0900 - 0915	0	0	62	16	0	5	1	84	0	0	70	9	1	1	1	82	0	0	46	12	7	7	1	73	0	0	3	0	0	0	0	3
0915 - 0930	0	0	51	9	9	4	0	73	0	3	58	9	3	4	1	78	0	1	34	11	7	6	0	69	0	0	3	1	0	0	0	4
0930 - 0945	0	0	58	9	2	4	1	74	0	0	52	2	4	2	0	60	0	0	31	9	4	4	0	48	0	0	2	1	0	0	0	3
0945 - 1000	0	0	51	12	0	5	2	70	0	0	42	10	2	4	1	59	0	0	30	11	5	3	0	49	0	0	3	1	0	1	0	5
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>222</b>	<b>46</b>	<b>11</b>	<b>18</b>	<b>4</b>	<b>301</b>	<b>0</b>	<b>3</b>	<b>222</b>	<b>30</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>279</b>	<b>0</b>	<b>1</b>	<b>141</b>	<b>43</b>	<b>23</b>	<b>20</b>	<b>1</b>	<b>229</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>15</b>
<b>Session Total</b>	<b>0</b>	<b>6</b>	<b>714</b>	<b>106</b>	<b>33</b>	<b>47</b>	<b>6</b>	<b>912</b>	<b>1</b>	<b>11</b>	<b>769</b>	<b>109</b>	<b>36</b>	<b>30</b>	<b>13</b>	<b>969</b>	<b>0</b>	<b>9</b>	<b>469</b>	<b>138</b>	<b>61</b>	<b>64</b>	<b>5</b>	<b>746</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>46</b>
1600 - 1615	0	1	88	21	2	2	0	114	0	2	89	15	2	3	2	113	0	0	39	10	2	5	2	58	0	0	6	1	0	0	0	7
1615 - 1630	0	3	92	25	4	5	0	129	0	4	99	17	2	1	1	124	0	1	48	17	6	8	1	81	0	0	8	2	0	0	0	10
1630 - 1645	0	3	110	28	1	4	0	146	0	0	117	27	0	3	1	148	0	0	44	18	0	2	2	66	0	2	7	2	0	0	0	11
1645 - 1700	0	0	101	22	0	1	0	124	0	2	110	24	3	1	1	141	0	0	54	11	2	6	0	73	0	1	12	3	0	0	0	16
<b>Hourly Total</b>	<b>0</b>	<b>7</b>	<b>391</b>	<b>96</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>513</b>	<b>0</b>	<b>8</b>	<b>415</b>	<b>83</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>526</b>	<b>0</b>	<b>1</b>	<b>185</b>	<b>56</b>	<b>10</b>	<b>21</b>	<b>5</b>	<b>278</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
1700 - 1715	0	1	108	16	1	1	0	127	0	2	122	12	2	3	3	144	0	0	61	15	2	2	1	81	0	0	17	6	0	0	0	23
1715 - 1730	0	2	94	10	1	0	1	108	0	1	118	11	0	0	1	131	0	0	59	9	0	1	0	69	0	0	12	1	0	0	1	14
1730 - 1745	0	2	87	6	3	2	1	101	0	2	138	10	2	1	2	155	0	0	66	5	4	2	0	77	0	0	17	1	0	0	0	18
1745 - 1800	0	0	125	11	1	5	0	142	1	3	118	13	3	3	2	143	0	3	50	9	2	1	0	65	0	0	12	2	0	0	0	14
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>414</b>	<b>43</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>478</b>	<b>1</b>	<b>8</b>	<b>496</b>	<b>46</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>573</b>	<b>0</b>	<b>3</b>	<b>236</b>	<b>38</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>292</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>69</b>
1800 - 1815	0	1	113	11	1	1	0	127	0	2	128	14	0	1	5	150	0	0	40	9	2	1	0	52	0	0	28	1	0	0	0	29
1815 - 1830	0	1	70	8	0	1	0	80	0	0	138	8	0	1	3	150	0	3	48	9	2	1	0	63	0	2	14	4	0	0	0	20
1830 - 1845	0	0	62	8	0	0	0	70	0	1	114	10	0	3	1	129	0	0	42	11	1	2	1	57	0	0	11	2	0	0	0	13
1845 - 1900	0	2	61	9	0	1	0	73	0	2	95	7	1	2	2	109	0	0	33	10	2	1	0	46	0	0	12	2	0	1	0	15
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>306</b>	<b>36</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>5</b>	<b>475</b>	<b>39</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>538</b>	<b>0</b>	<b>3</b>	<b>163</b>	<b>39</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>218</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>77</b>
<b>Session Total</b>	<b>0</b>	<b>16</b>	<b>1111</b>	<b>175</b>	<b>14</b>	<b>23</b>	<b>2</b>	<b>1341</b>	<b>1</b>	<b>21</b>	<b>1386</b>	<b>168</b>	<b>15</b>	<b>22</b>	<b>24</b>	<b>1637</b>	<b>0</b>	<b>7</b>	<b>584</b>	<b>133</b>	<b>25</b>	<b>32</b>	<b>7</b>	<b>788</b>	<b>0</b>	<b>5</b>	<b>156</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>190</b>

Junction: (8) A34 / Services / A44 Woodstock Road

Approach: Services

TIME	First Left to A44 Woodstock Road (East)								Second Left to A34 (South)								Right to A44 Woodstock Road (West)								Last Right to A34 (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	8	4	0	0	0	12	0	0	1	6	0	0	0	7	0	0	2	1	0	0	0	3	0	0	5	4	0	0	12	
0715 - 0730	0	0	12	4	1	0	0	17	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	14	1	0	0	15	
0730 - 0745	0	0	11	3	0	0	0	14	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	15	6	0	0	21	
0745 - 0800	0	0	8	4	0	0	0	12	0	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	17	5	0	0	22	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>70</b>	
0800 - 0815	0	0	16	3	0	1	0	20	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	22	3	1	1	0	27
0815 - 0830	2	0	12	2	1	0	0	17	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4	0	0	29	4	0	0	0	33
0830 - 0845	0	0	17	2	0	1	0	20	0	0	7	1	0	0	0	8	0	0	2	0	0	0	0	2	0	0	18	2	0	0	0	20
0845 - 0900	0	0	13	1	1	0	0	15	0	0	0	1	0	0	0	1	0	0	3	0	1	0	0	4	0	0	10	1	1	0	0	12
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>92</b>
0900 - 0915	0	0	11	2	0	0	0	13	0	0	8	0	0	0	0	8	0	0	3	0	0	0	0	3	0	0	12	1	0	0	0	13
0915 - 0930	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	15	2	0	0	0	17
0930 - 0945	0	0	14	2	0	0	0	16	0	0	2	1	0	0	0	3	0	0	4	0	0	0	0	4	0	0	13	1	0	0	0	14
0945 - 1000	0	0	15	4	0	0	1	20	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	2	0	0	14	2	0	0	1	17
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>61</b>
<b>Session Total</b>	<b>2</b>	<b>0</b>	<b>148</b>	<b>34</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>190</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>187</b>	<b>32</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>223</b>
1600 - 1615	0	0	13	0	0	0	0	13	0	0	10	1	0	0	0	11	0	1	5	1	0	0	0	7	0	0	5	1	0	0	0	6
1615 - 1630	0	0	14	1	0	0	0	15	0	0	10	3	0	0	0	13	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
1630 - 1645	0	0	10	1	0	0	1	12	0	1	11	1	0	0	0	13	0	0	6	2	0	0	0	8	0	0	6	2	0	0	0	8
1645 - 1700	0	2	13	1	0	0	1	17	0	0	6	3	0	0	0	9	0	0	6	2	0	0	0	8	0	0	1	1	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
1700 - 1715	0	0	12	1	0	0	0	13	0	0	7	2	0	0	0	9	0	0	4	1	0	0	0	5	0	0	3	2	0	0	0	5
1715 - 1730	0	0	11	2	0	0	0	13	0	0	11	5	0	0	0	16	0	0	5	1	0	0	0	6	0	0	1	1	0	0	0	2
1730 - 1745	0	0	11	1	1	0	0	13	0	0	8	1	0	0	0	9	0	0	7	2	0	0	0	9	0	0	7	0	0	0	0	7
1745 - 1800	0	0	19	0	0	0	1	20	0	0	13	2	0	0	0	15	0	0	8	0	0	0	0	8	0	0	1	5	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
1800 - 1815	0	1	10	2	0	0	0	13	0	1	14	0	0	0	0	15	0	0	6	2	0	0	0	8	0	0	9	1	0	0	0	10
1815 - 1830	0	0	12	0	0	0	0	12	0	1	10	1	0	0	0	12	0	0	6	1	0	0	0	7	0	0	5	1	0	0	0	6
1830 - 1845	0	0	7	1	0	0	0	8	1	0	9	1	0	0	0	11	0	0	7	0	0	0	0	7	0	0	1	1	0	0	0	2
1845 - 1900	0	0	7	1	0	0	1	9	0	0	6	0	0	0	0	7	0	0	4	1	0	0	0	5	0	0	8	2	0	0	0	10
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>1</b>	<b>3</b>	<b>39</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
<b>Session Total</b>	<b>0</b>	<b>3</b>	<b>139</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>158</b>	<b>1</b>	<b>4</b>	<b>115</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>

Junction: (8) A34 / Services / A44 Woodstock Road

Approach: A34 (North)

TIME	First Left to Services								Second Left to A44 Woodstock Road (East)								Ahead to A34 (South)								Right to A44 Woodstock Road (West)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0700 - 0715	0	0	6	4	0	0	0	10	0	0	31	18	4	6	0	56	0	0	0	0	0	0	0	0	0	0	25	7	1	5	0	38	
0715 - 0730	0	0	8	0	0	0	0	8	0	0	34	18	2	2	0	56	0	0	0	0	0	0	0	0	0	0	36	13	1	5	0	55	
0730 - 0745	0	0	8	1	0	0	0	9	0	0	39	21	5	3	1	69	0	0	0	0	0	0	0	0	0	0	37	7	2	3	0	49	
0745 - 0800	0	0	10	1	0	0	1	12	0	2	38	15	3	0	0	58	0	0	0	0	0	0	0	0	0	0	1	49	5	0	1	0	56
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>0</b>	<b>3</b>	<b>142</b>	<b>72</b>	<b>14</b>	<b>13</b>	<b>1</b>	<b>245</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>147</b>	<b>32</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>198</b>	
0800 - 0815	0	0	14	0	0	0	0	14	0	2	41	8	4	6	2	63	0	0	0	0	0	0	0	0	0	0	0	52	8	2	0	0	62
0815 - 0830	0	0	7	2	1	0	0	10	0	1	37	12	4	2	3	59	0	0	0	0	0	0	0	0	0	0	0	53	8	3	5	0	69
0830 - 0845	0	0	7	1	0	0	0	8	0	1	23	15	7	2	0	48	0	0	0	0	0	0	0	0	0	0	0	53	9	0	3	0	65
0845 - 0900	0	0	11	1	0	0	0	12	0	1	30	12	4	9	1	57	0	0	0	0	0	0	0	0	0	0	0	51	5	2	1	0	59
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>5</b>	<b>131</b>	<b>47</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>	<b>30</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>255</b>	
0900 - 0915	0	0	7	1	0	0	0	8	0	2	48	17	4	4	1	76	0	0	0	0	0	0	0	0	0	0	0	39	8	4	0	0	51
0915 - 0930	0	0	9	1	0	0	0	10	0	0	41	11	2	6	0	60	0	0	0	0	0	0	0	0	0	0	1	44	6	2	3	0	56
0930 - 0945	0	1	9	0	0	0	1	11	0	1	45	10	2	6	1	65	0	0	0	0	0	0	0	0	0	0	0	36	9	4	3	1	53
0945 - 1000	0	0	5	3	1	0	0	9	0	3	46	13	4	4	1	71	0	0	0	0	0	0	0	0	0	0	0	40	8	6	2	0	56
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>0</b>	<b>6</b>	<b>180</b>	<b>51</b>	<b>12</b>	<b>20</b>	<b>3</b>	<b>272</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>159</b>	<b>31</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>216</b>	
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>101</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>121</b>	<b>0</b>	<b>14</b>	<b>453</b>	<b>170</b>	<b>45</b>	<b>52</b>	<b>10</b>	<b>744</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>515</b>	<b>93</b>	<b>27</b>	<b>31</b>	<b>1</b>	<b>669</b>	
1600 - 1615	0	0	10	0	0	0	0	10	0	0	44	7	0	2	0	53	0	0	0	0	0	0	0	0	0	0	0	21	7	1	1	0	30
1615 - 1630	0	0	6	0	0	0	0	6	0	0	42	7	2	4	1	56	0	0	0	0	0	0	0	0	0	0	0	26	6	0	2	0	34
1630 - 1645	0	0	5	1	2	0	0	8	0	0	46	3	2	2	0	53	0	0	0	0	0	0	0	0	0	0	0	30	5	0	0	0	35
1645 - 1700	0	0	6	1	0	0	0	7	0	0	48	2	1	0	0	51	0	0	0	0	0	0	0	0	0	0	1	36	8	1	0	0	46
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>180</b>	<b>19</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>213</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>113</b>	<b>26</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>145</b>	
1700 - 1715	0	0	5	1	0	0	0	6	0	0	61	7	1	1	3	73	0	0	0	0	0	0	0	0	0	0	0	29	4	1	0	0	34
1715 - 1730	0	0	9	3	0	0	0	12	0	0	54	5	0	4	3	66	0	0	0	0	0	0	0	0	0	0	0	41	5	0	0	0	46
1730 - 1745	0	0	8	1	0	0	0	9	0	0	48	2	0	3	1	54	0	0	0	0	0	0	0	0	0	0	1	44	4	0	0	0	49
1745 - 1800	0	0	6	0	0	0	0	6	0	0	41	4	1	3	3	52	0	0	0	0	0	0	0	0	0	0	1	37	4	1	1	0	44
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>204</b>	<b>18</b>	<b>2</b>	<b>11</b>	<b>10</b>	<b>245</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>151</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>173</b>	
1800 - 1815	0	0	4	0	0	0	0	4	0	0	50	1	1	3	0	65	0	0	0	0	0	0	0	0	0	0	0	25	3	0	1	0	30
1815 - 1830	0	0	9	0	0	0	0	9	0	0	51	6	0	2	0	59	0	0	0	0	0	0	0	0	0	0	0	49	4	0	0	0	53
1830 - 1845	0	1	7	0	0	0	0	8	0	1	52	1	2	4	1	61	0	0	0	0	0	0	0	0	0	0	1	30	2	0	0	1	34
1845 - 1900	0	0	7	1	0	0	0	8	0	1	64	5	1	3	0	74	0	0	0	0	0	0	0	0	0	0	0	25	3	1	0	0	29
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>2</b>	<b>227</b>	<b>13</b>	<b>4</b>	<b>12</b>	<b>1</b>	<b>259</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>130</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>146</b>	
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>2</b>	<b>611</b>	<b>50</b>	<b>11</b>	<b>31</b>	<b>12</b>	<b>717</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>394</b>	<b>55</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>464</b>	



# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (7) Loop Farm Roundabout

Approach: A44 Woodstock Road (South)

TIME	Ahead to A44 Woodstock Road (North)								Right to A4260 Frieze Way								U-Turn							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	109	44	5	4	0	163	0	0	41	6	0	2	0	49	0	0	1	0	0	0	0	1
0715 - 0730	0	4	136	49	3	10	1	203	0	1	38	9	1	0	0	49	0	0	0	0	0	0	0	0
0730 - 0745	0	2	149	41	5	9	2	208	0	0	62	7	2	0	0	71	0	0	0	0	0	0	0	0
0745 - 0800	0	2	213	31	5	8	2	261	0	1	67	11	2	1	0	82	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>607</b>	<b>165</b>	<b>18</b>	<b>31</b>	<b>5</b>	<b>835</b>	<b>0</b>	<b>2</b>	<b>208</b>	<b>33</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>251</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0800 - 0815	0	0	202	31	10	10	2	255	0	0	66	10	1	1	0	78	0	0	2	0	0	0	0	2
0815 - 0830	1	1	233	36	7	7	1	286	0	0	68	8	1	4	0	81	0	0	0	0	0	0	0	0
0830 - 0845	0	1	187	25	10	9	1	233	0	2	50	5	0	1	2	60	0	0	5	0	0	0	0	5
0845 - 0900	0	2	141	27	9	5	2	186	0	0	58	11	1	1	0	71	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>4</b>	<b>763</b>	<b>119</b>	<b>36</b>	<b>31</b>	<b>6</b>	<b>960</b>	<b>0</b>	<b>2</b>	<b>242</b>	<b>34</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>290</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
0900 - 0915	0	2	149	23	8	9	2	193	0	2	54	10	3	0	0	69	0	0	1	1	0	0	0	2
0915 - 0930	0	1	145	26	11	5	0	188	0	2	43	9	2	1	0	57	0	0	0	0	0	0	0	0
0930 - 0945	0	0	116	21	9	7	1	154	0	0	37	3	0	3	0	43	0	0	2	0	0	0	0	2
0945 - 1000	0	0	122	27	9	7	2	167	0	0	39	9	3	1	0	52	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>532</b>	<b>97</b>	<b>37</b>	<b>28</b>	<b>5</b>	<b>702</b>	<b>0</b>	<b>4</b>	<b>173</b>	<b>31</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Session Total</b>	<b>1</b>	<b>16</b>	<b>1902</b>	<b>381</b>	<b>91</b>	<b>90</b>	<b>16</b>	<b>2497</b>	<b>0</b>	<b>8</b>	<b>623</b>	<b>98</b>	<b>16</b>	<b>15</b>	<b>2</b>	<b>762</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
1600 - 1615	0	2	171	33	6	8	3	223	0	1	46	13	1	0	0	61	0	0	1	0	0	0	0	1
1615 - 1630	0	3	210	43	3	5	1	265	0	1	70	5	2	0	0	78	0	0	1	0	1	0	0	2
1630 - 1645	0	2	237	36	5	7	1	288	0	0	75	19	0	1	0	95	0	0	4	0	0	0	0	4
1645 - 1700	0	4	200	48	2	3	1	258	0	2	83	19	0	0	1	105	0	0	5	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>11</b>	<b>818</b>	<b>160</b>	<b>16</b>	<b>23</b>	<b>6</b>	<b>1034</b>	<b>0</b>	<b>4</b>	<b>274</b>	<b>56</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>339</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>
1700 - 1715	0	1	254	35	5	3	3	301	0	4	96	15	1	1	0	117	0	0	1	0	0	0	0	1
1715 - 1730	0	2	233	37	2	3	2	279	0	0	96	12	0	1	0	109	0	0	2	0	0	0	0	2
1730 - 1745	0	4	285	29	3	1	2	324	0	1	99	7	2	0	0	109	0	0	2	0	0	0	0	2
1745 - 1800	0	6	246	28	3	8	2	293	0	3	92	16	2	2	0	115	0	0	2	1	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>1018</b>	<b>129</b>	<b>13</b>	<b>15</b>	<b>9</b>	<b>1197</b>	<b>0</b>	<b>8</b>	<b>383</b>	<b>50</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>450</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
1800 - 1815	0	3	242	22	3	2	6	278	0	2	120	13	1	0	1	137	0	0	0	1	0	0	0	1
1815 - 1830	0	0	242	24	1	2	3	272	0	0	66	10	0	2	0	78	0	0	5	0	0	0	0	5
1830 - 1845	0	5	194	17	0	2	3	221	0	1	69	12	0	3	0	85	0	0	4	0	0	0	0	4
1845 - 1900	0	2	148	13	2	1	3	169	0	0	73	6	0	1	0	80	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>10</b>	<b>826</b>	<b>76</b>	<b>6</b>	<b>7</b>	<b>15</b>	<b>940</b>	<b>0</b>	<b>3</b>	<b>328</b>	<b>41</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>380</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>Session Total</b>	<b>0</b>	<b>34</b>	<b>2662</b>	<b>365</b>	<b>35</b>	<b>45</b>	<b>30</b>	<b>3171</b>	<b>0</b>	<b>15</b>	<b>985</b>	<b>147</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>1169</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>30</b>





# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (7) Loop Farm Roundabout

Approach: A4260 Frieze Way

TIME	Left to A44 Woodstock Road (South)								Right to A44 Woodstock Road (North)								U-Turn							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	59	22	3	0	0	84	0	0	7	3	0	3	0	13	0	0	0	1	0	0	0	1
0715 - 0730	0	1	87	14	1	0	0	103	0	0	11	5	0	0	0	16	0	0	0	1	0	0	0	1
0730 - 0745	0	0	64	12	0	2	1	79	0	0	10	3	1	0	0	14	0	0	0	0	0	0	0	0
0745 - 0800	0	1	71	12	2	1	1	88	0	0	20	0	0	0	0	20	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>281</b>	<b>60</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>354</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
0800 - 0815	0	0	57	6	0	0	0	63	0	0	18	3	0	0	1	22	0	0	0	0	0	0	0	0
0815 - 0830	0	0	40	8	0	0	0	48	0	0	26	2	0	3	0	31	0	0	0	0	0	0	0	0
0830 - 0845	0	1	56	3	2	1	0	63	0	1	16	3	0	1	0	21	0	0	0	0	0	0	0	0
0845 - 0900	0	1	44	8	2	1	0	56	0	0	28	2	0	0	0	30	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>197</b>	<b>25</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>230</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0900 - 0915	0	2	55	10	0	0	0	67	0	1	21	4	1	0	0	27	0	0	0	0	0	0	0	0
0915 - 0930	0	0	39	8	2	1	1	51	0	0	15	4	0	0	0	19	0	0	3	0	0	0	0	3
0930 - 0945	0	1	47	5	1	1	0	55	0	1	15	2	0	0	0	18	0	0	4	0	0	0	0	4
0945 - 1000	0	1	32	4	4	0	0	41	0	0	24	3	1	1	0	29	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>173</b>	<b>27</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>214</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>Session Total</b>	<b>0</b>	<b>8</b>	<b>651</b>	<b>112</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>798</b>	<b>0</b>	<b>3</b>	<b>211</b>	<b>34</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
1600 - 1615	0	0	59	5	0	1	0	65	0	0	43	4	1	0	0	48	0	0	0	0	0	0	0	0
1615 - 1630	0	0	65	12	1	1	0	79	0	1	53	14	0	0	0	68	0	0	1	0	0	0	0	1
1630 - 1645	0	1	60	8	3	0	0	72	0	1	46	12	0	0	0	59	0	0	2	0	0	0	0	2
1645 - 1700	0	3	42	8	1	1	1	56	0	0	76	11	0	0	0	87	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>226</b>	<b>33</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>272</b>	<b>0</b>	<b>2</b>	<b>218</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>262</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1700 - 1715	0	1	57	5	0	0	0	63	0	0	57	5	0	0	0	62	0	0	1	0	0	0	0	1
1715 - 1730	0	1	57	5	0	0	0	63	0	1	76	10	0	0	0	87	0	0	0	0	0	0	0	0
1730 - 1745	0	2	59	8	0	1	0	70	0	1	59	3	0	0	0	63	0	0	1	0	0	0	0	1
1745 - 1800	0	4	66	4	0	0	0	74	0	0	64	3	0	0	0	67	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>8</b>	<b>239</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>270</b>	<b>0</b>	<b>2</b>	<b>256</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>279</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1800 - 1815	0	0	71	6	0	0	0	77	0	0	55	5	0	0	0	60	0	0	0	3	0	0	0	3
1815 - 1830	0	4	58	4	0	2	0	68	0	0	62	2	0	0	0	64	0	0	1	0	0	0	0	1
1830 - 1845	0	8	48	5	1	0	0	62	0	0	43	2	2	0	0	47	0	0	1	0	0	0	0	1
1845 - 1900	0	1	58	5	0	0	1	65	0	1	32	0	0	0	0	33	0	0	2	2	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>235</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>272</b>	<b>0</b>	<b>1</b>	<b>192</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>204</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>Session Total</b>	<b>0</b>	<b>25</b>	<b>700</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>814</b>	<b>0</b>	<b>5</b>	<b>666</b>	<b>71</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>745</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>



# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (7) Loop Farm Roundabout

Approach: A44 Woodstock Road (North)

TIME	Left to A4260 Frieze Way								Ahead to A44 Woodstock Road (South)								U-Turn							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	17	2	0	0	0	19	0	0	249	57	4	2	1	313	0	0	0	0	1	0	0	1
0715 - 0730	0	0	28	3	0	2	0	33	2	2	248	54	7	6	0	319	0	0	0	0	0	0	0	0
0730 - 0745	0	1	26	3	1	1	0	32	0	4	231	49	6	2	3	295	0	0	0	0	0	0	0	0
0745 - 0800	0	0	23	3	0	0	0	26	0	5	199	37	11	3	1	256	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>110</b>	<b>2</b>	<b>11</b>	<b>927</b>	<b>197</b>	<b>28</b>	<b>13</b>	<b>5</b>	<b>1183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
0800 - 0815	0	0	32	3	0	2	1	38	0	4	208	38	8	4	3	265	0	0	0	0	0	0	0	0
0815 - 0830	0	0	16	2	0	0	0	18	0	5	192	30	6	11	2	246	0	0	0	0	0	0	0	0
0830 - 0845	0	0	33	2	0	1	0	36	0	4	213	27	7	13	3	267	0	0	0	0	0	0	0	0
0845 - 0900	0	0	38	0	0	0	1	39	1	3	228	37	10	13	2	294	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>131</b>	<b>1</b>	<b>16</b>	<b>841</b>	<b>132</b>	<b>31</b>	<b>41</b>	<b>10</b>	<b>1072</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900 - 0915	0	0	35	1	0	0	0	36	0	1	182	46	10	8	1	248	0	0	0	0	0	0	0	0
0915 - 0930	0	0	27	2	1	2	0	32	0	1	202	26	7	10	0	246	0	0	0	0	0	0	0	0
0930 - 0945	0	0	33	2	1	1	0	37	0	0	182	35	4	10	1	232	0	0	0	0	0	0	0	0
0945 - 1000	0	0	31	2	0	1	0	34	0	3	171	25	5	6	0	210	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>139</b>	<b>0</b>	<b>5</b>	<b>737</b>	<b>132</b>	<b>26</b>	<b>34</b>	<b>2</b>	<b>936</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>339</b>	<b>25</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>380</b>	<b>3</b>	<b>32</b>	<b>2505</b>	<b>461</b>	<b>85</b>	<b>88</b>	<b>17</b>	<b>3191</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
1600 - 1615	0	0	30	8	0	0	0	38	0	3	214	42	4	1	2	266	0	0	0	0	0	0	0	0
1615 - 1630	0	0	39	5	1	0	0	45	0	3	179	31	4	7	2	226	0	0	0	0	0	0	0	0
1630 - 1645	0	0	23	0	1	0	0	24	0	4	208	39	2	5	0	258	0	0	0	0	0	0	0	0
1645 - 1700	0	1	43	5	0	1	0	50	0	2	188	33	3	2	2	230	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>135</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>157</b>	<b>0</b>	<b>12</b>	<b>789</b>	<b>145</b>	<b>13</b>	<b>15</b>	<b>6</b>	<b>980</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700 - 1715	0	1	35	3	0	0	0	39	0	0	252	35	1	4	1	293	0	0	0	0	0	0	0	0
1715 - 1730	0	1	51	3	0	0	0	55	0	3	277	30	1	2	3	316	0	0	0	0	0	0	0	0
1730 - 1745	0	1	52	4	0	0	0	57	0	4	257	28	4	3	2	298	0	0	0	0	0	0	0	0
1745 - 1800	0	1	49	2	0	0	0	52	1	4	220	20	2	5	2	254	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>187</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>203</b>	<b>1</b>	<b>11</b>	<b>1006</b>	<b>113</b>	<b>8</b>	<b>14</b>	<b>8</b>	<b>1161</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800 - 1815	0	0	35	3	1	0	0	39	1	2	218	10	1	1	2	235	0	0	0	0	0	1	0	1
1815 - 1830	0	0	38	2	0	0	0	40	0	6	189	15	1	3	1	215	0	0	0	0	0	0	1	1
1830 - 1845	0	0	29	0	0	0	0	29	1	5	179	16	1	0	1	203	0	0	0	0	0	0	0	0
1845 - 1900	0	0	28	2	0	0	0	30	0	7	128	12	0	1	0	148	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>2</b>	<b>20</b>	<b>714</b>	<b>53</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>801</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>
<b>Session Total</b>	<b>0</b>	<b>5</b>	<b>452</b>	<b>37</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>498</b>	<b>3</b>	<b>43</b>	<b>2509</b>	<b>311</b>	<b>24</b>	<b>34</b>	<b>18</b>	<b>2942</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>



# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (6) A44 Woodstock Road / The Turnpike / Cassington Road

Approach: Cassington Road

TIME	Left to A44 Woodstock Road (North)								Ahead to The Turnpike								Right to A44 Woodstock Road (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1	0	0	48	13	0	0	0	61
0715 - 0730	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	45	14	1	0	1	61
0730 - 0745	0	0	3	2	0	0	0	5	0	0	1	0	0	0	0	1	0	0	43	6	0	0	1	50
0745 - 0800	0	0	18	2	0	0	0	20	0	0	0	0	0	0	0	0	0	0	46	4	1	0	2	53
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>182</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>225</b>
0800 - 0815	0	0	11	4	0	0	2	17	0	0	0	0	0	0	0	0	0	0	43	14	1	0	2	60
0815 - 0830	0	1	20	3	1	0	0	25	0	0	0	0	0	0	0	0	0	0	40	2	0	1	1	44
0830 - 0845	0	0	18	8	1	0	0	27	0	0	0	0	0	0	0	0	0	0	57	8	0	0	0	65
0845 - 0900	0	0	9	4	0	0	0	13	0	0	0	0	0	0	0	0	0	0	61	13	2	0	2	78
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>201</b>	<b>37</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>247</b>
0900 - 0915	0	0	7	3	2	0	0	12	0	0	0	0	0	0	0	0	0	0	38	9	0	0	0	47
0915 - 0930	0	0	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	42	5	1	0	1	49
0930 - 0945	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	28	9	1	0	0	38
0945 - 1000	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	23	8	1	0	1	33
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>167</b>
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>103</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>146</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>514</b>	<b>105</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>639</b>
1600 - 1615	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0	0	1	55	14	0	0	0	70
1615 - 1630	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0	0	0	45	9	0	0	1	55
1630 - 1645	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	53	5	1	0	0	59
1645 - 1700	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0	1	46	9	0	0	0	57	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>199</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>241</b>	
1700 - 1715	0	0	14	6	0	0	0	20	0	0	0	0	0	0	0	0	0	0	46	7	0	0	1	54
1715 - 1730	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0	1	71	11	0	0	1	84	
1730 - 1745	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0	0	0	63	10	0	0	1	74
1745 - 1800	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	50	3	0	0	0	53
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>230</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>265</b>	
1800 - 1815	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	0	0	51	2	0	0	1	54
1815 - 1830	0	1	11	0	0	0	0	12	0	0	0	0	0	0	0	1	0	33	1	0	0	0	35	
1830 - 1845	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0	1	40	4	0	0	1	46	
1845 - 1900	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	2	23	1	0	0	0	26	
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>147</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>161</b>
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>151</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>168</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>576</b>	<b>76</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>667</b>

Junction: (6) A44 Woodstock Road / The Turnpike / Cassington Road

Approach: A44 Woodstock Road (South)

TIME	Left to Cassington Road								Ahead to A44 Woodstock Road (North)						Right to The Turnpike						U-Turn												
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0700 - 0715	0	0	21	10	1	1	0	33	0	1	96	36	5	6	0	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	28	8	0	0	1	37	0	3	118	43	4	10	0	179	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	29	14	1	0	2	46	0	1	141	34	4	9	0	189	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	1	37	9	0	0	1	48	0	0	205	22	5	8	1	241	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>115</b>	<b>41</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>164</b>	<b>1</b>	<b>5</b>	<b>560</b>	<b>135</b>	<b>18</b>	<b>33</b>	<b>1</b>	<b>753</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>
0800 - 0815	0	0	31	9	0	0	1	41	0	1	191	28	10	9	1	240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	29	11	1	0	1	42	1	5	213	28	4	9	0	260	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
0830 - 0845	0	0	26	7	1	1	1	36	0	1	166	21	6	10	1	205	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
0845 - 0900	0	0	28	6	1	0	1	36	0	1	146	23	9	4	1	184	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>33</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>155</b>	<b>1</b>	<b>8</b>	<b>716</b>	<b>100</b>	<b>29</b>	<b>32</b>	<b>3</b>	<b>889</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0900 - 0915	0	1	25	7	0	0	1	34	0	0	140	21	7	11	1	180	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
0915 - 0930	0	0	13	3	1	0	0	17	0	3	141	22	11	5	0	182	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
0930 - 0945	0	0	9	2	0	0	0	11	0	1	118	23	10	5	1	158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945 - 1000	0	0	13	4	3	0	1	21	0	0	130	25	9	9	0	173	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>0</b>	<b>4</b>	<b>529</b>	<b>91</b>	<b>37</b>	<b>30</b>	<b>2</b>	<b>693</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Session Total</b>	<b>0</b>	<b>2</b>	<b>289</b>	<b>90</b>	<b>9</b>	<b>2</b>	<b>10</b>	<b>402</b>	<b>2</b>	<b>17</b>	<b>1805</b>	<b>326</b>	<b>84</b>	<b>95</b>	<b>6</b>	<b>2335</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
1600 - 1615	0	0	27	13	0	0	1	41	0	2	186	22	7	7	2	226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	35	7	0	0	0	42	0	4	220	54	3	7	2	290	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
1630 - 1645	0	0	40	14	0	1	0	55	0	3	233	38	6	6	0	286	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
1645 - 1700	0	0	41	16	0	0	1	58	0	4	230	42	2	1	0	279	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>50</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>196</b>	<b>0</b>	<b>13</b>	<b>869</b>	<b>156</b>	<b>18</b>	<b>21</b>	<b>4</b>	<b>1081</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1700 - 1715	0	0	55	7	0	0	2	64	0	2	258	37	3	3	1	304	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
1715 - 1730	0	1	55	13	0	0	1	70	0	1	255	34	2	3	1	296	0	0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	
1730 - 1745	0	0	63	9	0	0	2	74	0	5	263	27	4	1	0	300	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
1745 - 1800	0	1	53	6	0	0	1	61	0	5	271	25	3	8	1	313	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>226</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>269</b>	<b>0</b>	<b>13</b>	<b>1047</b>	<b>123</b>	<b>12</b>	<b>15</b>	<b>3</b>	<b>1213</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
1800 - 1815	0	0	49	2	0	0	1	52	1	2	240	21	3	1	5	273	0	0	2	0	0	0	0	0	2	0	0	2	0	0	1	0	
1815 - 1830	0	0	50	3	0	0	2	55	0	0	249	17	2	2	3	273	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	
1830 - 1845	0	2	37	4	0	0	1	44	0	4	209	11	1	2	1	228	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
1845 - 1900	0	0	26	2	0	0	1	29	0	3	157	12	2	1	2	177	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>162</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>180</b>	<b>1</b>	<b>9</b>	<b>855</b>	<b>61</b>	<b>8</b>	<b>6</b>	<b>11</b>	<b>951</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>
<b>Session Total</b>	<b>0</b>	<b>4</b>	<b>531</b>	<b>96</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>645</b>	<b>1</b>	<b>35</b>	<b>2771</b>	<b>340</b>	<b>38</b>	<b>42</b>	<b>18</b>	<b>3245</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>



# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (6) A44 Woodstock Road / The Turnpike / Cassington Road

Approach: The Turnpike

TIME	Left to A44 Woodstock Road (South)								Ahead to Cassington Road								Right to A44 Woodstock Road (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1600 - 1615	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
1615 - 1630	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1715 - 1730	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1730 - 1745	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1800 - 1815	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Session Total</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>



Junction: (6) A44 Woodstock Road / The Turnpike / Cassington Road

Approach: A44 Woodstock Road (North)

TIME	Left to The Turnpike								Ahead to A44 Woodstock Road (South)								Right to Cassington Road								U-Turn								
	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0700 - 0715	0	0	0	0	0	0	0	0	0	2	12	877	167	29	14	1	1102	0	0	16	11	0	0	0	27	0	0	13	4	0	1	0	18
0715 - 0730	0	0	0	0	0	0	0	0	0	2	2	234	44	3	8	1	284	0	0	5	2	0	0	0	7	0	0	4	1	0	0	5	
0730 - 0745	0	0	0	0	0	0	0	0	0	4	211	44	9	2	0	270	0	0	3	5	0	0	0	8	0	0	3	2	0	1	0	6	
0745 - 0800	0	0	0	0	0	0	0	0	0	5	199	35	9	3	0	251	0	0	3	4	0	0	0	7	0	0	4	1	0	0	0	5	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>877</b>	<b>167</b>	<b>29</b>	<b>14</b>	<b>1</b>	<b>1102</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>
0800 - 0815	0	0	0	0	0	0	0	0	0	4	186	28	7	7	1	233	0	0	3	3	0	0	0	6	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	4	169	30	6	11	1	221	0	0	4	1	0	0	0	5	0	0	6	0	0	0	0	0	6
0830 - 0845	0	0	0	0	0	0	0	0	0	3	181	20	7	14	1	226	0	0	7	4	0	0	0	11	0	0	3	0	1	0	1	5	
0845 - 0900	0	0	0	0	0	0	0	0	0	5	207	23	8	11	3	257	0	0	2	2	0	0	0	4	0	0	5	1	0	0	0	6	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>743</b>	<b>101</b>	<b>28</b>	<b>43</b>	<b>6</b>	<b>937</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>17</b>	
0900 - 0915	0	0	0	0	0	0	0	0	0	0	165	39	11	11	0	226	0	0	8	2	0	0	0	10	0	0	2	3	0	0	0	5	
0915 - 0930	0	0	1	0	0	0	0	1	0	1	175	22	7	11	0	216	0	0	2	1	0	0	0	3	0	0	6	2	0	0	0	8	
0930 - 0945	0	0	0	0	0	0	0	0	0	1	178	31	3	11	0	224	0	0	5	2	0	0	0	7	0	0	10	1	0	0	0	11	
0945 - 1000	0	0	0	0	0	0	0	0	0	2	172	19	3	6	1	203	0	0	8	1	1	0	0	10	0	0	7	1	0	0	0	8	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>690</b>	<b>111</b>	<b>24</b>	<b>39</b>	<b>1</b>	<b>869</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>32</b>	<b>2310</b>	<b>379</b>	<b>81</b>	<b>96</b>	<b>8</b>	<b>2908</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>67</b>	
1600 - 1615	0	0	0	0	0	0	0	0	0	3	189	35	3	7	2	239	0	1	6	1	0	0	0	8	0	0	6	1	1	0	0	8	
1615 - 1630	0	0	1	0	0	0	0	1	0	1	156	26	5	5	1	194	0	0	8	2	0	0	0	10	0	0	2	2	0	0	0	4	
1630 - 1645	0	0	0	0	0	0	0	0	0	5	189	34	5	4	0	237	0	1	12	1	0	0	0	14	0	0	9	1	0	0	0	10	
1645 - 1700	0	0	0	0	0	0	0	0	0	1	195	31	2	5	1	235	0	0	5	1	0	0	0	6	0	0	8	4	0	0	0	12	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>729</b>	<b>126</b>	<b>15</b>	<b>21</b>	<b>4</b>	<b>905</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>34</b>	
1700 - 1715	0	0	4	0	0	0	0	4	0	1	257	32	1	2	0	293	0	0	9	1	0	0	0	10	0	0	11	1	0	0	0	12	
1715 - 1730	0	0	0	0	0	0	0	0	0	3	242	23	1	3	2	274	0	0	13	2	0	0	0	15	0	0	6	1	0	0	0	7	
1730 - 1745	0	0	3	0	0	0	0	3	0	5	237	22	3	1	1	269	0	0	15	1	0	0	0	16	0	0	9	2	0	0	0	11	
1745 - 1800	0	0	0	0	0	0	0	0	0	5	212	18	1	6	2	244	0	0	4	0	0	0	0	4	0	0	9	0	0	0	0	9	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>948</b>	<b>95</b>	<b>6</b>	<b>12</b>	<b>5</b>	<b>1060</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	
1800 - 1815	0	0	3	0	0	0	0	3	1	2	205	8	1	0	1	218	0	0	10	1	0	0	0	11	0	0	9	3	0	0	2	14	
1815 - 1830	0	0	2	0	0	0	0	2	0	6	181	18	1	1	1	208	0	0	8	0	0	0	0	8	0	0	5	1	0	0	0	6	
1830 - 1845	0	0	0	0	0	0	0	0	0	4	158	11	1	0	0	174	0	0	8	4	0	0	0	12	0	0	3	0	0	0	0	3	
1845 - 1900	0	0	1	0	0	0	0	1	0	5	131	12	0	1	0	149	0	0	5	1	0	0	0	6	0	0	10	1	0	0	0	11	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>17</b>	<b>675</b>	<b>49</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>749</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>34</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>41</b>	<b>2352</b>	<b>270</b>	<b>24</b>	<b>35</b>	<b>11</b>	<b>2734</b>	<b>0</b>	<b>2</b>	<b>103</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>107</b>	



# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (5) A44 Woodstock Road / Sandy Lane / Rutten Lane

Approach: Rutten Lane

TIME	Left to A44 Woodstock Road (North)								Ahead to Sandy Lane								Right to A44 Woodstock Road (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	1	1	0	0	6	0	0	3	1	0	0	0	4	0	0	12	0	0	0	0	12
0715 - 0730	0	0	14	5	0	0	0	19	0	0	0	2	0	0	0	2	0	0	5	2	0	0	0	7
0730 - 0745	0	1	7	3	0	1	1	13	0	0	5	0	0	0	0	5	0	0	5	1	0	0	0	6
0745 - 0800	1	0	12	3	1	0	0	17	0	0	5	1	0	0	0	6	0	0	3	2	0	0	0	5
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
0800 - 0815	0	0	22	3	0	0	2	27	0	0	13	1	0	0	0	14	0	0	3	1	0	0	0	4
0815 - 0830	0	0	23	1	1	0	1	26	0	0	13	1	0	0	0	14	0	0	5	1	0	0	0	6
0830 - 0845	0	0	24	4	1	0	2	31	0	0	15	1	0	0	0	16	0	0	4	0	0	0	0	4
0845 - 0900	0	0	32	2	1	0	1	36	1	0	14	2	0	0	0	17	0	0	12	1	0	0	0	13
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>120</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
0900 - 0915	0	0	22	5	0	0	2	29	0	0	8	0	0	0	0	8	0	0	7	3	0	0	0	10
0915 - 0930	0	0	19	3	2	0	1	25	1	0	4	3	0	0	0	8	0	0	3	1	0	0	0	4
0930 - 0945	0	0	11	2	0	0	0	13	0	0	5	0	0	0	0	5	0	0	4	1	0	0	0	5
0945 - 1000	0	0	7	2	0	0	1	10	0	0	9	0	0	0	0	9	0	0	8	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>Session Total</b>	<b>1</b>	<b>1</b>	<b>197</b>	<b>34</b>	<b>7</b>	<b>1</b>	<b>11</b>	<b>252</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>
1600 - 1615	0	0	28	5	0	0	1	34	0	0	5	1	0	0	0	6	0	0	9	1	0	0	0	10
1615 - 1630	0	0	21	6	0	0	0	27	0	0	10	2	0	0	0	12	0	1	5	0	0	0	0	6
1630 - 1645	0	0	17	4	0	0	0	21	0	0	13	1	0	0	0	14	0	0	3	0	0	0	0	3
1645 - 1700	0	0	24	1	0	0	1	26	1	1	13	2	0	0	0	17	0	0	5	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>108</b>	<b>1</b>	<b>1</b>	<b>41</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
1700 - 1715	0	0	31	4	1	0	2	38	0	0	12	4	0	0	0	16	0	0	3	0	0	0	0	3
1715 - 1730	0	0	22	3	0	0	1	26	0	0	14	3	0	0	0	17	0	1	6	1	0	0	0	8
1730 - 1745	1	0	21	2	0	0	1	25	0	0	14	0	0	0	0	14	0	1	3	0	0	0	0	4
1745 - 1800	0	0	20	2	0	0	2	24	1	1	13	1	0	0	0	16	0	0	5	0	0	0	0	5
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>113</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
1800 - 1815	0	1	20	2	0	0	1	24	0	0	8	1	0	0	0	9	0	0	8	0	0	0	1	9
1815 - 1830	0	0	16	2	0	0	1	19	0	0	6	2	0	0	0	8	0	0	3	0	0	0	0	3
1830 - 1845	1	0	15	0	0	0	1	17	0	0	6	2	0	0	0	8	0	0	6	2	0	0	0	8
1845 - 1900	0	0	9	0	0	0	1	10	0	0	5	0	0	0	0	5	0	0	6	0	0	0	0	6
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>26</b>
<b>Session Total</b>	<b>2</b>	<b>1</b>	<b>244</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>291</b>	<b>2</b>	<b>2</b>	<b>119</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>142</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>70</b>

Junction: (5) A44 Woodstock Road / Sandy Lane / Rutten Lane

Approach: A44 Woodstock Road (South)

TIME	Left to Rutten Lane								Ahead to A44 Woodstock Road (North)								Right to Sandy Lane								U-Turn							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	0	0	0	0	1	0	1	90	35	3	3	0	132	0	0	3	1	0	0	0	4	0	0	5	0	1	0	6	
0715 - 0730	0	0	2	1	0	0	0	3	0	3	103	39	5	8	0	158	0	0	1	2	0	0	0	3	0	0	5	1	0	3	9	
0730 - 0745	0	0	0	0	0	0	0	0	0	1	136	35	4	7	0	183	0	0	5	3	0	1	0	9	0	0	5	1	0	0	6	
0745 - 0800	0	0	1	1	0	0	0	2	0	2	211	22	4	10	1	250	0	0	7	0	0	0	0	7	0	0	3	1	0	0	4	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>540</b>	<b>131</b>	<b>16</b>	<b>28</b>	<b>1</b>	<b>723</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>25</b>
0800 - 0815	0	0	1	0	0	0	0	1	0	1	190	28	8	7	2	236	0	0	6	2	1	0	0	9	0	0	1	1	0	0	2	
0815 - 0830	0	0	5	1	0	0	0	6	0	4	214	29	4	9	0	260	0	0	7	0	0	0	0	7	0	1	4	1	0	0	6	
0830 - 0845	0	0	5	0	0	0	0	5	0	1	157	24	3	10	0	195	0	0	12	2	2	0	0	16	0	0	2	1	0	1	0	4
0845 - 0900	0	0	2	0	0	0	0	2	0	2	130	20	9	6	1	168	0	0	10	0	0	0	0	10	0	0	4	3	1	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>8</b>	<b>691</b>	<b>101</b>	<b>24</b>	<b>32</b>	<b>3</b>	<b>859</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>20</b>
0900 - 0915	0	0	5	0	0	0	0	5	0	0	131	23	8	10	0	172	0	0	8	0	0	0	0	8	0	0	3	3	0	0	1	7
0915 - 0930	0	0	3	1	0	0	0	4	0	3	118	23	9	6	0	159	0	0	9	2	1	0	0	12	0	0	3	0	0	0	0	3
0930 - 0945	0	0	1	0	0	0	0	1	0	0	108	25	10	5	0	148	0	0	4	1	1	0	0	6	0	0	1	1	0	0	0	2
0945 - 1000	0	0	6	0	0	0	0	6	0	1	126	25	7	9	0	168	0	0	8	1	1	0	0	10	0	0	0	1	0	0	1	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>483</b>	<b>96</b>	<b>34</b>	<b>30</b>	<b>0</b>	<b>647</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>14</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>19</b>	<b>1714</b>	<b>328</b>	<b>74</b>	<b>90</b>	<b>4</b>	<b>2229</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>14</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>59</b>
1600 - 1615	0	0	4	0	0	0	0	4	0	2	181	20	7	6	2	218	0	0	8	1	0	0	0	9	0	0	0	0	1	1	0	2
1615 - 1630	0	0	2	0	0	0	0	2	0	3	185	51	2	7	1	249	0	0	12	1	0	0	0	13	0	0	3	2	0	0	0	5
1630 - 1645	0	0	4	0	0	0	0	4	0	3	230	37	6	5	0	281	0	0	6	1	0	0	0	7	0	0	4	0	0	0	0	4
1645 - 1700	0	0	4	1	0	0	0	5	0	4	218	40	1	1	1	265	0	0	7	2	0	0	0	9	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>12</b>	<b>814</b>	<b>148</b>	<b>16</b>	<b>19</b>	<b>4</b>	<b>1013</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>13</b>
1700 - 1715	0	0	8	0	0	0	0	8	0	1	241	35	1	2	0	280	0	0	6	3	0	0	0	9	0	0	1	2	0	0	0	3
1715 - 1730	0	0	3	0	0	0	0	3	0	2	237	27	2	2	1	271	0	0	9	0	0	0	0	9	0	0	3	0	0	1	0	4
1730 - 1745	0	0	2	1	0	0	0	3	0	6	260	19	4	1	0	290	0	0	6	1	0	0	0	7	0	0	6	0	0	0	0	6
1745 - 1800	0	0	2	0	0	0	0	2	1	4	260	19	2	7	0	293	0	0	5	4	0	0	0	9	0	0	2	0	0	1	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>13</b>	<b>998</b>	<b>100</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>1134</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>16</b>
1800 - 1815	0	0	3	0	0	0	0	3	1	2	239	20	2	3	5	272	0	0	7	1	0	0	0	8	0	0	3	2	0	0	0	5
1815 - 1830	0	0	6	0	0	0	0	6	0	0	248	14	2	2	3	269	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3
1830 - 1845	0	0	6	0	0	0	0	6	0	5	192	9	0	2	1	209	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4
1845 - 1900	0	0	6	1	0	0	0	7	0	2	144	12	1	1	2	162	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>9</b>	<b>823</b>	<b>55</b>	<b>5</b>	<b>8</b>	<b>11</b>	<b>912</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>2</b>	<b>34</b>	<b>2635</b>	<b>303</b>	<b>30</b>	<b>39</b>	<b>16</b>	<b>3059</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>45</b>



# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (5) A44 Woodstock Road / Sandy Lane / Rutten Lane

Approach: Sandy Lane

TIME	Left to A44 Woodstock Road (South)								Ahead to Rutten Lane								Right to A44 Woodstock Road (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	6	2	1	0	0	9	0	0	6	0	0	0	0	6	0	0	2	1	2	0	0	5
0715 - 0730	0	0	15	4	0	0	0	19	0	0	6	1	0	0	0	7	0	0	3	2	0	0	0	5
0730 - 0745	0	0	10	3	0	0	0	13	1	0	7	2	0	0	0	10	0	0	3	0	0	0	0	3
0745 - 0800	0	0	8	1	0	0	0	9	0	0	7	3	0	0	0	10	0	0	5	2	0	0	0	7
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>20</b>
0800 - 0815	0	0	6	0	0	0	0	6	0	0	17	1	0	0	0	18	0	0	10	1	0	0	0	11
0815 - 0830	0	1	6	0	0	1	0	8	0	1	17	2	0	0	0	20	0	0	3	0	1	0	0	4
0830 - 0845	0	0	1	0	0	0	0	1	0	0	17	4	0	0	0	21	0	0	11	4	1	0	0	16
0845 - 0900	0	0	11	1	1	0	0	13	0	0	26	1	0	0	0	27	0	0	7	1	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>39</b>
0900 - 0915	0	0	10	1	0	0	0	11	0	0	10	0	0	0	0	10	0	1	7	1	0	0	0	9
0915 - 0930	0	0	5	4	1	0	0	10	0	0	12	4	0	0	0	16	0	0	8	1	0	0	0	9
0930 - 0945	0	0	8	2	0	0	0	10	0	0	7	2	0	0	0	9	0	0	9	1	0	0	0	10
0945 - 1000	0	0	15	1	1	0	0	17	1	0	7	1	0	0	0	9	0	0	4	1	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>101</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>126</b>	<b>2</b>	<b>1</b>	<b>139</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>163</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>92</b>
1600 - 1615	0	0	18	3	0	0	0	21	0	0	13	2	0	0	0	15	0	0	18	1	0	0	0	19
1615 - 1630	0	0	7	0	1	1	0	9	0	0	16	1	0	0	0	17	0	0	12	4	1	0	0	17
1630 - 1645	0	0	11	0	0	0	0	11	1	0	9	1	0	0	0	11	0	0	17	4	1	0	0	22
1645 - 1700	0	0	10	2	0	0	0	12	0	0	11	1	0	0	0	12	0	0	15	1	0	0	0	16
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>74</b>
1700 - 1715	0	0	13	1	0	0	0	14	0	0	16	1	1	0	0	18	0	0	14	0	0	0	0	14
1715 - 1730	0	0	12	2	0	0	0	14	1	0	9	0	0	0	0	10	0	0	13	1	0	0	0	14
1730 - 1745	0	0	19	1	0	0	0	20	0	0	13	0	0	0	0	13	0	0	19	0	0	0	0	19
1745 - 1800	0	0	12	2	0	0	0	14	0	0	19	2	0	0	0	21	0	0	7	1	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>
1800 - 1815	1	0	9	0	0	0	0	10	1	0	10	2	0	0	0	13	0	0	7	0	0	0	0	7
1815 - 1830	0	0	10	2	0	0	0	12	0	0	8	1	0	0	0	9	0	0	4	1	0	0	0	5
1830 - 1845	0	0	10	0	0	0	0	10	0	0	5	0	0	0	0	5	0	0	8	0	0	0	0	8
1845 - 1900	0	1	9	1	0	0	0	11	1	0	5	0	0	0	0	6	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>Session Total</b>	<b>1</b>	<b>1</b>	<b>140</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>158</b>	<b>4</b>	<b>0</b>	<b>134</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>151</b>



# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (5) A44 Woodstock Road / Sandy Lane / Rutten Lane

Approach: A44 Woodstock Road (North)

TIME	Left to Sandy Lane								Ahead to A44 Woodstock Road (South)								Right to Rutten Lane							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	1	0	0	0	3	0	2	216	41	4	0	0	263	0	0	5	0	0	1	0	6
0715 - 0730	0	0	7	0	0	0	0	7	3	0	216	36	4	5	0	264	0	0	5	1	0	0	0	6
0730 - 0745	0	0	9	2	0	0	0	11	0	4	192	46	6	3	1	252	0	0	4	3	0	0	1	8
0745 - 0800	0	0	4	0	0	0	0	4	0	5	191	31	10	2	0	239	0	0	9	2	0	0	1	12
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>11</b>	<b>815</b>	<b>154</b>	<b>24</b>	<b>10</b>	<b>1</b>	<b>1018</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>32</b>
0800 - 0815	0	0	13	1	0	0	0	14	0	4	167	31	6	7	1	216	0	0	19	3	2	0	0	24
0815 - 0830	0	0	17	3	1	0	0	21	0	3	161	26	7	10	0	207	0	0	12	3	0	0	1	16
0830 - 0845	0	0	15	4	0	0	0	19	0	2	176	21	6	14	2	221	0	0	17	0	0	0	0	17
0845 - 0900	0	1	13	1	2	0	0	17	0	6	182	29	7	10	0	234	0	0	14	3	0	0	1	18
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>15</b>	<b>686</b>	<b>107</b>	<b>26</b>	<b>41</b>	<b>3</b>	<b>878</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>75</b>
0900 - 0915	0	1	15	2	0	0	0	18	0	1	151	35	10	11	1	209	0	0	18	2	0	0	0	20
0915 - 0930	0	0	13	2	0	0	0	15	0	1	166	20	7	10	0	204	0	0	6	1	0	0	0	7
0930 - 0945	0	0	9	2	0	0	0	11	0	0	175	29	3	11	0	218	0	0	3	0	0	0	0	3
0945 - 1000	0	0	5	0	0	0	0	5	0	3	157	17	3	6	0	186	0	0	8	2	0	0	0	10
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>5</b>	<b>649</b>	<b>101</b>	<b>23</b>	<b>38</b>	<b>1</b>	<b>817</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>
<b>Session Total</b>	<b>0</b>	<b>2</b>	<b>122</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>145</b>	<b>3</b>	<b>31</b>	<b>2150</b>	<b>362</b>	<b>73</b>	<b>89</b>	<b>5</b>	<b>2713</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>147</b>
1600 - 1615	0	0	23	0	0	0	0	23	0	2	169	33	3	6	2	215	0	0	11	4	0	0	1	16
1615 - 1630	0	0	22	2	0	0	0	24	0	4	147	25	2	4	1	183	0	1	12	2	0	0	0	15
1630 - 1645	0	0	12	2	0	0	0	14	0	2	182	36	6	4	0	230	0	0	23	0	0	0	1	24
1645 - 1700	0	0	15	1	0	0	0	16	0	2	194	33	1	4	0	234	0	0	19	1	0	0	1	21
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>10</b>	<b>692</b>	<b>127</b>	<b>12</b>	<b>18</b>	<b>3</b>	<b>862</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>
1700 - 1715	0	1	18	4	1	0	0	24	0	1	257	29	1	2	0	290	0	0	18	3	0	0	1	22
1715 - 1730	0	0	28	1	0	0	0	29	0	4	235	18	1	1	2	261	0	0	15	2	0	0	2	19
1730 - 1745	0	0	13	1	0	0	1	15	0	3	225	20	2	1	1	252	0	0	15	0	0	0	0	15
1745 - 1800	0	0	12	0	0	0	0	12	1	3	198	14	1	7	2	226	0	1	18	2	2	0	0	23
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>1</b>	<b>11</b>	<b>915</b>	<b>81</b>	<b>5</b>	<b>11</b>	<b>5</b>	<b>1029</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>79</b>
1800 - 1815	0	0	10	1	0	0	0	11	0	7	210	8	1	1	1	228	0	0	7	0	0	0	0	7
1815 - 1830	0	0	3	1	0	0	0	4	0	2	174	17	0	1	0	194	0	0	4	0	0	0	0	4
1830 - 1845	0	0	7	1	0	0	0	8	0	2	149	11	1	1	0	164	0	0	4	2	0	0	1	7
1845 - 1900	0	0	6	0	0	0	0	6	0	6	126	10	1	0	0	143	0	0	5	1	0	1	0	7
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>17</b>	<b>659</b>	<b>46</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>729</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>25</b>
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>169</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>186</b>	<b>1</b>	<b>38</b>	<b>2266</b>	<b>254</b>	<b>20</b>	<b>32</b>	<b>9</b>	<b>2620</b>	<b>0</b>	<b>2</b>	<b>151</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>180</b>





# Woodstock - Manual Traffic Survey, Tuesday 15th July 2014

Junction: (4) A44 Woodstock Road / Spring Hill Road

Approach: Spring Hill Road

TIME	Left to A44 Woodstock Road (North)								Right to A44 Woodstock Road (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
0715 - 0730	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	3
0730 - 0745	0	0	3	0	0	0	0	3	0	0	6	2	0	0	0	8
0745 - 0800	0	0	2	0	0	0	0	2	0	0	1	1	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
0815 - 0830	0	0	3	0	0	0	0	3	0	0	2	2	0	0	0	4
0830 - 0845	0	0	2	0	1	0	0	3	0	0	2	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>
0900 - 0915	0	0	1	3	0	0	0	4	0	0	1	1	0	0	0	2
0915 - 0930	0	0	3	1	0	0	0	4	0	0	4	0	0	0	0	4
0930 - 0945	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
0945 - 1000	0	0	1	0	0	0	0	1	0	0	5	1	1	0	0	7
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>41</b>
1600 - 1615	0	0	9	0	0	0	0	9	0	0	4	1	0	0	0	5
1615 - 1630	0	0	8	0	0	0	0	8	0	0	2	0	0	0	0	2
1630 - 1645	0	0	5	0	0	0	0	5	0	0	5	0	0	0	0	5
1645 - 1700	0	0	9	0	0	0	0	9	0	0	4	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
1700 - 1715	0	0	7	2	0	0	0	9	0	0	6	1	0	0	0	7
1715 - 1730	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2
1730 - 1745	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4
1745 - 1800	0	0	5	0	0	0	0	5	0	0	7	0	0	0	0	7
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
1800 - 1815	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5
1815 - 1830	0	0	1	1	0	0	0	2	0	0	1	1	0	0	0	2
1830 - 1845	0	0	5	0	0	0	0	5	0	0	3	1	0	0	0	4
1845 - 1900	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>



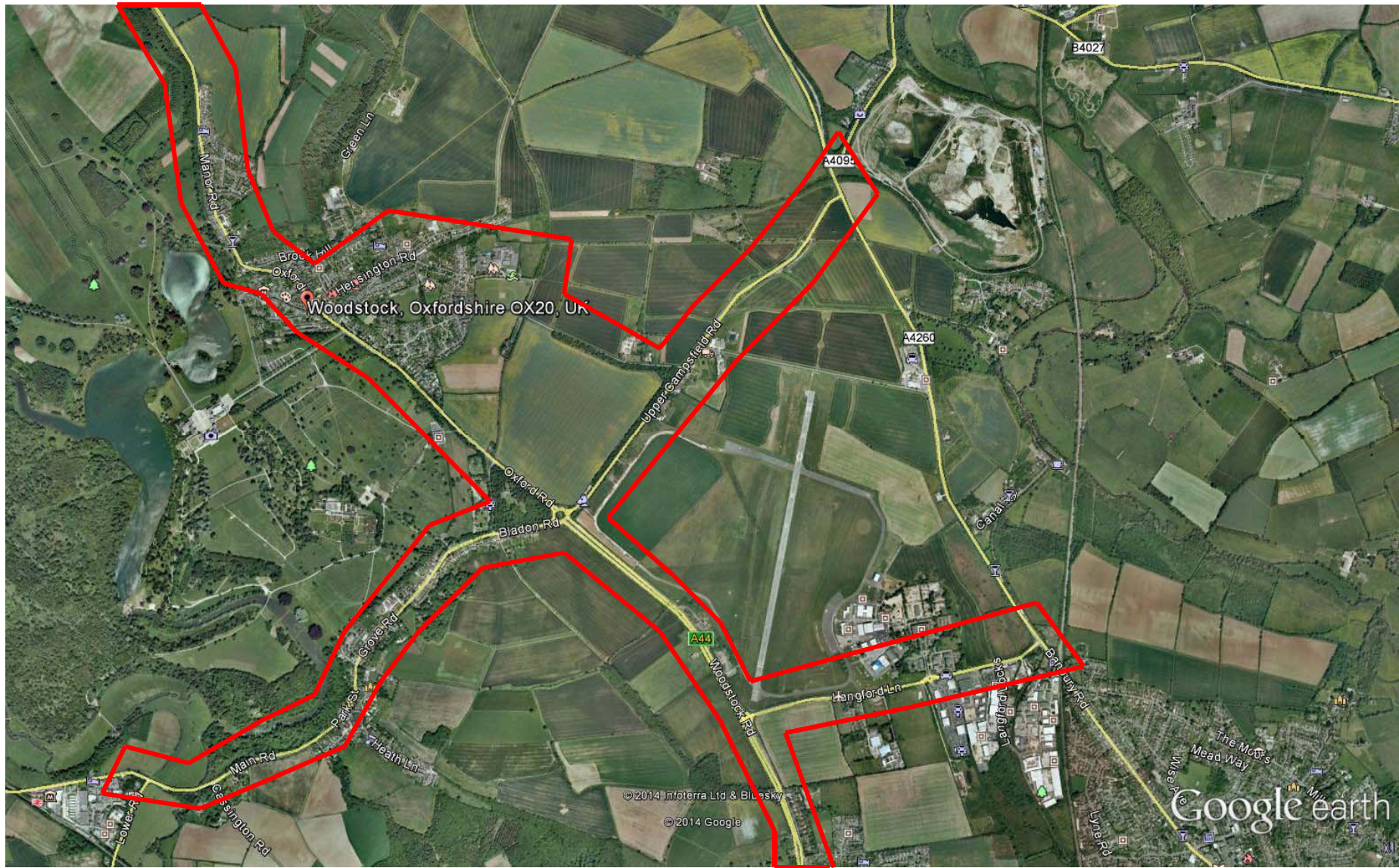
## Woodstock - Manual Traffic Survey, Tuesday 15th July 2014


Junction: (4) A44 Woodstock Road / Spring Hill Road

Approach: A44 Woodstock Road (South)

TIME	Left to Spring Hill Road								Ahead to A44 Woodstock Road (North)								U-Turn							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	98	39	7	3	1	148	0	0	3	1	0	0	0	4
0715 - 0730	0	0	3	0	0	0	0	3	0	4	121	45	3	9	1	183	0	0	1	1	0	0	0	2
0730 - 0745	0	0	4	0	0	0	0	4	0	2	145	32	3	9	0	191	0	0	0	4	0	0	0	4
0745 - 0800	0	0	3	0	0	0	0	3	0	1	221	21	5	9	0	257	0	0	4	2	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>585</b>	<b>137</b>	<b>18</b>	<b>30</b>	<b>2</b>	<b>779</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
0800 - 0815	0	0	7	0	0	0	0	7	0	2	203	32	8	7	4	256	0	0	1	1	0	0	1	3
0815 - 0830	0	0	4	0	0	0	0	4	0	5	247	28	5	10	1	296	0	0	4	0	0	0	0	4
0830 - 0845	0	0	3	0	0	0	0	3	0	1	181	31	5	11	1	230	0	0	2	0	0	0	0	2
0845 - 0900	0	0	3	1	0	0	0	4	0	2	154	25	10	4	2	197	0	0	9	0	0	0	0	9
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>10</b>	<b>785</b>	<b>116</b>	<b>28</b>	<b>32</b>	<b>8</b>	<b>979</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>
0900 - 0915	0	0	8	1	0	0	0	9	0	0	123	27	7	10	3	170	0	0	8	0	0	0	0	8
0915 - 0930	0	0	3	0	0	0	0	3	0	3	138	23	12	5	0	181	0	0	4	3	0	0	0	7
0930 - 0945	0	1	0	0	0	0	0	1	0	0	118	28	10	5	0	161	0	0	5	3	0	0	0	8
0945 - 1000	0	0	2	0	0	0	0	2	0	0	126	25	8	9	1	169	0	0	11	2	0	0	0	13
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>505</b>	<b>103</b>	<b>37</b>	<b>29</b>	<b>4</b>	<b>681</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>20</b>	<b>1875</b>	<b>356</b>	<b>83</b>	<b>91</b>	<b>14</b>	<b>2439</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>70</b>
1600 - 1615	0	0	3	0	0	0	0	3	0	2	211	26	8	6	3	256	0	0	8	3	0	0	0	11
1615 - 1630	0	0	1	0	0	0	0	1	0	3	203	59	2	7	1	275	0	0	10	1	0	0	0	11
1630 - 1645	0	0	1	1	0	0	0	2	0	1	242	43	3	5	1	295	0	1	14	2	0	0	0	17
1645 - 1700	0	0	1	0	0	0	0	1	0	4	236	41	3	1	1	286	0	0	22	2	0	0	0	24
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>892</b>	<b>169</b>	<b>16</b>	<b>19</b>	<b>6</b>	<b>1112</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>
1700 - 1715	0	0	2	1	0	0	0	3	0	1	271	34	3	2	2	313	0	0	18	2	0	0	0	20
1715 - 1730	0	0	2	0	0	0	0	2	0	3	265	28	2	2	2	302	0	1	13	3	0	0	0	17
1730 - 1745	0	0	3	0	0	0	0	3	0	4	278	19	3	1	2	307	0	1	22	1	0	0	0	24
1745 - 1800	0	0	6	0	0	0	0	6	0	3	274	19	2	7	1	306	0	1	15	2	0	0	0	18
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>11</b>	<b>1088</b>	<b>100</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>1228</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>
1800 - 1815	0	0	3	0	0	0	0	3	0	3	253	20	2	3	6	287	0	1	18	2	0	0	0	21
1815 - 1830	0	0	2	1	0	0	0	3	0	0	235	16	1	2	4	258	0	0	24	1	0	0	0	25
1830 - 1845	0	0	2	0	0	0	0	2	1	5	189	9	1	2	2	209	0	0	12	1	0	0	0	13
1845 - 1900	0	0	2	0	0	0	0	2	0	2	145	9	2	1	3	162	0	0	14	0	0	0	0	14
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>10</b>	<b>822</b>	<b>54</b>	<b>6</b>	<b>8</b>	<b>15</b>	<b>916</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1</b>	<b>31</b>	<b>2802</b>	<b>323</b>	<b>32</b>	<b>39</b>	<b>28</b>	<b>3256</b>	<b>0</b>	<b>5</b>	<b>190</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>215</b>

## Appendix C



 Accident Request Area



Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Table 1 - Accidents by Month

	2009	2010	2011	2012	2013	2014	Total
January	-	1	2	3	-	-	6
February	-	-	-	1	-	-	1
March	3	-	2	1	1	1	8
April	2	-	-	2	3	1	8
May	1	1	-	-	-	-	2
June	-	3	-	2	3	3	11
July	2	5	3	3	3	-	16
August	1	1	3	1	4	-	10
September	2	1	2	1	1	-	7
October	-	1	2	-	2	-	5
November	1	2	1	1	-	-	5
December	-	1	5	-	2	-	8
TOTAL	12	16	20	15	19	5	87

Table 2 - Casualties by Month

	2009	2010	2011	2012	2013	2014	Total
January	-	1	2	3	-	-	6
February	-	-	-	2	-	-	2
March	4	-	2	2	2	1	11
April	4	-	-	2	6	2	14
May	2	1	-	-	-	-	3
June	-	3	-	2	3	5	13
July	2	5	3	3	4	-	17
August	1	1	4	1	8	-	15
September	3	2	2	1	1	-	9
October	-	2	2	-	2	-	6
November	1	2	1	1	-	-	5
December	-	1	6	-	2	-	9
TOTAL	17	18	22	17	28	8	110

Table 3 - All Accidents by Severity

	2009	2010	2011	2012	2013	2014	Total
Fatal	0	1	0	1	1	0	3
Serious	1	4	7	1	5	2	20
Slight	11	11	13	13	13	3	64
TOTAL	12	16	20	15	19	5	87

Table 4 - Casualties by Severity

	2009	2010	2011	2012	2013	2014	Total
Fatal	0	1	0	1	1	0	3
Serious	1	4	7	1	5	3	21
Slight	16	13	15	15	22	5	86
TOTAL	17	18	22	17	28	8	110



Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Table 5 - Pedestrian Accidents by Severity

	2009	2010	2011	2012	2013	2014	Total
Fatal	0	1	0	0	0	0	1
Serious	1	0	0	0	0	0	1
Slight	2	0	1	0	1	0	4
TOTAL	3	1	1	0	1	0	6

Table 6 - Cycle Accidents by Severity

	2009	2010	2011	2012	2013	2014	Total
Fatal	0	0	0	0	0	0	0
Serious	0	1	1	0	0	0	2
Slight	4	0	2	0	1	0	7
TOTAL	4	1	3	0	1	0	9

Table 7 - Motor Vehicle Only Accidents by Severity

	2009	2010	2011	2012	2013	2014	Total
Fatal	0	0	0	1	1	0	2
Serious	0	3	6	1	5	2	17
Slight	5	11	10	13	11	3	53
TOTAL	5	14	16	15	17	5	72

Table 8 - OAP Accidents by Severity

	2009	2010	2011	2012	2013	2014	Total
Fatal	0	0	0	1	0	0	1
Serious	1	1	1	0	1	1	5
Slight	0	1	2	3	1	1	8
TOTAL	1	2	3	4	2	2	14

Table 9 - Child Accidents by Severity

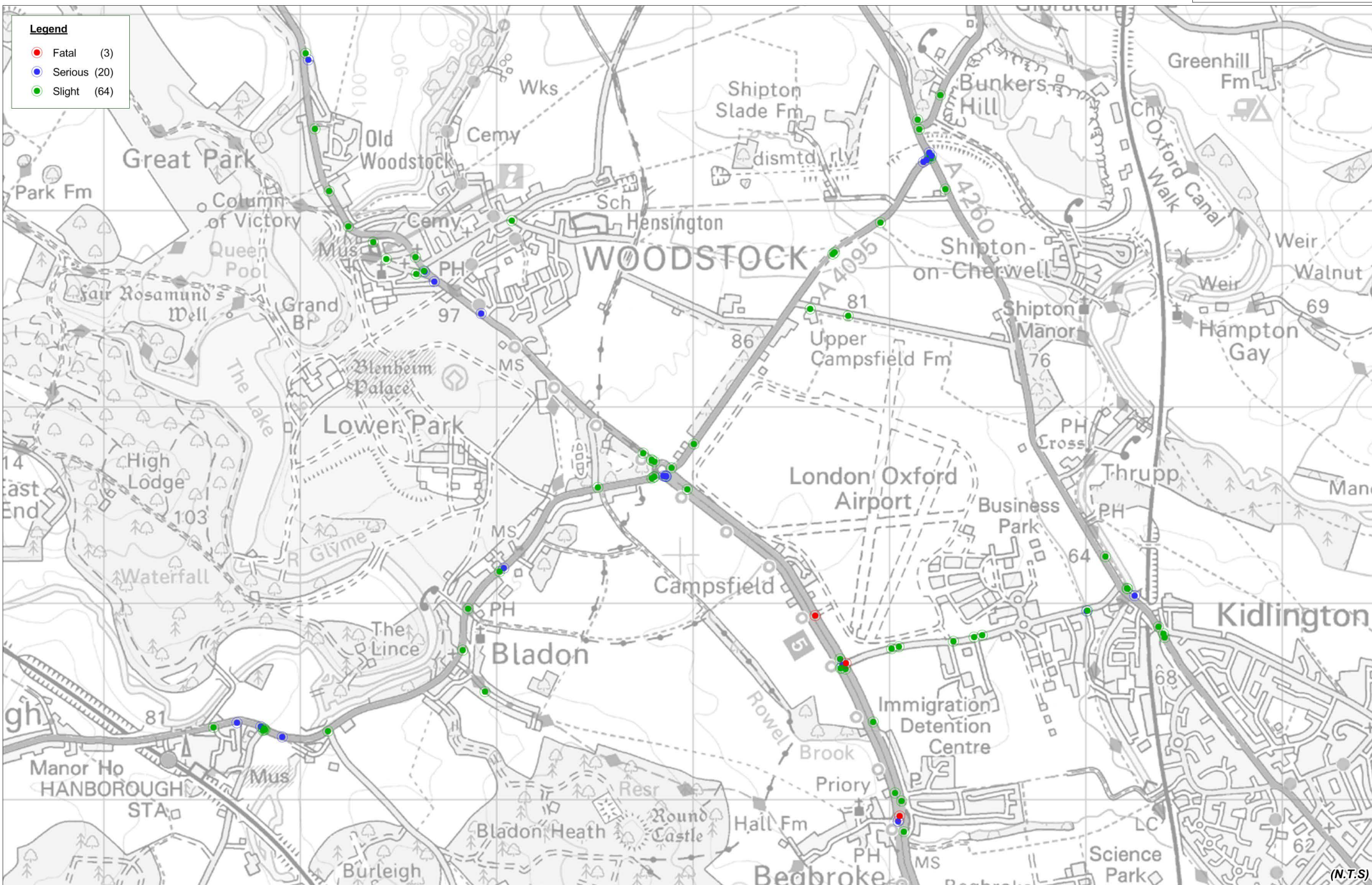
	2009	2010	2011	2012	2013	2014	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	2	0	2	0	0	0	4
TOTAL	2	0	2	0	0	0	4

Table 10 - P2W Accidents by Severity

	2009	2010	2011	2012	2013	2014	Total
Fatal	0	0	0	0	1	0	1
Serious	0	2	2	1	0	1	6
Slight	0	1	1	3	3	0	8
TOTAL	0	3	3	4	4	1	15

# OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT

Accidents between following dates:  
01/01/2009 and 30/06/2014



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Date drawn: 30/07/2014  
 Drawn by: CJM

Map centre:  
 easting. 445980, northing. 215800

(N.T.S)

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Thursday 05/03/2009 Time 1925 Slight at A4260 BANBURY RD J/W THE MOORS KIDLINGTON

E: 448405 N: 214824 Junction Detail: Junction more than 4 Control: Give way or controlled

Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from S to SE Turning right Leaving lay-by or hard shoulder

Vehicle Reference 2 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: Female Passenger Severity: Slight Injured by vehicle: 2

Monday 09/03/2009 Time 2215 Slight at A4095 AT J/W BLADON CHAINS BLADON

E: 445517 N: 215589 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from NE to N Turning right On main carriageway

Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Friday 20/03/2009 Time 1130 Slight at A4260 J/W A4095 BLADON RD SHIPTON ON CHERWELL

E: 447213 N: 217266 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from N to S Turning right On main carriageway

Vehicle Reference 2 Pedal Cycle Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 25/04/2009 Time 0230 Slight at WOODSTOCK RD E SERVICE RD AT J/W BEGROKE LANE BEGBROKE

E: 447064 N: 213991 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from N to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 34 Male Pedestrian Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Sunday 26/04/2009 Time 2109 Slight at A4260 BANBURY ROAD 50M N OF J/W THE MOORS KIDLINGTON

E: 448374 N: 214880 Junction Detail: Not within 20m of j Control:

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 On main carriageway

Casualty Reference: 3 Age: 18 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 14 Female Passenger Severity: Slight Injured by vehicle: 2

Friday 08/05/2009 Time 1417 Slight at A44 MANOR ROAD WOODSTOCK  
EXACT LOCATION NOT SUPPLIED

E: 444148 N: 217101 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from SE to N Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 52 Female Passenger Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Friday 17/07/2009 Time 1450 Serious at A44 OXFORD RD J/W RECTORY LANE WOODSTOCK

E: 444684 N: 216638 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from S to SE Turning right On main carriageway

Casualty Reference: 1 Age: 65 Female Pedestrian Severity: Serious Injured by vehicle: 1

Tuesday 28/07/2009 Time 1302 Slight at LANGFORD LANE APPROX 50M E OF J/W EVENLODE CRESCENT KIDLINGTON  
EXACT LOCATION NOT SUPPLIED

E: 447475 N: 214836 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from E to W Going ahead other On main carriageway

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 1

Monday 03/08/2009 Time 0755 Slight at A4260 BANBURY RD J/W THE MOORS KIDLINGTON

E: 448398 N: 214844 Junction Detail: Junction more than 4 Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from W to SE Turning right On main carriageway

Vehicle Reference 2 Pedal Cycle Moving from NE to SE Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Thursday 17/09/2009 Time 1720 Slight at HIGH ST APPROX 50M W OF A44 WOODSTOCK - SOME UNCERTAINTY OVER EXACT LOCATION

E: 444592 N: 216677 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from SE to Parked On main carriageway

Vehicle Reference 2 Pedal Cycle Moving from SE to N Overtaking stat vehicle O/S On main carriageway

Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 26/09/2009 Time 1139 Slight at A4095 AT BLADON RBT J/W A44 KIDLINGTON

E: 445892 N: 215689 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from NE to S Stopping On main carriageway

Casualty Reference: 1 Age: 58 Male Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 55 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Thursday 26/11/2009 Time 0752 Slight at A4095 NEAR J/W PARK LANE OUTSIDE HOUSE NO 4 BLADON

E: 444857 N: 214971 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Daylight:street lights present

Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 13 Male Pedestrian Severity: Slight Injured by vehicle: 1

Sunday 17/01/2010 Time 0916 Slight at A4260 BY BUS STOP LAYBY APPROX 45 M N OF J/W A4095 BUNKERS HILL  
SHIPTON-ON-CHERWELL & THRUPP

E: 447147 N: 217464 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Frost/Ice Daylight: no street lighting

Vehicle Reference 1 Car Moving from S to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 60 Female Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 27/05/2010 Time 1250 Serious at A4095 AT J/W ACCESS TO FOLLY BRIDGE APPROX 100M SE OF J/W LOWER RD LONG  
HANBOROUGH

E: 443910 N: 214319 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from to Overtaking moving vehicle O/S On main carriageway

Vehicle Reference 2 Motorcycle 50cc and Moving from to Going ahead other On main carriageway

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Friday 04/06/2010 Time 1350 Slight at A44 MANOR ROAD J/W VERMONT DRIVE WOODSTOCK

E: 444075 N: 217417 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from S to N Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from S to E Waiting to turn right On main carriageway

Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 07/06/2010 Time 1310 Slight at LANGFORD LAN E BETWEEN A44 AND 30MPH LIMIT KIDLINGTON - NO OTHER LOCATION DETAILS SUPPLIED

E: 447050 N: 214778 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from E to W Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from E to W Stopping On main carriageway

Casualty Reference: 1 Age: 19 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Tuesday 08/06/2010 Time 0745 Slight at LANGFORD LANE J/W EVENLODE CRESCENT (WESTERN ACCESS) KIDLINGTON

E: 447328 N: 214806 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Daylight:street lights present

Vehicle Reference 1 Car Moving from S to E Turning right On main carriageway

Vehicle Reference 2 Car Moving from W to E Going ahead other On main carriageway

Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight Injured by vehicle: 2

Friday 09/07/2010 Time 1545 Slight at A4260 BANBURY RD J/W LANGFORD LANE KIDLINGTON

E: 448217 N: 215074 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from S to SE Turning right On main carriageway

Vehicle Reference 2 Car Moving from S to SE Turning right On main carriageway

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from N to S Waiting to turn right On main carriageway



Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Friday 09/07/2010 Time 1645 Slight at A4095 APPROX 25M W OF J/W A44 AT BLADON RBT KIDLINGTON

E: 445793 N: 215636 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from W to E Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from E to W Going ahead other On main carriageway

Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 17/07/2010 Time 1630 Serious at A44 OXFORD RD APPROX 35M NW OF J/W CADOGAN PARK WOODSTOCK

E: 444923 N: 216477 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from to Going ahead other On main carriageway

Vehicle Reference 2 Pedal Cycle Moving from to Going ahead other On main carriageway

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Wednesday 28/07/2010 Time 0845 Slight at A44 BLADON RBT J/W A4095 KIDLINGTON

E: 445791 N: 215731 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from N to SE Stopping On main carriageway

Casualty Reference: 1 Age: 40 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 28/07/2010 Time 0212 Slight at A4095 PARK STREET APPROX 70M N OF J/W LAMB LANE BLADON

E: 444828 N: 214760 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Motor Cycle over 50 Moving from N to S Going ahead right bend On main carriageway

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1

Sunday 15/08/2010 Time 1657 Serious at A44 AT BEND JUST N OF 30MPH LIMIT WOODSTOCK

E: 444043 N: 217770 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Motorcycle over 500 Moving from N to S Going ahead right bend On main carriageway

Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Serious Injured by vehicle: 1

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Tuesday 14/09/2010 Time 1217 Slight at A44 SEBOUND APPROX 130M SE OF J/W A4095 BLADON RBT KIDLINGTON

E: 445974 N: 215580 Junction Detail: Not within 20m of j Control:

Fine with high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 1

Casualty Reference: 2 Age: Male Passenger Severity: Slight Injured by vehicle: 1

Thursday 07/10/2010 Time 0245 Fatal at A44 WOODSTOCK RD APPROX 250M NW OF J/W LANGFORD LANE KIDLINGTON

E: 446625 N: 214937 Junction Detail: Not within 20m of j Control:

Fog or mist Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 1 Age: 23 Male Pedestrian Severity: Fatal Injured by vehicle: 1

Casualty Reference: 2 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 1

Tuesday 16/11/2010 Time 1139 Serious at A44 AT BLADON RBT J/W A4095 KIDLINGTON

E: 445863 N: 215648 Junction Detail: Roundabout Control: Give way or controlled

Fog or mist Road surface Wet/Damp Daylight:street lights present

Vehicle Reference 1 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Serious Injured by vehicle: 1

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Tuesday 30/11/2010 Time 1327 Slight at UPPER CAMPSFIELD RD APPROX 200M E OF J/W A4095 SHIPTON ON CHERWELL - EXACT LOCATION  
NOT SUPPLIED

E: 446793 N: 216464 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Frost/Ice Daylight: no street lighting

Vehicle Reference 1 Car Moving from E to W Going ahead other On main carriageway

Casualty Reference: 1 Age: 17 Female Passenger Severity: Slight Injured by vehicle: 1

Sunday 05/12/2010 Time 1015 Slight at A44 AT BLADON RBT J/W A4095 KIDLINGTON

E: 445866 N: 215645 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Daylight:street lights present

Vehicle Reference 1 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from SE to N Going ahead other On main carriageway

Thursday 06/01/2011 Time 0750 Serious at A44 AT BLADON RBT J/W A4095 KIDLINGTON

E: 445865 N: 215647 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Daylight:street lights present

Vehicle Reference 1 Car Moving from SE to N Going ahead other On main carriageway

Vehicle Reference 2 Pedal Cycle Moving from NE to W Going ahead right bend On main carriageway

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Saturday 15/01/2011 Time 1637 Serious at A4095 UPPER CAMPSFIELD RD APPROX 20M SW OF J/W A4260 SHIPTON ON CHERWELL

E: 447184 N: 217252 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Motorcycle over 500 Moving from S to E Going ahead right bend On main carriageway

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Serious Injured by vehicle: 1

Tuesday 08/03/2011 Time 0905 Slight at LANGFORD LANE APPROX AT J/W EVENLODE CRESCENT KIDLINGTON

E: 447435 N: 214827 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Van or Goods 3.5 to Moving from W to E Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from W to E Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from W to E Going ahead but held up On main carriageway



Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Monday 14/03/2011 Time 1738 Serious at LANGFORD LANE J/W LANGFORD LOCKS KIDLINGTON

E: 448007 N: 214960 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from S to W Turning left On main carriageway

Vehicle Reference 2 Car Moving from S to W Waiting to turn left On main carriageway

Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Serious Injured by vehicle: 2

Sunday 03/07/2011 Time 1610 Slight at A4095 J/W LOWER RD LONG HANBOROUGH

E: 443822 N: 214355 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to SE Turning right On main carriageway

Monday 04/07/2011 Time 1350 Serious at A4095 UPPER CAMPSFIELD RD APPROX 30M SW OF J/W A4260 SHIPTON ON CHERWELL

E: 447177 N: 217248 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from S to NE Going ahead right bend On main carriageway

Casualty Reference: 1 Age: 83 Female Driver/rider Severity: Serious Injured by vehicle: 1

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Sunday	24/07/2011	Time	1829	Slight	at	HENSINGTON RD RBT J/W BANBURY RD	WOODSTOCK
E: 445079	N: 216949	Junction Detail:	Mini roundabout	Control:	Give way or controlled		
Fine without high winds		Road surface	Dry	Daylight:	street lights present		
Vehicle Reference 1	Car	Moving from	W to E	Going ahead other	On main carriageway		
Vehicle Reference 2	Pedal Cycle	Moving from	W to E	Going ahead other	On main carriageway		
Casualty Reference:	1	Age:	74	Female	Driver/rider	Severity:	Slight Injured by vehicle: 2
Tuesday	02/08/2011	Time	1315	Slight	at	HEATH LANE APPROX 210M SE OF J/W A4095	BLADON
E: 444943	N: 214549	Junction Detail:	Using private drive c	Control:	Give way or controlled		
Fine without high winds		Road surface	Dry	Daylight:	street lights present		
Vehicle Reference 1	Car	Moving from	S to N	Stopping	On main carriageway		
Vehicle Reference 2	Pedal Cycle	Moving from	N to SE	Going ahead other	On main carriageway		
Casualty Reference:	1	Age:	11	Male	Driver/rider	Severity:	Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Thursday 25/08/2011 Time 1550 Serious at A4260 BANBURY RD J/W PH CAR PARK 50M SE OF J/W LANGFORD LANE KIDLINGTON

E: 448253 N: 215038 Junction Detail: Using private drive c Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from N to SE Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 51 Female Driver/rider Severity: Serious Injured by vehicle: 2

Casualty Reference: 2 Age: 50 Male Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from N to SE Waiting to turn right On main carriageway

Thursday 25/08/2011 Time 0717 Slight at A4095 UPPER CAMPSFIELD RD APPROX AT BEND APPROX 600M SW OF J/W A4260 SHIPTON ON  
CHERWELL

E: 446715 N: 216779 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Wet/Damp Daylight: no street lighting

Vehicle Reference 1 Car Moving from S to NE Going ahead right bend On main carriageway

Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Saturday 24/09/2011 Time 1535 Slight at A4095 LONG HANBOROUGH AT J/W LOWER RD HANBOROUGH

E: 443816 N: 214355 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from S to SE Turning right On main carriageway

Vehicle Reference 2 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 4 Female Passenger Severity: Slight Injured by vehicle: 2

Monday 26/09/2011 Time 1515 Slight at A44 OXFORD RD APPROX 75M NW OF RBT J/W A4095 KIDLINGTON

E: 445749 N: 215763 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight: street lights present

Vehicle Reference 1 Bus or coach Moving from N to SE Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 1 Age: 77 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Saturday 01/10/2011 Time 1520 Slight at A4260 J/W A4095 BLADON RD SHIPTON ON CHERWELL

E: 447210 N: 217273 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from N to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from N to S Waiting to turn right On main carriageway

Monday 24/10/2011 Time 0739 Serious at A44 OXFORD ST AT J/W HIGH ST & HENSINGTON RD WOODSTOCK

E: 444635 N: 216690 Junction Detail: Crossroads Control: Stop sign

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from NE to SE Turning left On main carriageway

Vehicle Reference 2 Car Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Saturday 05/11/2011 Time 2258 Serious at A4095 LONG HANBOROUGH APPROX 20M W OF J/W LOWER RD HANBOROUGH

E: 443799 N: 214371 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Car Moving from W to SE Going ahead right bend On main carriageway

Vehicle Reference 2 Motor Cycle over 50 Moving from SE to W Going ahead left bend On main carriageway

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Serious Injured by vehicle: 2

Thursday 01/12/2011 Time 1710 Slight at LANGFORD LANE APPROX 250M E OF J/W A44 KIDLINGTON

E: 447014 N: 214768 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from E to W Going ahead other On main carriageway

Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from E to W Going ahead but held up On main carriageway

Casualty Reference: 2 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from E to W Going ahead but held up On main carriageway



Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Saturday 10/12/2011 Time 0925 Slight at UPPER CAMPSFIELD RD APPROX 200M E OF J/W A4095 SHIPTON ON CHERWELL

E: 446600 N: 216500 Junction Detail: Using private drive c Control: Give way or controlled

Fine without high winds Road surface Frost/Ice Daylight: no street lighting

Vehicle Reference 1 Car Moving from E to W Going ahead other On main carriageway

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1

Wednesday 14/12/2011 Time 1810 Slight at A4095 GROVE ROAD APPROX 40M NE OF J/W ENTRANCE TO DIAMOND QUARRY HOUSE BLADON

E: 445016 N: 215162 Junction Detail: Not within 20m of j Control:

Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Van or Goods 3.5 to Moving from S to NE Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from NE to Parked On main carriageway

Casualty Reference: 1 Age: 35 Female Pedestrian Severity: Slight Injured by vehicle: 2

Monday 19/12/2011 Time 1351 Slight at A4260 J/W A4095 BLADON RD SHIPTON ON CHERWELL

E: 447208 N: 217277 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from S to N Turning left On main carriageway

Vehicle Reference 2 Car Moving from S to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Saturday 24/12/2011 Time 0707 Slight at A4260 APPROX 175M NW OF J/W LANGFORD LN KIDLINGTON

E: 448103 N: 215238 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Car Moving from N to N U-turn On main carriageway

Vehicle Reference 2 Motorcycle over 500 Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 06/01/2012 Time 1645 Slight at A4095 LONG HANBOROUGH AT J/W LOWER RD HANBOROUGH

E: 443811 N: 214352 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from S to N Waiting to turn left On main carriageway

Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Tuesday 10/01/2012 Time 1020 Slight at A44 J/W LANGFORD LANE KIDLINGTON

E: 446779 N: 214664 Junction Detail: T or staggered junction Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Motor Cycle over 50 Moving from N to SE Changing lane to right On main carriageway

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from N to SE Going ahead other On main carriageway

Tuesday 17/01/2012 Time 1937 Slight at A4095 UPPER CAMPSFIELD RD APPROX 160M NE OF J/W A44 BLADON RBT KIDLINGTON

E: 446007 N: 215811 Junction Detail: Not within 20m of junction Control:

Fine without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Car Moving from to Going ahead other On main carriageway

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Wednesday 22/02/2012 Time 0740 Slight at A4095 J/W LOWER RD LONG HANBOROUGH

E: 443815 N: 214361 Junction Detail: T or staggered junction Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Daylight: no street lighting

Vehicle Reference 1 Car Moving from S to SE Turning right On main carriageway

Casualty Reference: 1 Age: 73 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 2 Age: 45 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 26/03/2012 Time 1229 Fatal at A44 WOODSTOCK RD AT ATS J/W LANGFORD LANE KIDLINGTON

E: 446767 N: 214689 Junction Detail: Junction more than 4 Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 1 Age: 59 Female Driver/rider Severity: Slight Injured by vehicle: 1

Casualty Reference: 2 Age: 68 Male Passenger Severity: Fatal Injured by vehicle: 1

Vehicle Reference 2 Car Moving from NE to N Turning right On main carriageway

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Monday 23/04/2012 Time 0830 Slight at A4095 AT BEND APPROX 400M SW OF J/W A4260 SHIPTON ON CHERWELL

E: 446957 N: 216939 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from NE to S Stopping On main carriageway

Vehicle Reference 2 Car Moving from NE to S Stopping On main carriageway

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 26/04/2012 Time 1745 Slight at A44 OXFORD STREET BY BUS STOP ON NE SIDE OF ROAD APPROX 75M NW OF J/W HENSINGTON ROAD WOODSTOCK

E: 444589 N: 216764 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from SE to N Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from SE to N Stopping On main carriageway

Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Bus or coach Moving from to Going ahead other On main carriageway

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Tuesday 19/06/2012 Time 0916 Slight at A4095 AT J/W PRIVATE ACCESS APPROX 200M NE OF J/W A4260 SHIPTON ON CHERWELL

E: 447263 N: 217588 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 50 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Van or Goods 3.5 to Moving from NE to S Going ahead but held up On main carriageway

Thursday 21/06/2012 Time 1120 Slight at MARKET ST AT J/W HIGH ST\PARK ST WOODSTOCK

E: 444440 N: 216754 Junction Detail: Junction more than 4 Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from W to E Reversing On main carriageway

Vehicle Reference 2 Car Moving from E to W Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Bus or coach Moving from S to E Turning right On main carriageway



Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Sunday 08/07/2012 Time 0545 Slight at A44 APPROX 40M N OF J/W HILL RISE WOODSTOCK

E: 444038 N: 217773 Junction Detail: Not within 20m of j Control:

Raining without high winds Road surface Wet/Damp Daylight:street lights present

Vehicle Reference 1 Car Moving from N to S Going ahead right bend On main carriageway

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 1

Friday 13/07/2012 Time 1546 Slight at A4095 UPPER CAMPSFIELD RD APPROX AT BEND APPROX 600M SW OF J/W A4260 SHIPTON ON  
CHERWELL

E: 446723 N: 216787 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1 Car Moving from NE to S Going ahead left bend On main carriageway

Vehicle Reference 2 Car Moving from S to NE Going ahead right bend On main carriageway

Casualty Reference: 1 Age: 71 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 31/07/2012 Time 1502 Slight at A4095 J/W A44 AT BLADON RBT KIDLINGTON

E: 445803 N: 215642 Junction Detail: Roundabout Control: Give way or controlled

Raining without high winds Road surface Wet/Damp Daylight:street lights present

Vehicle Reference 1 Motor Cycle over 50 Moving from S to NE Changing lane to right On main carriageway

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Sunday 12/08/2012 Time 1145 Serious at A44 AT BLADON RBT J/W A4095 KIDLINGTON

E: 445860 N: 215646 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Motorcycle over 500 Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Serious Injured by vehicle: 1

Saturday 08/09/2012 Time 1723 Slight at A44 OXFORD ROAD JUST N OF RBT J/W A4095 KIDLINGTON

E: 445794 N: 215726 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from SE to N Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 61 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 26/11/2012 Time 1455 Slight at A4095 LONG HANBOROUGH BY ACCESS TO COURTYARD HOTEL / LODGE ROAD HANBOROUGH

E: 443559 N: 214367 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Daylight:street lights present

Vehicle Reference 1 Motor Cycle over 50 Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Friday 08/03/2013 Time 1643 Slight at LANGFORD LANE J/W LANGFORD LOCKS KIDLINGTON

E: 448012 N: 214961 Junction Detail: T or staggered junction Control: Give way or controlled

Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from S to E Turning right On main carriageway

Casualty Reference: 1 Age: 52 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from E to W Going ahead other On main carriageway

Casualty Reference: 2 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 20/04/2013 Time 1344 Slight at A44 THE CAUSEWAY AT BEND APPROX 100M S OF BLACK PRINCE PH WOODSTOCK

E: 444246 N: 216920 Junction Detail: Not within 20m of junction Control:

Fine without high winds Road surface Dry Daylight

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

Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from SE to N Going ahead right bend On main carriageway

Casualty Reference: 2 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 3 Age: 32 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Sunday 21/04/2013 Time 0107 Serious at A44 BLADON RBT J/W A4095 KIDLINGTON

E: 445852 N: 215648 Junction Detail: Roundabout Control: Give way or controlled  
 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 On main carriageway  
 Casualty Reference: 1 Age: 23 Male Passenger Severity: Serious Injured by vehicle: 1  
 Casualty Reference: 2 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1

Monday 29/04/2013 Time 0527 Serious at A44 WOODSTOCK RD RBT J/W SPRING HILL RD BEGBROKE

E: 447047 N: 213887 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Goods over 3.5 ton Moving from S to N Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Serious Injured by vehicle: 1

Saturday 08/06/2013 Time 1326 Slight at A44 WOODSTOCK RD AT ATS J/W LANGFORD LANE KIDLINGTON

E: 446753 N: 214669 Junction Detail: T or staggered junct Control: Automatic traffic sign  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from SE to N Stopping On main carriageway  
 Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Car Moving from SE to N Stopping On main carriageway

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Thursday 13/06/2013 Time 1110 Slight at A4095 J/W A44 AT BLADON RBT KIDLINGTON

E: 445805 N: 215645 Junction Detail: Roundabout Control: Give way or controlled

Fine with high winds Road surface Dry Daylight

Vehicle Reference 1 Pedal Cycle Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from W to E Going ahead other On main carriageway

Saturday 22/06/2013 Time 1814 Slight at A44 WOODSTOCK RD J/W DRIVE FOR HOUSE NUMBER 25 BEGBROKE

E: 447032 N: 214033 Junction Detail: Using private drive c Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to N Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from S to W Turning left On main carriageway

Casualty Reference: 1 Age: 22 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Thursday 11/07/2013 Time 1405 Slight at A44 WOODSTOCK RD AT ATS J/W LANGFORD LANE KIDLINGTON

E: 446752 N: 214715 Junction Detail: T or staggered junct Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway

Vehicle Reference 2 Motorcycle over 500 Moving from N to SE Stopping On main carriageway

Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 13/07/2013 Time 2330 Slight at HARRISONS LANE BY WHITE HOUSE PH WOODSTOCK

E: 444374 N: 216841 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Taxi/Private hire car Moving from NE to S Starting On main carriageway

Casualty Reference: 1 Age: 41 Female Pedestrian Severity: Slight Injured by vehicle: 1



Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Saturday 20/07/2013 Time 1044 Serious at A44 WOODSTOCK RD AT ATS J/W LANGFORD LANE KIDLINGTON

E: 446763 N: 214686 Junction Detail: T or staggered junct Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 1 Age: 75 Female Driver/rider Severity: Serious Injured by vehicle: 1

Casualty Reference: 2 Age: 80 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from NE to N Turning right On main carriageway

Saturday 10/08/2013 Time 2330 Fatal at A44 WOODSTOCK RD RBT J/W SPRING HILL RD BEGBROKE

E: 447054 N: 213915 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Motorcycle over 500 Moving from N to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Fatal Injured by vehicle: 1

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Saturday 10/08/2013 Time 0735 Serious at A4260 J/W A4095 BLADON RD SHIPTON ON CHERWELL

E: 447209 N: 217284 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car		Moving from	S	to	N	Turning left	On main carriageway
Casualty Reference:	1	Age:	23	Male			Driver/rider	Severity: Slight Injured by vehicle: 1
Casualty Reference:	2	Age:	24	Male			Passenger	Severity: Slight Injured by vehicle: 1
Casualty Reference:	3	Age:	23	Male			Passenger	Severity: Slight Injured by vehicle: 1
Vehicle Reference 2	Car		Moving from	N	to	SE	Going ahead other	On main carriageway
Casualty Reference:	4	Age:	39	Female			Driver/rider	Severity: Serious Injured by vehicle: 2

Saturday 17/08/2013 Time 1145 Slight at A44 OXFORD ST AT J/W HIGH ST & HENSINGTON RD WOODSTOCK

E: 444631 N: 216693 Junction Detail: Crossroads Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car		Moving from	S	to	NE	Starting	On main carriageway
Casualty Reference:	1	Age:	27	Male			Driver/rider	Severity: Slight Injured by vehicle: 1
Vehicle Reference 2	Car		Moving from	N	to	SE	Going ahead other	On main carriageway
Casualty Reference:	2	Age:	82	Female			Driver/rider	Severity: Slight Injured by vehicle: 2
Vehicle Reference 3	Van or Goods 3.5 to		Moving from	NE	to	S	Waiting to turn right	On main carriageway

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Friday 23/08/2013 Time 0800 Slight at A44 WOODSTOCK RD J/W LANGFORD LANE KIDLINGTON

E: 446760 N: 214670 Junction Detail: T or staggered junct Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from SE to N Stopping On main carriageway

Vehicle Reference 2 Car Moving from SE to N Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 17/09/2013 Time 1940 Serious at A4095 LONG HANBOROUGH OPPOSITE J/W DRIVE FOR OX CLOSE HANBOROUGH

E: 443679 N: 214391 Junction Detail: Using private drive c Control: Give way or controlled

Raining without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Car Moving from SE to S Going ahead left bend On main carriageway

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Serious Injured by vehicle: 1

Sunday 06/10/2013 Time 1030 Slight at A44 WOODSTOCK RD J/W SERVICE ROAD FROM BEGBROKE VILLAGE ON E SIDE OF A44 APPROX 50M S OF BEGBROKE RBT BEGBROKE

E: 447077 N: 213835 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Turning left On main carriageway

Vehicle Reference 2 Motor Cycle over 50 Moving from N to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Friday 25/10/2013 Time 1734 Slight at A4095 J/W CASSINGTON ROAD BLADON

E: 444142 N: 214347 Junction Detail: T or staggered junct Control: Give way or controlled

Fine with high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from SE to NE Turning right On main carriageway

Vehicle Reference 2 Motorcycle - unknow Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 27 Female Passenger Severity: Slight Injured by vehicle: 2

Monday 09/12/2013 Time 1121 Slight at A4260 BANBURY ROAD J/W LANGFORD LANE KIDLINGTON

E: 448212 N: 215075 Junction Detail: T or staggered junct Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from SE to N Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from S to SE Turning right On main carriageway

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Sunday 22/12/2013 Time 1850 Slight at A4260 APPROX 200M SE OF J/W A4095 UPPER CAMPSFIELD ROAD SHIPTON ON CHERWELL

E: 447288 N: 217110 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from SE to N Going ahead other On main carriageway

Tuesday 18/03/2014 Time 1208 Slight at A44 OXFORD ROAD JUST N OF RBT J/W A4095 KIDLINGTON

E: 445804 N: 215721 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 1 Age: 90 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Saturday 26/04/2014 Time 1517 Slight at A4260 J/W A4095 BUNKERS HILL SHIPTON-ON-CHERWELL & THRUPP

E: 447155 N: 217414 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to E Turning right On main carriageway

Vehicle Reference 2 Car Moving from N to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 27 Female Passenger Severity: Slight Injured by vehicle: 2

Tuesday 03/06/2014 Time 1055 Slight at A44 JUST N OF ENTRANCE TO WOODSTOCK ROAD EAST SERVICE ROAD FOR BEGBROKE APPROX 300M S OF J/W LANGFORD LANE KIDLINGTON

E: 446920 N: 214394 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods over 3.5 ton Moving from N to S Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from N to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 34 Male Passenger Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Wednesday 25/06/2014 Time 1148 Serious at A4260 J/W A4095 BLADON ROAD SHIPTON ON CHERWELL

E: 447212 N: 217276 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Motorcycle over 500 Moving from S to N Overtaking moving vehicle O/S On main carriageway

Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Goods 7.5 tonnes mg Moving from N to S Turning right On main carriageway

Thursday 26/06/2014 Time 1702 Serious at A4095 GROVE ROAD BY NO 38 (OPPOSITE HOME FARM) BLADON

E: 445038 N: 215180 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 73 Female Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Car Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 2 Age: 43 Female Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates 01/01/2009 and 30/06/2014 (66) months

Selection: Notes:

Selected using Manual Selection

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	2	12	49	63
2-wheeled motor vehicles	1	6	8	15
Pedal cycles	0	2	7	9
Horses & other	0	0	0	0
Total	3	20	64	87

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	11	48	59
Passenger	1	1	20	22
Motorcycle rider	1	6	7	14
Cyclist	0	2	7	9
Pedestrian	1	1	4	6
Other	0	0	0	0
Total	3	21	86	110

Number of casualties meeting the criteria: 110

## Appendix D

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : N - RETIREMENT FLATS  
 MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

## Filtering Stage 2 selection:

Parameter: Number of dwellings  
 Actual Range: 35 to 50 (units: )  
 Range Selected by User: 33 to 52 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 17/10/12

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	1

## Filtering Stage 3 selection:

Use Class:

C2	1 days
C3	3 days

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

## Filtering Stage 3 selection (Cont.):

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

Travel Plan:

No	4 days
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LIST OF SITES relevant to selection parameters

1	CA-03-N-01	RETIREMENT FLATS		CAMBRIDGESHIRE
	HEDDA DRIVE			
	HAMPTON HARGATE			
	PETERBOROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		50	
	Survey date: WEDNESDAY		14/05/08	Survey Type: MANUAL
2	CF-03-N-02	RETIREMENT FLATS		CARDIFF
	ASHDOWN CLOSE			
	ST MELLONS			
	CARDIFF			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		35	
	Survey date: FRIDAY		13/10/06	Survey Type: MANUAL
3	GC-03-N-01	RETIREMENT FLATS		GLASGOW CITY
	RIVERFORD ROAD			
	NEWLANDS			
	GLASGOW			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		47	
	Survey date: TUESDAY		10/06/08	Survey Type: MANUAL
4	TW-03-N-02	RETIREMENT FLATS		TYNE & WEAR
	BRABOURNE GARDENS			
	NORTH SHIELDS			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		36	
	Survey date: THURSDAY		17/12/09	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	42	0.006	4	42	0.006	4	42	0.012
08:00 - 09:00	4	42	0.036	4	42	0.036	4	42	0.072
09:00 - 10:00	4	42	0.095	4	42	0.083	4	42	0.178
10:00 - 11:00	4	42	0.095	4	42	0.060	4	42	0.155
11:00 - 12:00	4	42	0.095	4	42	0.149	4	42	0.244
12:00 - 13:00	4	42	0.089	4	42	0.107	4	42	0.196
13:00 - 14:00	4	42	0.137	4	42	0.125	4	42	0.262
14:00 - 15:00	4	42	0.054	4	42	0.077	4	42	0.131
15:00 - 16:00	4	42	0.054	4	42	0.048	4	42	0.102
16:00 - 17:00	4	42	0.143	4	42	0.065	4	42	0.208
17:00 - 18:00	4	42	0.060	4	42	0.071	4	42	0.131
18:00 - 19:00	4	42	0.071	4	42	0.071	4	42	0.142
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.935</b>			<b>0.898</b>			<b>1.833</b>

## Parameter summary

Trip rate parameter range selected: 35 - 50 (units: )  
 Survey date date range: 01/01/05 - 17/10/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1



TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS  
 MULTI-MODAL OGVS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	42	0.000	4	42	0.000	4	42	0.000
08:00 - 09:00	4	42	0.000	4	42	0.000	4	42	0.000
09:00 - 10:00	4	42	0.018	4	42	0.012	4	42	0.030
10:00 - 11:00	4	42	0.000	4	42	0.000	4	42	0.000
11:00 - 12:00	4	42	0.012	4	42	0.018	4	42	0.030
12:00 - 13:00	4	42	0.000	4	42	0.000	4	42	0.000
13:00 - 14:00	4	42	0.000	4	42	0.000	4	42	0.000
14:00 - 15:00	4	42	0.006	4	42	0.000	4	42	0.006
15:00 - 16:00	4	42	0.000	4	42	0.000	4	42	0.000
16:00 - 17:00	4	42	0.000	4	42	0.000	4	42	0.000
17:00 - 18:00	4	42	0.000	4	42	0.000	4	42	0.000
18:00 - 19:00	4	42	0.000	4	42	0.000	4	42	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.036</b>			<b>0.030</b>			<b>0.066</b>

#### Parameter summary

Trip rate parameter range selected: 35 - 50 (units: )  
 Survey date date range: 01/01/05 - 17/10/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	42	0.000	4	42	0.000	4	42	0.000
08:00 - 09:00	4	42	0.000	4	42	0.000	4	42	0.000
09:00 - 10:00	4	42	0.000	4	42	0.000	4	42	0.000
10:00 - 11:00	4	42	0.000	4	42	0.000	4	42	0.000
11:00 - 12:00	4	42	0.000	4	42	0.000	4	42	0.000
12:00 - 13:00	4	42	0.000	4	42	0.000	4	42	0.000
13:00 - 14:00	4	42	0.000	4	42	0.000	4	42	0.000
14:00 - 15:00	4	42	0.000	4	42	0.000	4	42	0.000
15:00 - 16:00	4	42	0.000	4	42	0.000	4	42	0.000
16:00 - 17:00	4	42	0.000	4	42	0.000	4	42	0.000
17:00 - 18:00	4	42	0.000	4	42	0.000	4	42	0.000
18:00 - 19:00	4	42	0.000	4	42	0.000	4	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

## Parameter summary

Trip rate parameter range selected: 35 - 50 (units: )  
 Survey date date range: 01/01/05 - 17/10/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	42	0.006	4	42	0.006	4	42	0.012
08:00 - 09:00	4	42	0.054	4	42	0.060	4	42	0.114
09:00 - 10:00	4	42	0.137	4	42	0.101	4	42	0.238
10:00 - 11:00	4	42	0.113	4	42	0.077	4	42	0.190
11:00 - 12:00	4	42	0.101	4	42	0.214	4	42	0.315
12:00 - 13:00	4	42	0.113	4	42	0.161	4	42	0.274
13:00 - 14:00	4	42	0.232	4	42	0.173	4	42	0.405
14:00 - 15:00	4	42	0.077	4	42	0.107	4	42	0.184
15:00 - 16:00	4	42	0.083	4	42	0.054	4	42	0.137
16:00 - 17:00	4	42	0.167	4	42	0.065	4	42	0.232
17:00 - 18:00	4	42	0.089	4	42	0.143	4	42	0.232
18:00 - 19:00	4	42	0.095	4	42	0.101	4	42	0.196
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>1.267</b>			<b>1.262</b>			<b>2.529</b>

#### Parameter summary

Trip rate parameter range selected: 35 - 50 (units: )  
 Survey date date range: 01/01/05 - 17/10/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	42	0.000	4	42	0.000	4	42	0.000
08:00 - 09:00	4	42	0.018	4	42	0.018	4	42	0.036
09:00 - 10:00	4	42	0.048	4	42	0.048	4	42	0.096
10:00 - 11:00	4	42	0.048	4	42	0.077	4	42	0.125
11:00 - 12:00	4	42	0.060	4	42	0.024	4	42	0.084
12:00 - 13:00	4	42	0.042	4	42	0.065	4	42	0.107
13:00 - 14:00	4	42	0.083	4	42	0.042	4	42	0.125
14:00 - 15:00	4	42	0.036	4	42	0.030	4	42	0.066
15:00 - 16:00	4	42	0.042	4	42	0.036	4	42	0.078
16:00 - 17:00	4	42	0.012	4	42	0.006	4	42	0.018
17:00 - 18:00	4	42	0.030	4	42	0.042	4	42	0.072
18:00 - 19:00	4	42	0.006	4	42	0.006	4	42	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.425</b>			<b>0.394</b>			<b>0.819</b>

## Parameter summary

Trip rate parameter range selected: 35 - 50 (units: )  
 Survey date date range: 01/01/05 - 17/10/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	42	0.000	4	42	0.000	4	42	0.000
08:00 - 09:00	4	42	0.000	4	42	0.006	4	42	0.006
09:00 - 10:00	4	42	0.012	4	42	0.024	4	42	0.036
10:00 - 11:00	4	42	0.000	4	42	0.024	4	42	0.024
11:00 - 12:00	4	42	0.000	4	42	0.036	4	42	0.036
12:00 - 13:00	4	42	0.048	4	42	0.042	4	42	0.090
13:00 - 14:00	4	42	0.006	4	42	0.000	4	42	0.006
14:00 - 15:00	4	42	0.006	4	42	0.012	4	42	0.018
15:00 - 16:00	4	42	0.036	4	42	0.006	4	42	0.042
16:00 - 17:00	4	42	0.083	4	42	0.071	4	42	0.154
17:00 - 18:00	4	42	0.000	4	42	0.000	4	42	0.000
18:00 - 19:00	4	42	0.000	4	42	0.048	4	42	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.191</b>			<b>0.269</b>			<b>0.460</b>

#### Parameter summary

Trip rate parameter range selected: 35 - 50 (units: )  
 Survey date date range: 01/01/05 - 17/10/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	42	0.006	4	42	0.006	4	42	0.012
08:00 - 09:00	4	42	0.071	4	42	0.083	4	42	0.154
09:00 - 10:00	4	42	0.196	4	42	0.173	4	42	0.369
10:00 - 11:00	4	42	0.161	4	42	0.179	4	42	0.340
11:00 - 12:00	4	42	0.161	4	42	0.274	4	42	0.435
12:00 - 13:00	4	42	0.202	4	42	0.268	4	42	0.470
13:00 - 14:00	4	42	0.321	4	42	0.214	4	42	0.535
14:00 - 15:00	4	42	0.119	4	42	0.149	4	42	0.268
15:00 - 16:00	4	42	0.161	4	42	0.095	4	42	0.256
16:00 - 17:00	4	42	0.262	4	42	0.143	4	42	0.405
17:00 - 18:00	4	42	0.119	4	42	0.185	4	42	0.304
18:00 - 19:00	4	42	0.101	4	42	0.155	4	42	0.256
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>1.880</b>			<b>1.924</b>			<b>3.804</b>

## Parameter summary

Trip rate parameter range selected: 35 - 50 (units: )  
 Survey date range: 01/01/05 - 17/10/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : M - MIXED PRIVATE/NON-PRIVATE HOUSING  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
	RE READING	1 days
	SC SURREY	4 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	3 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

## Filtering Stage 2 selection:

Parameter: Number of dwellings  
 Actual Range: 14 to 500 (units: )  
 Range Selected by User: 14 to 1412 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 02/10/13

Selected survey days:

Monday	4 days
Tuesday	2 days
Wednesday	6 days
Thursday	6 days
Friday	3 days

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	16
Built-Up Zone	1
Village	2
No Sub Category	1



## Filtering Stage 3 selection:

Use Class:

C3 21 days

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	5 days
25,001 to 50,000	4 days

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	3 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	12 days
1.6 to 2.0	2 days

Travel Plan:

Yes	6 days
No	15 days

LIST OF SITES relevant to selection parameters

1	BR-03-M-02 BLOCKS OF FLATS CLARENCE ROAD		BRISTOL CITY
	BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 42 Survey date: MONDAY 12/10/09		Survey Type: MANUAL
2	CB-03-M-03 SEMI-DETACHED MOORCLOSE ROAD SALTERBECK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: MONDAY 20/06/05		CUMBRIA Survey Type: MANUAL
3	CM-03-M-01 HOUSES & FLATS COLLEGE ROAD		CARMARTHENSHIRE Survey Type: MANUAL
	CARMARTHEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 48 Survey date: THURSDAY 18/09/08		Survey Type: MANUAL
4	DV-03-M-01 HOUSES & FLATS TOPSHAM ROAD		DEVON Survey Type: MANUAL
	EXETER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 61 Survey date: THURSDAY 06/10/11		Survey Type: MANUAL
5	ES-03-M-01 HOUSES & FLATS A26 CROWBOROUGH RD FIVE ASH DOWN VILLAGE NEAR UCKFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 74 Survey date: WEDNESDAY 20/06/12		EAST SUSSEX Survey Type: MANUAL
6	ES-03-M-03 MIXED HOUSES FIELD END		EAST SUSSEX Survey Type: MANUAL
	MARESFIELD Edge of Town Residential Zone Total Number of dwellings: 68 Survey date: WEDNESDAY 02/10/13		Survey Type: MANUAL
7	FA-03-M-01 SEMI D./TERRACED FAIRLIE STREET		FALKIRK Survey Type: MANUAL
	FALKIRK Edge of Town Residential Zone Total Number of dwellings: 138 Survey date: WEDNESDAY 29/06/05		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-M-04	HOUSES & FLATS		HAMPSHIRE
	HUNTS POND ROAD			
	TITCHFIELD			
	NEAR FAREHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		282	
	Survey date:	TUESDAY	11/12/12	Survey Type: MANUAL
9	HE-03-M-01	SEMI D./TERRACED		HEREFORDSHIRE
	WHITECROSS ROAD			
	WIDEMARSH			
	HEREFORD			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Number of dwellings:		57	
	Survey date:	WEDNESDAY	01/03/06	Survey Type: MANUAL
10	KC-03-M-01	BLOCKS OF FLATS		KENT
	HIGH STREET			
	RAMSGATE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		103	
	Survey date:	TUESDAY	08/12/09	Survey Type: MANUAL
11	LE-03-M-01	SEMI DETACHED		LEICESTERSHIRE
	RYDER ROAD			
	BRAUNSTONE FRITH			
	LEICESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date:	THURSDAY	27/09/12	Survey Type: MANUAL
12	MS-03-M-01	HOUSING		MERSEYSIDE
	OFF KINGSWAY			
	PRECOT			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		40	
	Survey date:	MONDAY	25/06/07	Survey Type: MANUAL
13	MS-03-M-02	TERRACED		MERSEYSIDE
	LOVEL ROAD			
	SPEKE			
	LIVERPOOL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		27	
	Survey date:	FRIDAY	21/06/13	Survey Type: MANUAL
14	MS-03-M-03	SEMI DETACHED/TERRACED		MERSEYSIDE
	LOVEL ROAD			
	SPEKE			
	LIVERPOOL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		24	
	Survey date:	FRIDAY	21/06/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NY-03-M-03 CAWTHORN AVENUE	SEMI D./TERRACED		NORTH YORKSHIRE
	HARROGATE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 14 Survey date: THURSDAY 11/09/08			
16	RE-03-M-01 OXFORD ROAD	BLOCKS OF FLATS		Survey Type: MANUAL READING
	READING Edge of Town Built-Up Zone Total Number of dwellings: 79 Survey date: FRIDAY 03/11/06			
17	SC-03-M-02 DEEPCUT BRIDGE ROAD	HOUSES & FLATS		Survey Type: MANUAL SURREY
	DEEPCUT NEAR FRIMLEY Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 342 Survey date: WEDNESDAY 10/02/10			
18	SC-03-M-03 ST ANNE'S DRIVE	HOUSES & FLATS		Survey Type: MANUAL SURREY
	REDHILL Edge of Town Residential Zone Total Number of dwellings: 500 Survey date: THURSDAY 08/09/11			
19	SC-03-M-04 EPSOM ROAD	HOUSES/FLATS		Survey Type: MANUAL SURREY
	GUILDFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 130 Survey date: THURSDAY 13/10/11			
20	SC-03-M-05 HOLYWELL WAY	HOUSES & FLATS		Survey Type: MANUAL SURREY
	STANWELL STAINES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 19/11/12			
21	WS-03-M-03 UPPER SHOREHAM ROAD	TERRACED & FLATS		Survey Type: MANUAL WEST SUSSEX
	SHOREHAM BY SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 48 Survey date: WEDNESDAY 18/04/12			

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING  
 MULTI-MODAL VEHICLES  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	106	0.079	21	106	0.237	21	106	0.316
08:00 - 09:00	21	106	0.119	21	106	0.317	21	106	0.436
09:00 - 10:00	21	106	0.130	21	106	0.164	21	106	0.294
10:00 - 11:00	21	106	0.129	21	106	0.134	21	106	0.263
11:00 - 12:00	21	106	0.139	21	106	0.144	21	106	0.283
12:00 - 13:00	21	106	0.141	21	106	0.151	21	106	0.292
13:00 - 14:00	21	106	0.143	21	106	0.145	21	106	0.288
14:00 - 15:00	21	106	0.148	21	106	0.155	21	106	0.303
15:00 - 16:00	21	106	0.200	21	106	0.158	21	106	0.358
16:00 - 17:00	21	106	0.249	21	106	0.177	21	106	0.426
17:00 - 18:00	21	106	0.302	21	106	0.161	21	106	0.463
18:00 - 19:00	21	106	0.257	21	106	0.161	21	106	0.418
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.036			2.104			4.140

#### Parameter summary

Trip rate parameter range selected: 14 - 500 (units: )  
 Survey date date range: 01/01/05 - 02/10/13  
 Number of weekdays (Monday-Friday): 21  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 4

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING  
MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	106	0.001	21	106	0.000	21	106	0.001
08:00 - 09:00	21	106	0.001	21	106	0.002	21	106	0.003
09:00 - 10:00	21	106	0.002	21	106	0.003	21	106	0.005
10:00 - 11:00	21	106	0.001	21	106	0.001	21	106	0.002
11:00 - 12:00	21	106	0.005	21	106	0.004	21	106	0.009
12:00 - 13:00	21	106	0.003	21	106	0.001	21	106	0.004
13:00 - 14:00	21	106	0.004	21	106	0.002	21	106	0.006
14:00 - 15:00	21	106	0.001	21	106	0.003	21	106	0.004
15:00 - 16:00	21	106	0.001	21	106	0.003	21	106	0.004
16:00 - 17:00	21	106	0.000	21	106	0.001	21	106	0.001
17:00 - 18:00	21	106	0.000	21	106	0.000	21	106	0.000
18:00 - 19:00	21	106	0.000	21	106	0.000	21	106	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.019			0.020			0.039

Parameter summary

Trip rate parameter range selected: 14 - 500 (units: )  
 Survey date date range: 01/01/05 - 02/10/13  
 Number of weekdays (Monday-Friday): 21  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 4

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING  
MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	106	0.001	21	106	0.001	21	106	0.002
08:00 - 09:00	21	106	0.003	21	106	0.003	21	106	0.006
09:00 - 10:00	21	106	0.001	21	106	0.002	21	106	0.003
10:00 - 11:00	21	106	0.003	21	106	0.002	21	106	0.005
11:00 - 12:00	21	106	0.002	21	106	0.002	21	106	0.004
12:00 - 13:00	21	106	0.002	21	106	0.001	21	106	0.003
13:00 - 14:00	21	106	0.002	21	106	0.002	21	106	0.004
14:00 - 15:00	21	106	0.002	21	106	0.002	21	106	0.004
15:00 - 16:00	21	106	0.004	21	106	0.004	21	106	0.008
16:00 - 17:00	21	106	0.002	21	106	0.003	21	106	0.005
17:00 - 18:00	21	106	0.002	21	106	0.001	21	106	0.003
18:00 - 19:00	21	106	0.001	21	106	0.001	21	106	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.025			0.024			0.049

Parameter summary

Trip rate parameter range selected: 14 - 500 (units: )  
 Survey date date range: 01/01/05 - 02/10/13  
 Number of weekdays (Monday-Friday): 21  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 4



TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING  
 MULTI-MODAL CYCLISTS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	106	0.005	21	106	0.008	21	106	0.013
08:00 - 09:00	21	106	0.004	21	106	0.015	21	106	0.019
09:00 - 10:00	21	106	0.003	21	106	0.004	21	106	0.007
10:00 - 11:00	21	106	0.004	21	106	0.005	21	106	0.009
11:00 - 12:00	21	106	0.004	21	106	0.004	21	106	0.008
12:00 - 13:00	21	106	0.005	21	106	0.005	21	106	0.010
13:00 - 14:00	21	106	0.004	21	106	0.004	21	106	0.008
14:00 - 15:00	21	106	0.006	21	106	0.007	21	106	0.013
15:00 - 16:00	21	106	0.008	21	106	0.005	21	106	0.013
16:00 - 17:00	21	106	0.009	21	106	0.008	21	106	0.017
17:00 - 18:00	21	106	0.016	21	106	0.009	21	106	0.025
18:00 - 19:00	21	106	0.012	21	106	0.007	21	106	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.080</b>			<b>0.081</b>			<b>0.161</b>

#### Parameter summary

Trip rate parameter range selected: 14 - 500 (units: )  
 Survey date date range: 01/01/05 - 02/10/13  
 Number of weekdays (Monday-Friday): 21  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 4

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	106	0.090	21	106	0.297	21	106	0.387
08:00 - 09:00	21	106	0.158	21	106	0.498	21	106	0.656
09:00 - 10:00	21	106	0.159	21	106	0.212	21	106	0.371
10:00 - 11:00	21	106	0.164	21	106	0.171	21	106	0.335
11:00 - 12:00	21	106	0.178	21	106	0.189	21	106	0.367
12:00 - 13:00	21	106	0.185	21	106	0.200	21	106	0.385
13:00 - 14:00	21	106	0.186	21	106	0.193	21	106	0.379
14:00 - 15:00	21	106	0.211	21	106	0.204	21	106	0.415
15:00 - 16:00	21	106	0.350	21	106	0.220	21	106	0.570
16:00 - 17:00	21	106	0.340	21	106	0.241	21	106	0.581
17:00 - 18:00	21	106	0.409	21	106	0.208	21	106	0.617
18:00 - 19:00	21	106	0.331	21	106	0.220	21	106	0.551
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.761</b>			<b>2.853</b>			<b>5.614</b>

#### Parameter summary

Trip rate parameter range selected: 14 - 500 (units: )  
 Survey date date range: 01/01/05 - 02/10/13  
 Number of weekdays (Monday-Friday): 21  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 4

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING  
 MULTI-MODAL PEDESTRIANS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	106	0.018	21	106	0.040	21	106	0.058
08:00 - 09:00	21	106	0.040	21	106	0.112	21	106	0.152
09:00 - 10:00	21	106	0.036	21	106	0.048	21	106	0.084
10:00 - 11:00	21	106	0.032	21	106	0.036	21	106	0.068
11:00 - 12:00	21	106	0.031	21	106	0.047	21	106	0.078
12:00 - 13:00	21	106	0.046	21	106	0.037	21	106	0.083
13:00 - 14:00	21	106	0.041	21	106	0.033	21	106	0.074
14:00 - 15:00	21	106	0.040	21	106	0.046	21	106	0.086
15:00 - 16:00	21	106	0.105	21	106	0.057	21	106	0.162
16:00 - 17:00	21	106	0.072	21	106	0.041	21	106	0.113
17:00 - 18:00	21	106	0.057	21	106	0.046	21	106	0.103
18:00 - 19:00	21	106	0.053	21	106	0.044	21	106	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.571			0.587			1.158

#### Parameter summary

Trip rate parameter range selected: 14 - 500 (units: )  
 Survey date range: 01/01/05 - 02/10/13  
 Number of weekdays (Monday-Friday): 21  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 4

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	106	0.004	21	106	0.043	21	106	0.047
08:00 - 09:00	21	106	0.001	21	106	0.043	21	106	0.044
09:00 - 10:00	21	106	0.006	21	106	0.012	21	106	0.018
10:00 - 11:00	21	106	0.007	21	106	0.013	21	106	0.020
11:00 - 12:00	21	106	0.003	21	106	0.009	21	106	0.012
12:00 - 13:00	21	106	0.008	21	106	0.015	21	106	0.023
13:00 - 14:00	21	106	0.011	21	106	0.006	21	106	0.017
14:00 - 15:00	21	106	0.004	21	106	0.011	21	106	0.015
15:00 - 16:00	21	106	0.022	21	106	0.010	21	106	0.032
16:00 - 17:00	21	106	0.019	21	106	0.006	21	106	0.025
17:00 - 18:00	21	106	0.028	21	106	0.012	21	106	0.040
18:00 - 19:00	21	106	0.031	21	106	0.004	21	106	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.144			0.184			0.328

#### Parameter summary

Trip rate parameter range selected: 14 - 500 (units: )  
 Survey date date range: 01/01/05 - 02/10/13  
 Number of weekdays (Monday-Friday): 21  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 4

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	106	0.117	21	106	0.388	21	106	0.505
08:00 - 09:00	21	106	0.203	21	106	0.668	21	106	0.871
09:00 - 10:00	21	106	0.203	21	106	0.276	21	106	0.479
10:00 - 11:00	21	106	0.207	21	106	0.225	21	106	0.432
11:00 - 12:00	21	106	0.216	21	106	0.249	21	106	0.465
12:00 - 13:00	21	106	0.243	21	106	0.257	21	106	0.500
13:00 - 14:00	21	106	0.243	21	106	0.236	21	106	0.479
14:00 - 15:00	21	106	0.262	21	106	0.268	21	106	0.530
15:00 - 16:00	21	106	0.485	21	106	0.292	21	106	0.777
16:00 - 17:00	21	106	0.439	21	106	0.296	21	106	0.735
17:00 - 18:00	21	106	0.510	21	106	0.275	21	106	0.785
18:00 - 19:00	21	106	0.427	21	106	0.275	21	106	0.702
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.555			3.705			7.260

#### Parameter summary

Trip rate parameter range selected: 14 - 500 (units: )  
 Survey date date range: 01/01/05 - 02/10/13  
 Number of weekdays (Monday-Friday): 21  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 4

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : A - FOOD SUPERSTORE  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WN WINDSOR & MAIDENHEAD	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	2 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CF CARDIFF	1 days
	CP CAERPHILLY	1 days
	IA ISLE OF ANGLESEY	1 days
11	SCOTLAND	
	SL SOUTH LANARKSHIRE	1 days

## Filtering Stage 2 selection:

Parameter: Gross floor area  
 Actual Range: 1700 to 11101 (units: sqm)  
 Range Selected by User: 800 to 12642 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 05/10/13

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	1 days
Friday	12 days

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	1
Residential Zone	9
Retail Zone	2
Built-Up Zone	1
No Sub Category	4

## Filtering Stage 3 selection:

Use Class:

A1 18 days

Population within 1 mile:

1,001 to 5,000 1 days

5,001 to 10,000 6 days

10,001 to 15,000 1 days

15,001 to 20,000 2 days

20,001 to 25,000 5 days

25,001 to 50,000 2 days

50,001 to 100,000 1 days

Population within 5 miles:

25,001 to 50,000 2 days

50,001 to 75,000 2 days

75,001 to 100,000 4 days

100,001 to 125,000 1 days

125,001 to 250,000 3 days

250,001 to 500,000 6 days

Car ownership within 5 miles:

0.6 to 1.0 6 days

1.1 to 1.5 11 days

1.6 to 2.0 1 days

Petrol filling station:

PFS is present at the site and is included in the count 7 days

PFS is present at the site but is excluded from the count 5 days

There is no PFS at the site 6 days

Travel Plan:

Yes 1 days

No 17 days

LIST OF SITES relevant to selection parameters

1	CB-01-A-07 WIGTON ROAD NEWTOWN CARLISLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: Survey date: FRIDAY	SOMERFIELD      1700 sqm 05/02/10	CUMBRIA         Survey Type: MANUAL
2	CF-01-A-02 TY-GLAS ROAD LLANISHEN CARDIFF Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: Survey date: FRIDAY	MORRISONS      4212 sqm 27/10/06	CARDIFF         Survey Type: MANUAL
3	CP-01-A-01 NEWBRIDGE ROAD  PONTLLANFRAITH Edge of Town No Sub Category Total Gross floor area: Survey date: FRIDAY	SAINSBURYS      7124 sqm 07/10/11	CAERPHILLY         Survey Type: MANUAL
4	CW-01-A-09 KERNICK ROAD  PENRYN Edge of Town No Sub Category Total Gross floor area: Survey date: TUESDAY	ASDA      8991 sqm 26/05/09	CORNWALL         Survey Type: MANUAL
5	DV-01-A-21 TORR LANE PENNYCROSS PLYMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: Survey date: FRIDAY	MORRISONS      5000 sqm 23/10/09	DEVON         Survey Type: MANUAL
6	GS-01-A-03 BARNETT WAY BARNWOOD GLOUCESTER Edge of Town Commercial Zone Total Gross floor area: Survey date: FRIDAY	SAINSBURYS      7950 sqm 30/04/10	GLOUCESTERSHIRE         Survey Type: MANUAL
7	IA-01-A-01 MONA ROAD  MENAI BRIDGE Edge of Town Residential Zone Total Gross floor area: Survey date: MONDAY	CO-OP      1825 sqm 13/07/09	ISLE OF ANGLESEY         Survey Type: MANUAL



LIST OF SITES relevant to selection parameters (Cont.)

8	LE-01-A-01 GLEN ROAD OADBY LEICESTER Edge of Town Residential Zone Total Gross floor area: Survey date: FRIDAY	SAINSBURYS 4850 sqm 19/06/09	LEICESTERSHIRE  Survey Type: MANUAL
9	LE-01-A-02 LEICESTER ROAD OADBY LEICESTER Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: Survey date: TUESDAY	ASDA 8900 sqm 23/06/09	LEICESTERSHIRE  Survey Type: MANUAL
10	NR-01-A-03 WEEDON ROAD SIXFIELDS NORTHAMPTON Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: Survey date: FRIDAY	SAINSBURYS 7012 sqm 07/10/11	NORTHAMPTONSHIRE  Survey Type: MANUAL
11	NT-01-A-05 CASTLE BRIDGE ROAD CASTLE BOULEVARD NOTTINGHAM Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: Survey date: FRIDAY	SAINSBURYS 8101 sqm 07/10/11	NOTTINGHAMSHIRE  Survey Type: MANUAL
12	SC-01-A-12 REDDING WAY KNAPHILL WOKING Edge of Town Residential Zone Total Gross floor area: Survey date: FRIDAY	SAINSBURY'S 8250 sqm 23/11/12	SURREY  Survey Type: MANUAL
13	SH-01-A-02 WHITCHURCH ROAD DITHERINGTON SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: Survey date: THURSDAY	MORRISONS 6800 sqm 11/06/09	SHROPSHIRE  Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

14	SL-01-A-05	SAINSBURYS		SOUTH LANARKSHIRE
	GLASGOW ROAD			
	KINGSGATE RETAIL PARK			
	EAST KILBRIDE			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		11101 sqm	
	Survey date: FRIDAY		07/10/11	Survey Type: MANUAL
15	SM-01-A-01	ASDA		SOMERSET
	CREECHBARRROW ROAD			
	TAUNTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		10725 sqm	
	Survey date: FRIDAY		13/07/12	Survey Type: MANUAL
16	WK-01-A-02	ASDA		WARWICKSHIRE
	CHESTERTON DRIVE			
	SYDENHAM			
	LEAMINGTON SPA			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		8018 sqm	
	Survey date: WEDNESDAY		17/10/12	Survey Type: MANUAL
17	WK-01-A-03	TESCO		WARWICKSHIRE
	EMSCOTE ROAD			
	WARWICK			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		7951 sqm	
	Survey date: TUESDAY		16/10/12	Survey Type: MANUAL
18	WN-01-A-01	SAINSBURYS		WINDSOR & MAIDENHEAD
	LAKE END ROAD			
	LENT RISE			
	SLOUGH			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		6065 sqm	
	Survey date: FRIDAY		07/10/11	Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
 MULTI-MODAL VEHICLES  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7881	0.305	5	7881	0.058	5	7881	0.363
07:00 - 08:00	18	6921	1.449	18	6921	0.869	18	6921	2.318
08:00 - 09:00	18	6921	2.710	18	6921	1.937	18	6921	4.647
09:00 - 10:00	18	6921	4.067	18	6921	3.026	18	6921	7.093
10:00 - 11:00	18	6921	4.494	18	6921	4.019	18	6921	8.513
11:00 - 12:00	18	6921	4.918	18	6921	4.701	18	6921	9.619
12:00 - 13:00	18	6921	5.073	18	6921	5.094	18	6921	10.167
13:00 - 14:00	18	6921	4.955	18	6921	5.040	18	6921	9.995
14:00 - 15:00	18	6921	4.523	18	6921	4.826	18	6921	9.349
15:00 - 16:00	18	6921	4.668	18	6921	4.771	18	6921	9.439
16:00 - 17:00	18	6921	4.889	18	6921	4.974	18	6921	9.863
17:00 - 18:00	18	6921	5.120	18	6921	5.259	18	6921	10.379
18:00 - 19:00	18	6921	4.505	18	6921	4.937	18	6921	9.442
19:00 - 20:00	18	6921	3.300	18	6921	3.855	18	6921	7.155
20:00 - 21:00	18	6921	2.028	18	6921	2.622	18	6921	4.650
21:00 - 22:00	18	6921	1.022	18	6921	1.528	18	6921	2.550
22:00 - 23:00	6	7269	0.076	6	7269	0.271	6	7269	0.347
23:00 - 24:00									
<b>Total Rates:</b>			<b>58.102</b>			<b>57.787</b>			<b>115.889</b>

#### Parameter summary

Trip rate parameter range selected: 1700 - 11101 (units: sqm)  
 Survey date range: 01/01/05 - 05/10/13  
 Number of weekdays (Monday-Friday): 18  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
 MULTI-MODAL TAXIS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7881	0.003	5	7881	0.000	5	7881	0.003
07:00 - 08:00	18	6921	0.016	18	6921	0.013	18	6921	0.029
08:00 - 09:00	18	6921	0.014	18	6921	0.009	18	6921	0.023
09:00 - 10:00	18	6921	0.039	18	6921	0.030	18	6921	0.069
10:00 - 11:00	18	6921	0.038	18	6921	0.033	18	6921	0.071
11:00 - 12:00	18	6921	0.053	18	6921	0.051	18	6921	0.104
12:00 - 13:00	18	6921	0.035	18	6921	0.037	18	6921	0.072
13:00 - 14:00	18	6921	0.047	18	6921	0.047	18	6921	0.094
14:00 - 15:00	18	6921	0.041	18	6921	0.042	18	6921	0.083
15:00 - 16:00	18	6921	0.031	18	6921	0.037	18	6921	0.068
16:00 - 17:00	18	6921	0.036	18	6921	0.039	18	6921	0.075
17:00 - 18:00	18	6921	0.043	18	6921	0.037	18	6921	0.080
18:00 - 19:00	18	6921	0.036	18	6921	0.045	18	6921	0.081
19:00 - 20:00	18	6921	0.022	18	6921	0.030	18	6921	0.052
20:00 - 21:00	18	6921	0.018	18	6921	0.018	18	6921	0.036
21:00 - 22:00	18	6921	0.008	18	6921	0.013	18	6921	0.021
22:00 - 23:00	6	7269	0.000	6	7269	0.000	6	7269	0.000
23:00 - 24:00									
Total Rates:			0.480			0.481			0.961

#### Parameter summary

Trip rate parameter range selected: 1700 - 11101 (units: sqm)  
 Survey date range: 01/01/05 - 05/10/13  
 Number of weekdays (Monday-Friday): 18  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
 MULTI-MODAL OGVS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7881	0.005	5	7881	0.000	5	7881	0.005
07:00 - 08:00	18	6921	0.019	18	6921	0.016	18	6921	0.035
08:00 - 09:00	18	6921	0.023	18	6921	0.023	18	6921	0.046
09:00 - 10:00	18	6921	0.021	18	6921	0.026	18	6921	0.047
10:00 - 11:00	18	6921	0.016	18	6921	0.015	18	6921	0.031
11:00 - 12:00	18	6921	0.017	18	6921	0.022	18	6921	0.039
12:00 - 13:00	18	6921	0.020	18	6921	0.012	18	6921	0.032
13:00 - 14:00	18	6921	0.020	18	6921	0.021	18	6921	0.041
14:00 - 15:00	18	6921	0.015	18	6921	0.014	18	6921	0.029
15:00 - 16:00	18	6921	0.013	18	6921	0.019	18	6921	0.032
16:00 - 17:00	18	6921	0.012	18	6921	0.014	18	6921	0.026
17:00 - 18:00	18	6921	0.010	18	6921	0.014	18	6921	0.024
18:00 - 19:00	18	6921	0.014	18	6921	0.012	18	6921	0.026
19:00 - 20:00	18	6921	0.010	18	6921	0.010	18	6921	0.020
20:00 - 21:00	18	6921	0.008	18	6921	0.006	18	6921	0.014
21:00 - 22:00	18	6921	0.003	18	6921	0.002	18	6921	0.005
22:00 - 23:00	6	7269	0.002	6	7269	0.002	6	7269	0.004
23:00 - 24:00									
Total Rates:			0.228			0.228			0.456

#### Parameter summary

Trip rate parameter range selected: 1700 - 11101 (units: sqm)  
 Survey date range: 01/01/05 - 05/10/13  
 Number of weekdays (Monday-Friday): 18  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
 MULTI-MODAL CYCLISTS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7881	0.000	5	7881	0.000	5	7881	0.000
07:00 - 08:00	18	6921	0.019	18	6921	0.022	18	6921	0.041
08:00 - 09:00	18	6921	0.031	18	6921	0.020	18	6921	0.051
09:00 - 10:00	18	6921	0.024	18	6921	0.022	18	6921	0.046
10:00 - 11:00	18	6921	0.023	18	6921	0.027	18	6921	0.050
11:00 - 12:00	18	6921	0.029	18	6921	0.021	18	6921	0.050
12:00 - 13:00	18	6921	0.027	18	6921	0.038	18	6921	0.065
13:00 - 14:00	18	6921	0.030	18	6921	0.023	18	6921	0.053
14:00 - 15:00	18	6921	0.031	18	6921	0.025	18	6921	0.056
15:00 - 16:00	18	6921	0.032	18	6921	0.028	18	6921	0.060
16:00 - 17:00	18	6921	0.053	18	6921	0.042	18	6921	0.095
17:00 - 18:00	18	6921	0.039	18	6921	0.043	18	6921	0.082
18:00 - 19:00	18	6921	0.035	18	6921	0.054	18	6921	0.089
19:00 - 20:00	18	6921	0.032	18	6921	0.037	18	6921	0.069
20:00 - 21:00	18	6921	0.025	18	6921	0.018	18	6921	0.043
21:00 - 22:00	18	6921	0.014	18	6921	0.026	18	6921	0.040
22:00 - 23:00	6	7269	0.000	6	7269	0.000	6	7269	0.000
23:00 - 24:00									
<b>Total Rates:</b>			0.444			0.446			0.890

#### Parameter summary

Trip rate parameter range selected: 1700 - 11101 (units: sqm)  
 Survey date range: 01/01/05 - 05/10/13  
 Number of weekdays (Monday-Friday): 18  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7881	0.340	5	7881	0.066	5	7881	0.406
07:00 - 08:00	18	6921	1.720	18	6921	1.011	18	6921	2.731
08:00 - 09:00	18	6921	3.334	18	6921	2.342	18	6921	5.676
09:00 - 10:00	18	6921	5.296	18	6921	3.803	18	6921	9.099
10:00 - 11:00	18	6921	6.281	18	6921	5.380	18	6921	11.661
11:00 - 12:00	18	6921	7.022	18	6921	6.601	18	6921	13.623
12:00 - 13:00	18	6921	6.974	18	6921	6.973	18	6921	13.947
13:00 - 14:00	18	6921	6.824	18	6921	6.991	18	6921	13.815
14:00 - 15:00	18	6921	6.336	18	6921	6.677	18	6921	13.013
15:00 - 16:00	18	6921	6.699	18	6921	6.796	18	6921	13.495
16:00 - 17:00	18	6921	7.028	18	6921	7.071	18	6921	14.099
17:00 - 18:00	18	6921	7.222	18	6921	7.340	18	6921	14.562
18:00 - 19:00	18	6921	6.518	18	6921	7.145	18	6921	13.663
19:00 - 20:00	18	6921	4.848	18	6921	5.669	18	6921	10.517
20:00 - 21:00	18	6921	2.900	18	6921	3.822	18	6921	6.722
21:00 - 22:00	18	6921	1.387	18	6921	2.232	18	6921	3.619
22:00 - 23:00	6	7269	0.094	6	7269	0.307	6	7269	0.401
23:00 - 24:00									
<b>Total Rates:</b>			<b>80.823</b>			<b>80.226</b>			<b>161.049</b>

#### Parameter summary

Trip rate parameter range selected: 1700 - 11101 (units: sqm)  
 Survey date range: 01/01/05 - 05/10/13  
 Number of weekdays (Monday-Friday): 18  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
 MULTI-MODAL PEDESTRIANS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7881	0.028	5	7881	0.005	5	7881	0.033
07:00 - 08:00	18	6921	0.176	18	6921	0.110	18	6921	0.286
08:00 - 09:00	18	6921	0.417	18	6921	0.344	18	6921	0.761
09:00 - 10:00	18	6921	0.570	18	6921	0.388	18	6921	0.958
10:00 - 11:00	18	6921	0.734	18	6921	0.580	18	6921	1.314
11:00 - 12:00	18	6921	0.675	18	6921	0.631	18	6921	1.306
12:00 - 13:00	18	6921	1.141	18	6921	1.036	18	6921	2.177
13:00 - 14:00	18	6921	0.763	18	6921	0.879	18	6921	1.642
14:00 - 15:00	18	6921	0.595	18	6921	0.596	18	6921	1.191
15:00 - 16:00	18	6921	0.804	18	6921	0.681	18	6921	1.485
16:00 - 17:00	18	6921	0.740	18	6921	0.783	18	6921	1.523
17:00 - 18:00	18	6921	0.649	18	6921	0.727	18	6921	1.376
18:00 - 19:00	18	6921	0.631	18	6921	0.732	18	6921	1.363
19:00 - 20:00	18	6921	0.435	18	6921	0.603	18	6921	1.038
20:00 - 21:00	18	6921	0.231	18	6921	0.360	18	6921	0.591
21:00 - 22:00	18	6921	0.141	18	6921	0.173	18	6921	0.314
22:00 - 23:00	6	7269	0.007	6	7269	0.018	6	7269	0.025
23:00 - 24:00									
<b>Total Rates:</b>			<b>8.737</b>			<b>8.646</b>			<b>17.383</b>

#### Parameter summary

Trip rate parameter range selected: 1700 - 11101 (units: sqm)  
 Survey date range: 01/01/05 - 05/10/13  
 Number of weekdays (Monday-Friday): 18  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0



TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7881	0.005	5	7881	0.000	5	7881	0.005
07:00 - 08:00	18	6921	0.027	18	6921	0.019	18	6921	0.046
08:00 - 09:00	18	6921	0.033	18	6921	0.025	18	6921	0.058
09:00 - 10:00	18	6921	0.051	18	6921	0.028	18	6921	0.079
10:00 - 11:00	18	6921	0.067	18	6921	0.051	18	6921	0.118
11:00 - 12:00	18	6921	0.087	18	6921	0.088	18	6921	0.175
12:00 - 13:00	18	6921	0.087	18	6921	0.071	18	6921	0.158
13:00 - 14:00	18	6921	0.055	18	6921	0.057	18	6921	0.112
14:00 - 15:00	18	6921	0.053	18	6921	0.067	18	6921	0.120
15:00 - 16:00	18	6921	0.046	18	6921	0.045	18	6921	0.091
16:00 - 17:00	18	6921	0.038	18	6921	0.053	18	6921	0.091
17:00 - 18:00	18	6921	0.027	18	6921	0.043	18	6921	0.070
18:00 - 19:00	18	6921	0.030	18	6921	0.040	18	6921	0.070
19:00 - 20:00	18	6921	0.018	18	6921	0.034	18	6921	0.052
20:00 - 21:00	18	6921	0.042	18	6921	0.027	18	6921	0.069
21:00 - 22:00	18	6921	0.004	18	6921	0.039	18	6921	0.043
22:00 - 23:00	6	7269	0.002	6	7269	0.000	6	7269	0.002
23:00 - 24:00									
Total Rates:			0.672			0.687			1.359

#### Parameter summary

Trip rate parameter range selected: 1700 - 11101 (units: sqm)  
 Survey date range: 01/01/05 - 05/10/13  
 Number of weekdays (Monday-Friday): 18  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7881	0.373	5	7881	0.071	5	7881	0.444
07:00 - 08:00	18	6921	1.943	18	6921	1.163	18	6921	3.106
08:00 - 09:00	18	6921	3.815	18	6921	2.732	18	6921	6.547
09:00 - 10:00	18	6921	5.942	18	6921	4.241	18	6921	10.183
10:00 - 11:00	18	6921	7.105	18	6921	6.038	18	6921	13.143
11:00 - 12:00	18	6921	7.813	18	6921	7.341	18	6921	15.154
12:00 - 13:00	18	6921	8.230	18	6921	8.117	18	6921	16.347
13:00 - 14:00	18	6921	7.671	18	6921	7.950	18	6921	15.621
14:00 - 15:00	18	6921	7.014	18	6921	7.366	18	6921	14.380
15:00 - 16:00	18	6921	7.581	18	6921	7.550	18	6921	15.131
16:00 - 17:00	18	6921	7.859	18	6921	7.949	18	6921	15.808
17:00 - 18:00	18	6921	7.937	18	6921	8.153	18	6921	16.090
18:00 - 19:00	18	6921	7.213	18	6921	7.971	18	6921	15.184
19:00 - 20:00	18	6921	5.334	18	6921	6.342	18	6921	11.676
20:00 - 21:00	18	6921	3.198	18	6921	4.228	18	6921	7.426
21:00 - 22:00	18	6921	1.547	18	6921	2.471	18	6921	4.018
22:00 - 23:00	6	7269	0.103	6	7269	0.326	6	7269	0.429
23:00 - 24:00									
<b>Total Rates:</b>			90.678			90.009			180.687

#### Parameter summary

Trip rate parameter range selected: 1700 - 11101 (units: sqm)  
 Survey date range: 01/01/05 - 05/10/13  
 Number of weekdays (Monday-Friday): 18  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION  
 Category : A - PRIMARY  
 MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
10	WALES	
	MT MERTHYR TYDFIL	1 days
	WR WREXHAM	1 days

## Filtering Stage 2 selection:

Parameter: Number of pupils  
 Actual Range: 92 to 283 (units: )  
 Range Selected by User: 92 to 447 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 18/10/13

Selected survey days:

Wednesday	1 days
Thursday	3 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3
No Sub Category	1

## Filtering Stage 3 selection:

Use Class:

D1	5 days
----	--------

Population within 1 mile:

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	3 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

Filtering Stage 3 selection (Cont.):

Travel Plan:

No

5 days

LIST OF SITES relevant to selection parameters

1	LE-04-A-01 SLATER STREET FROG ISLAND LEICESTER Edge of Town Centre Industrial Zone Total Number of pupils: Survey date: WEDNESDAY	PRIMARY SCHOOL      92 26/09/12	LEICESTERSHIRE	Survey Type: MANUAL
2	MS-04-A-01 DERWENT ROAD  ST HELENS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: THURSDAY	RC PRIMARY SCHOOL      193 05/10/06	MERSEYSIDE	Survey Type: MANUAL
3	MS-04-A-02 BOOKER AVENUE ALVERTON LIVERPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: THURSDAY	PRIMARY SCHOOL      264 13/06/13	MERSEYSIDE	Survey Type: MANUAL
4	MT-04-A-01 BRECON ROAD  MERTHYR TYDFIL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: FRIDAY	PRIMARY SCHOOL      184 18/10/13	MERTHYR TYDFIL	Survey Type: MANUAL
5	WR-04-A-01 BODHYFRYD  WREXHAM Edge of Town Centre No Sub Category Total Number of pupils: Survey date: THURSDAY	PRIMARY SCHOOL      283 13/10/11	WREXHAM	Survey Type: MANUAL

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
 MULTI-MODAL VEHICLES  
 Calculation factor: 1 PUPILS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	203	0.057	5	203	0.027	5	203	0.084
08:00 - 09:00	5	203	0.344	5	203	0.218	5	203	0.562
09:00 - 10:00	5	203	0.046	5	203	0.082	5	203	0.128
10:00 - 11:00	5	203	0.016	5	203	0.018	5	203	0.034
11:00 - 12:00	5	203	0.034	5	203	0.023	5	203	0.057
12:00 - 13:00	5	203	0.022	5	203	0.031	5	203	0.053
13:00 - 14:00	5	203	0.013	5	203	0.020	5	203	0.033
14:00 - 15:00	5	203	0.048	5	203	0.023	5	203	0.071
15:00 - 16:00	5	203	0.157	5	203	0.219	5	203	0.376
16:00 - 17:00	5	203	0.042	5	203	0.082	5	203	0.124
17:00 - 18:00	5	203	0.030	5	203	0.056	5	203	0.086
18:00 - 19:00	4	208	0.000	4	208	0.010	4	208	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.809			0.809			1.618

#### Parameter summary

Trip rate parameter range selected: 92 - 283 (units: )  
 Survey date range: 01/01/06 - 18/10/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL OGVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	203	0.001	5	203	0.001	5	203	0.002
08:00 - 09:00	5	203	0.001	5	203	0.001	5	203	0.002
09:00 - 10:00	5	203	0.001	5	203	0.001	5	203	0.002
10:00 - 11:00	5	203	0.000	5	203	0.000	5	203	0.000
11:00 - 12:00	5	203	0.001	5	203	0.001	5	203	0.002
12:00 - 13:00	5	203	0.000	5	203	0.000	5	203	0.000
13:00 - 14:00	5	203	0.002	5	203	0.002	5	203	0.004
14:00 - 15:00	5	203	0.000	5	203	0.000	5	203	0.000
15:00 - 16:00	5	203	0.000	5	203	0.000	5	203	0.000
16:00 - 17:00	5	203	0.000	5	203	0.000	5	203	0.000
17:00 - 18:00	5	203	0.000	5	203	0.000	5	203	0.000
18:00 - 19:00	4	208	0.000	4	208	0.000	4	208	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

## Parameter summary

Trip rate parameter range selected: 92 - 283 (units: )  
 Survey date date range: 01/01/06 - 18/10/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
 MULTI-MODAL CYCLISTS  
 Calculation factor: 1 PUPILS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	203	0.001	5	203	0.000	5	203	0.001
08:00 - 09:00	5	203	0.010	5	203	0.000	5	203	0.010
09:00 - 10:00	5	203	0.002	5	203	0.002	5	203	0.004
10:00 - 11:00	5	203	0.000	5	203	0.000	5	203	0.000
11:00 - 12:00	5	203	0.000	5	203	0.000	5	203	0.000
12:00 - 13:00	5	203	0.001	5	203	0.000	5	203	0.001
13:00 - 14:00	5	203	0.000	5	203	0.000	5	203	0.000
14:00 - 15:00	5	203	0.001	5	203	0.002	5	203	0.003
15:00 - 16:00	5	203	0.003	5	203	0.012	5	203	0.015
16:00 - 17:00	5	203	0.000	5	203	0.001	5	203	0.001
17:00 - 18:00	5	203	0.000	5	203	0.001	5	203	0.001
18:00 - 19:00	4	208	0.000	4	208	0.000	4	208	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.018			0.018			0.036

#### Parameter summary

Trip rate parameter range selected: 92 - 283 (units: )  
 Survey date date range: 01/01/06 - 18/10/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0



TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 1 PUPILS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	203	0.080	5	203	0.031	5	203	0.111
08:00 - 09:00	5	203	0.490	5	203	0.189	5	203	0.679
09:00 - 10:00	5	203	0.061	5	203	0.067	5	203	0.128
10:00 - 11:00	5	203	0.020	5	203	0.026	5	203	0.046
11:00 - 12:00	5	203	0.048	5	203	0.031	5	203	0.079
12:00 - 13:00	5	203	0.024	5	203	0.032	5	203	0.056
13:00 - 14:00	5	203	0.014	5	203	0.022	5	203	0.036
14:00 - 15:00	5	203	0.052	5	203	0.029	5	203	0.081
15:00 - 16:00	5	203	0.129	5	203	0.379	5	203	0.508
16:00 - 17:00	5	203	0.044	5	203	0.149	5	203	0.193
17:00 - 18:00	5	203	0.030	5	203	0.078	5	203	0.108
18:00 - 19:00	4	208	0.000	4	208	0.010	4	208	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.992			1.043			2.035

#### Parameter summary

Trip rate parameter range selected: 92 - 283 (units: )  
 Survey date range: 01/01/06 - 18/10/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
 MULTI-MODAL PEDESTRIANS  
 Calculation factor: 1 PUPILS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	203	0.023	5	203	0.001	5	203	0.024
08:00 - 09:00	5	203	0.920	5	203	0.277	5	203	1.197
09:00 - 10:00	5	203	0.053	5	203	0.144	5	203	0.197
10:00 - 11:00	5	203	0.012	5	203	0.009	5	203	0.021
11:00 - 12:00	5	203	0.033	5	203	0.023	5	203	0.056
12:00 - 13:00	5	203	0.019	5	203	0.016	5	203	0.035
13:00 - 14:00	5	203	0.015	5	203	0.045	5	203	0.060
14:00 - 15:00	5	203	0.112	5	203	0.023	5	203	0.135
15:00 - 16:00	5	203	0.403	5	203	0.906	5	203	1.309
16:00 - 17:00	5	203	0.030	5	203	0.093	5	203	0.123
17:00 - 18:00	5	203	0.008	5	203	0.022	5	203	0.030
18:00 - 19:00	4	208	0.000	4	208	0.006	4	208	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.628			1.565			3.193

#### Parameter summary

Trip rate parameter range selected: 92 - 283 (units: )  
 Survey date date range: 01/01/06 - 18/10/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 1 PUPILS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	203	0.001	5	203	0.000	5	203	0.001
08:00 - 09:00	5	203	0.025	5	203	0.000	5	203	0.025
09:00 - 10:00	5	203	0.002	5	203	0.003	5	203	0.005
10:00 - 11:00	5	203	0.000	5	203	0.000	5	203	0.000
11:00 - 12:00	5	203	0.000	5	203	0.000	5	203	0.000
12:00 - 13:00	5	203	0.027	5	203	0.000	5	203	0.027
13:00 - 14:00	5	203	0.000	5	203	0.059	5	203	0.059
14:00 - 15:00	5	203	0.094	5	203	0.033	5	203	0.127
15:00 - 16:00	5	203	0.001	5	203	0.035	5	203	0.036
16:00 - 17:00	5	203	0.000	5	203	0.002	5	203	0.002
17:00 - 18:00	5	203	0.000	5	203	0.001	5	203	0.001
18:00 - 19:00	4	208	0.000	4	208	0.000	4	208	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.150			0.133			0.283

#### Parameter summary

Trip rate parameter range selected: 92 - 283 (units: )  
 Survey date range: 01/01/06 - 18/10/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 1 PUPILS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	203	0.104	5	203	0.031	5	203	0.135
08:00 - 09:00	5	203	1.445	5	203	0.466	5	203	1.911
09:00 - 10:00	5	203	0.118	5	203	0.216	5	203	0.334
10:00 - 11:00	5	203	0.031	5	203	0.034	5	203	0.065
11:00 - 12:00	5	203	0.082	5	203	0.053	5	203	0.135
12:00 - 13:00	5	203	0.070	5	203	0.048	5	203	0.118
13:00 - 14:00	5	203	0.029	5	203	0.126	5	203	0.155
14:00 - 15:00	5	203	0.260	5	203	0.087	5	203	0.347
15:00 - 16:00	5	203	0.535	5	203	1.333	5	203	1.868
16:00 - 17:00	5	203	0.074	5	203	0.244	5	203	0.318
17:00 - 18:00	5	203	0.037	5	203	0.101	5	203	0.138
18:00 - 19:00	4	208	0.000	4	208	0.016	4	208	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.785</b>			<b>2.755</b>			<b>5.540</b>

#### Parameter summary

Trip rate parameter range selected: 92 - 283 (units: )  
 Survey date range: 01/01/06 - 18/10/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : D - INDUSTRIAL ESTATE  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
03	SOUTH WEST	
	BR	BRISTOL CITY 2 days
	CW	CORNWALL 1 days
	WL	WILTSHIRE 1 days

## Filtering Stage 2 selection:

Parameter: Gross floor area  
 Actual Range: 6000 to 7525 (units: sqm)  
 Range Selected by User: 5500 to 9000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 04/06/13

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

Selected Location Sub Categories:

Industrial Zone	4
Residential Zone	1

## Filtering Stage 3 selection:

Use Class:

B1	1 days
B2	2 days

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
25,001 to 50,000	3 days

Population within 5 miles:

50,001 to 75,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

1.1 to 1.5	5 days
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Filtering Stage 3 selection (Cont.):

Travel Plan:

No

5 days

LIST OF SITES relevant to selection parameters

1	BR-02-D-02	INDUSTRIAL ESTATE	BRISTOL CITY
	NOVERS HILL		
	BEDMINSTER		
	BRISTOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6000 sqm	
	Survey date: THURSDAY	19/11/09	Survey Type: MANUAL
2	BR-02-D-03	INDUSTRIAL ESTATE	BRISTOL CITY
	CROFTS END ROAD		
	SPEEDWELL		
	BRISTOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6000 sqm	
	Survey date: TUESDAY	20/10/09	Survey Type: MANUAL
3	CW-02-D-02	INDUSTRIAL ESTATE	CORNWALL
	DRUIDS ROAD		
	CAMBORNE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6515 sqm	
	Survey date: FRIDAY	21/09/07	Survey Type: MANUAL
4	ES-02-D-05	IND. ESTATE	EAST SUSSEX
	COURTLANDS ROAD		
	EASTBOURNE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7525 sqm	
	Survey date: MONDAY	30/11/09	Survey Type: MANUAL
5	WL-02-D-01	IND. ESTATE	WILTSHIRE
	MARLBOROUGH ROAD		
	WOOTTON BASSETT		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7050 sqm	
	Survey date: TUESDAY	03/10/06	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6618	0.169	5	6618	0.066	5	6618	0.235
07:30 - 08:00	5	6618	0.369	5	6618	0.151	5	6618	0.520
08:00 - 08:30	5	6618	0.459	5	6618	0.163	5	6618	0.622
08:30 - 09:00	5	6618	0.511	5	6618	0.209	5	6618	0.720
09:00 - 09:30	5	6618	0.332	5	6618	0.224	5	6618	0.556
09:30 - 10:00	5	6618	0.266	5	6618	0.199	5	6618	0.465
10:00 - 10:30	5	6618	0.290	5	6618	0.221	5	6618	0.511
10:30 - 11:00	5	6618	0.254	5	6618	0.248	5	6618	0.502
11:00 - 11:30	5	6618	0.266	5	6618	0.269	5	6618	0.535
11:30 - 12:00	5	6618	0.317	5	6618	0.345	5	6618	0.662
12:00 - 12:30	5	6618	0.281	5	6618	0.332	5	6618	0.613
12:30 - 13:00	5	6618	0.284	5	6618	0.332	5	6618	0.616
13:00 - 13:30	5	6618	0.272	5	6618	0.266	5	6618	0.538
13:30 - 14:00	5	6618	0.296	5	6618	0.296	5	6618	0.592
14:00 - 14:30	5	6618	0.266	5	6618	0.275	5	6618	0.541
14:30 - 15:00	5	6618	0.193	5	6618	0.257	5	6618	0.450
15:00 - 15:30	5	6618	0.221	5	6618	0.263	5	6618	0.484
15:30 - 16:00	5	6618	0.209	5	6618	0.269	5	6618	0.478
16:00 - 16:30	5	6618	0.215	5	6618	0.351	5	6618	0.566
16:30 - 17:00	5	6618	0.199	5	6618	0.354	5	6618	0.553
17:00 - 17:30	5	6618	0.106	5	6618	0.465	5	6618	0.571
17:30 - 18:00	5	6618	0.073	5	6618	0.272	5	6618	0.345
18:00 - 18:30	5	6618	0.033	5	6618	0.157	5	6618	0.190
18:30 - 19:00	5	6618	0.012	5	6618	0.051	5	6618	0.063
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>5.893</b>			<b>6.035</b>			<b>11.928</b>



## Parameter summary

Trip rate parameter range selected:	6000 - 7525 (units: sqm)
Survey date date range:	01/01/05 - 04/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6618	0.003	5	6618	0.000	5	6618	0.003
07:30 - 08:00	5	6618	0.006	5	6618	0.000	5	6618	0.006
08:00 - 08:30	5	6618	0.012	5	6618	0.006	5	6618	0.018
08:30 - 09:00	5	6618	0.003	5	6618	0.000	5	6618	0.003
09:00 - 09:30	5	6618	0.003	5	6618	0.003	5	6618	0.006
09:30 - 10:00	5	6618	0.000	5	6618	0.000	5	6618	0.000
10:00 - 10:30	5	6618	0.000	5	6618	0.000	5	6618	0.000
10:30 - 11:00	5	6618	0.006	5	6618	0.000	5	6618	0.006
11:00 - 11:30	5	6618	0.000	5	6618	0.000	5	6618	0.000
11:30 - 12:00	5	6618	0.006	5	6618	0.000	5	6618	0.006
12:00 - 12:30	5	6618	0.003	5	6618	0.003	5	6618	0.006
12:30 - 13:00	5	6618	0.000	5	6618	0.000	5	6618	0.000
13:00 - 13:30	5	6618	0.003	5	6618	0.006	5	6618	0.009
13:30 - 14:00	5	6618	0.003	5	6618	0.000	5	6618	0.003
14:00 - 14:30	5	6618	0.006	5	6618	0.000	5	6618	0.006
14:30 - 15:00	5	6618	0.000	5	6618	0.000	5	6618	0.000
15:00 - 15:30	5	6618	0.003	5	6618	0.003	5	6618	0.006
15:30 - 16:00	5	6618	0.006	5	6618	0.006	5	6618	0.012
16:00 - 16:30	5	6618	0.000	5	6618	0.003	5	6618	0.003
16:30 - 17:00	5	6618	0.000	5	6618	0.006	5	6618	0.006
17:00 - 17:30	5	6618	0.006	5	6618	0.012	5	6618	0.018
17:30 - 18:00	5	6618	0.000	5	6618	0.006	5	6618	0.006
18:00 - 18:30	5	6618	0.000	5	6618	0.006	5	6618	0.006
18:30 - 19:00	5	6618	0.000	5	6618	0.003	5	6618	0.003
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			0.069			0.063			0.132

## Parameter summary

Trip rate parameter range selected:	6000 - 7525 (units: sqm)
Survey date date range:	01/01/05 - 04/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6618	0.187	5	6618	0.063	5	6618	0.250
07:30 - 08:00	5	6618	0.435	5	6618	0.193	5	6618	0.628
08:00 - 08:30	5	6618	0.508	5	6618	0.212	5	6618	0.720
08:30 - 09:00	5	6618	0.565	5	6618	0.236	5	6618	0.801
09:00 - 09:30	5	6618	0.375	5	6618	0.260	5	6618	0.635
09:30 - 10:00	5	6618	0.287	5	6618	0.215	5	6618	0.502
10:00 - 10:30	5	6618	0.329	5	6618	0.245	5	6618	0.574
10:30 - 11:00	5	6618	0.302	5	6618	0.299	5	6618	0.601
11:00 - 11:30	5	6618	0.314	5	6618	0.290	5	6618	0.604
11:30 - 12:00	5	6618	0.384	5	6618	0.420	5	6618	0.804
12:00 - 12:30	5	6618	0.305	5	6618	0.366	5	6618	0.671
12:30 - 13:00	5	6618	0.332	5	6618	0.396	5	6618	0.728
13:00 - 13:30	5	6618	0.308	5	6618	0.290	5	6618	0.598
13:30 - 14:00	5	6618	0.326	5	6618	0.320	5	6618	0.646
14:00 - 14:30	5	6618	0.290	5	6618	0.302	5	6618	0.592
14:30 - 15:00	5	6618	0.233	5	6618	0.281	5	6618	0.514
15:00 - 15:30	5	6618	0.251	5	6618	0.302	5	6618	0.553
15:30 - 16:00	5	6618	0.251	5	6618	0.329	5	6618	0.580
16:00 - 16:30	5	6618	0.248	5	6618	0.414	5	6618	0.662
16:30 - 17:00	5	6618	0.251	5	6618	0.399	5	6618	0.650
17:00 - 17:30	5	6618	0.124	5	6618	0.532	5	6618	0.656
17:30 - 18:00	5	6618	0.082	5	6618	0.323	5	6618	0.405
18:00 - 18:30	5	6618	0.033	5	6618	0.196	5	6618	0.229
18:30 - 19:00	5	6618	0.012	5	6618	0.057	5	6618	0.069
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			6.732			6.940			13.672

## Parameter summary

Trip rate parameter range selected:	6000 - 7525 (units: sqm)
Survey date date range:	01/01/05 - 04/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6618	0.012	5	6618	0.003	5	6618	0.015
07:30 - 08:00	5	6618	0.015	5	6618	0.012	5	6618	0.027
08:00 - 08:30	5	6618	0.027	5	6618	0.003	5	6618	0.030
08:30 - 09:00	5	6618	0.030	5	6618	0.009	5	6618	0.039
09:00 - 09:30	5	6618	0.012	5	6618	0.006	5	6618	0.018
09:30 - 10:00	5	6618	0.012	5	6618	0.021	5	6618	0.033
10:00 - 10:30	5	6618	0.000	5	6618	0.003	5	6618	0.003
10:30 - 11:00	5	6618	0.012	5	6618	0.018	5	6618	0.030
11:00 - 11:30	5	6618	0.006	5	6618	0.000	5	6618	0.006
11:30 - 12:00	5	6618	0.003	5	6618	0.012	5	6618	0.015
12:00 - 12:30	5	6618	0.012	5	6618	0.018	5	6618	0.030
12:30 - 13:00	5	6618	0.021	5	6618	0.003	5	6618	0.024
13:00 - 13:30	5	6618	0.012	5	6618	0.015	5	6618	0.027
13:30 - 14:00	5	6618	0.012	5	6618	0.012	5	6618	0.024
14:00 - 14:30	5	6618	0.012	5	6618	0.000	5	6618	0.012
14:30 - 15:00	5	6618	0.006	5	6618	0.009	5	6618	0.015
15:00 - 15:30	5	6618	0.009	5	6618	0.003	5	6618	0.012
15:30 - 16:00	5	6618	0.009	5	6618	0.000	5	6618	0.009
16:00 - 16:30	5	6618	0.009	5	6618	0.006	5	6618	0.015
16:30 - 17:00	5	6618	0.006	5	6618	0.006	5	6618	0.012
17:00 - 17:30	5	6618	0.009	5	6618	0.036	5	6618	0.045
17:30 - 18:00	5	6618	0.003	5	6618	0.015	5	6618	0.018
18:00 - 18:30	5	6618	0.000	5	6618	0.006	5	6618	0.006
18:30 - 19:00	5	6618	0.000	5	6618	0.006	5	6618	0.006
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			0.249			0.222			0.471

## Parameter summary

Trip rate parameter range selected:	6000 - 7525 (units: sqm)
Survey date date range:	01/01/05 - 04/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE  
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6618	0.000	5	6618	0.000	5	6618	0.000
07:30 - 08:00	5	6618	0.000	5	6618	0.000	5	6618	0.000
08:00 - 08:30	5	6618	0.006	5	6618	0.000	5	6618	0.006
08:30 - 09:00	5	6618	0.006	5	6618	0.000	5	6618	0.006
09:00 - 09:30	5	6618	0.006	5	6618	0.000	5	6618	0.006
09:30 - 10:00	5	6618	0.000	5	6618	0.003	5	6618	0.003
10:00 - 10:30	5	6618	0.000	5	6618	0.000	5	6618	0.000
10:30 - 11:00	5	6618	0.000	5	6618	0.000	5	6618	0.000
11:00 - 11:30	5	6618	0.003	5	6618	0.000	5	6618	0.003
11:30 - 12:00	5	6618	0.000	5	6618	0.000	5	6618	0.000
12:00 - 12:30	5	6618	0.000	5	6618	0.000	5	6618	0.000
12:30 - 13:00	5	6618	0.000	5	6618	0.000	5	6618	0.000
13:00 - 13:30	5	6618	0.003	5	6618	0.000	5	6618	0.003
13:30 - 14:00	5	6618	0.000	5	6618	0.003	5	6618	0.003
14:00 - 14:30	5	6618	0.003	5	6618	0.000	5	6618	0.003
14:30 - 15:00	5	6618	0.000	5	6618	0.000	5	6618	0.000
15:00 - 15:30	5	6618	0.000	5	6618	0.003	5	6618	0.003
15:30 - 16:00	5	6618	0.000	5	6618	0.003	5	6618	0.003
16:00 - 16:30	5	6618	0.000	5	6618	0.000	5	6618	0.000
16:30 - 17:00	5	6618	0.003	5	6618	0.000	5	6618	0.003
17:00 - 17:30	5	6618	0.000	5	6618	0.003	5	6618	0.003
17:30 - 18:00	5	6618	0.000	5	6618	0.000	5	6618	0.000
18:00 - 18:30	5	6618	0.000	5	6618	0.006	5	6618	0.006
18:30 - 19:00	5	6618	0.000	5	6618	0.000	5	6618	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			0.030			0.021			0.051



## Parameter summary

Trip rate parameter range selected:	6000 - 7525 (units: sqm)
Survey date date range:	01/01/05 - 04/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6618	0.202	5	6618	0.066	5	6618	0.268
07:30 - 08:00	5	6618	0.456	5	6618	0.206	5	6618	0.662
08:00 - 08:30	5	6618	0.553	5	6618	0.221	5	6618	0.774
08:30 - 09:00	5	6618	0.604	5	6618	0.245	5	6618	0.849
09:00 - 09:30	5	6618	0.396	5	6618	0.269	5	6618	0.665
09:30 - 10:00	5	6618	0.299	5	6618	0.239	5	6618	0.538
10:00 - 10:30	5	6618	0.329	5	6618	0.248	5	6618	0.577
10:30 - 11:00	5	6618	0.320	5	6618	0.317	5	6618	0.637
11:00 - 11:30	5	6618	0.323	5	6618	0.290	5	6618	0.613
11:30 - 12:00	5	6618	0.393	5	6618	0.432	5	6618	0.825
12:00 - 12:30	5	6618	0.320	5	6618	0.387	5	6618	0.707
12:30 - 13:00	5	6618	0.354	5	6618	0.399	5	6618	0.753
13:00 - 13:30	5	6618	0.326	5	6618	0.311	5	6618	0.637
13:30 - 14:00	5	6618	0.341	5	6618	0.335	5	6618	0.676
14:00 - 14:30	5	6618	0.311	5	6618	0.302	5	6618	0.613
14:30 - 15:00	5	6618	0.239	5	6618	0.290	5	6618	0.529
15:00 - 15:30	5	6618	0.263	5	6618	0.311	5	6618	0.574
15:30 - 16:00	5	6618	0.266	5	6618	0.338	5	6618	0.604
16:00 - 16:30	5	6618	0.257	5	6618	0.423	5	6618	0.680
16:30 - 17:00	5	6618	0.260	5	6618	0.411	5	6618	0.671
17:00 - 17:30	5	6618	0.139	5	6618	0.583	5	6618	0.722
17:30 - 18:00	5	6618	0.085	5	6618	0.345	5	6618	0.430
18:00 - 18:30	5	6618	0.033	5	6618	0.215	5	6618	0.248
18:30 - 19:00	5	6618	0.012	5	6618	0.066	5	6618	0.078
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.081			7.249			14.330

## Parameter summary

Trip rate parameter range selected:	6000 - 7525 (units: sqm)
Survey date date range:	01/01/05 - 04/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : L - FOOTBALL (5-a-side)  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

## Filtering Stage 2 selection:

Parameter: Number of pitches  
 Actual Range: 9 to 11 (units: )  
 Range Selected by User: 9 to 18 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 18/07/12

Selected survey days:

Wednesday	2 days
Friday	1 days
Saturday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3

## Filtering Stage 3 selection:

Use Class:

D2	4 days
----	--------

Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	2 days

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	2 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

Filtering Stage 3 selection (Cont.):

Travel Plan:

No

4 days

LIST OF SITES relevant to selection parameters

1	DV-07-L-01	GOALS		DEVON
	OUTLAND ROAD			
	CENTRAL PARK			
	PLYMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pitches:		10	
	Survey date:	WEDNESDAY	18/07/12	Survey Type: MANUAL
2	GC-07-L-01	GOALS		GLASGOW CITY
	POLLOKSHAW ROAD			
	STRATHBUNGO			
	GLASGOW			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pitches:		9	
	Survey date:	FRIDAY	03/10/08	Survey Type: MANUAL
3	HC-07-L-01	GOALS		HAMPSHIRE
	MILLBROOK POINT ROAD			
	SOUTHAMPTON			
	Edge of Town			
	Industrial Zone			
	Total Number of pitches:		11	
	Survey date:	WEDNESDAY	21/11/07	Survey Type: MANUAL
4	MS-07-L-01	POWERLEAGUE		MERSEYSIDE
	WHITTLE STREET			
	KIRKDALE			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pitches:		10	
	Survey date:	SATURDAY	23/06/07	Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
TV-07-L-02	Too high
WY-07-L-02	Too high

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	10	0.550	4	10	0.250	4	10	0.800
09:00 - 10:00	4	10	0.575	4	10	0.325	4	10	0.900
10:00 - 11:00	4	10	0.475	4	10	0.375	4	10	0.850
11:00 - 12:00	4	10	0.475	4	10	0.475	4	10	0.950
12:00 - 13:00	4	10	0.850	4	10	0.400	4	10	1.250
13:00 - 14:00	4	10	0.650	4	10	0.650	4	10	1.300
14:00 - 15:00	4	10	0.600	4	10	0.600	4	10	1.200
15:00 - 16:00	4	10	0.600	4	10	0.800	4	10	1.400
16:00 - 17:00	4	10	0.375	4	10	0.825	4	10	1.200
17:00 - 18:00	4	10	2.725	4	10	1.200	4	10	3.925
18:00 - 19:00	4	10	2.625	4	10	0.775	4	10	3.400
19:00 - 20:00	3	10	3.700	3	10	3.133	3	10	6.833
20:00 - 21:00	3	10	2.067	3	10	2.967	3	10	5.034
21:00 - 22:00	3	10	0.733	3	10	4.000	3	10	4.733
22:00 - 23:00	3	10	0.500	3	10	2.100	3	10	2.600
23:00 - 24:00	1	10	0.000	1	10	0.000	1	10	0.000
<b>Total Rates:</b>			<b>17.500</b>			<b>18.875</b>			<b>36.375</b>

## Parameter summary

Trip rate parameter range selected: 9 - 11 (units: )  
 Survey date date range: 01/01/05 - 18/07/12  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL OGVS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	10	0.050	4	10	0.050	4	10	0.100
09:00 - 10:00	4	10	0.025	4	10	0.025	4	10	0.050
10:00 - 11:00	4	10	0.025	4	10	0.025	4	10	0.050
11:00 - 12:00	4	10	0.000	4	10	0.000	4	10	0.000
12:00 - 13:00	4	10	0.000	4	10	0.000	4	10	0.000
13:00 - 14:00	4	10	0.000	4	10	0.000	4	10	0.000
14:00 - 15:00	4	10	0.000	4	10	0.000	4	10	0.000
15:00 - 16:00	4	10	0.000	4	10	0.000	4	10	0.000
16:00 - 17:00	4	10	0.025	4	10	0.025	4	10	0.050
17:00 - 18:00	4	10	0.000	4	10	0.000	4	10	0.000
18:00 - 19:00	4	10	0.025	4	10	0.025	4	10	0.050
19:00 - 20:00	3	10	0.000	3	10	0.000	3	10	0.000
20:00 - 21:00	3	10	0.000	3	10	0.000	3	10	0.000
21:00 - 22:00	3	10	0.000	3	10	0.000	3	10	0.000
22:00 - 23:00	3	10	0.000	3	10	0.000	3	10	0.000
23:00 - 24:00	1	10	0.000	1	10	0.000	1	10	0.000
<b>Total Rates:</b>			<b>0.150</b>			<b>0.150</b>			<b>0.300</b>

## Parameter summary

Trip rate parameter range selected: 9 - 11 (units: )  
 Survey date date range: 01/01/05 - 18/07/12  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2



TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL CYCLISTS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	10	0.150	4	10	0.025	4	10	0.175
09:00 - 10:00	4	10	0.125	4	10	0.050	4	10	0.175
10:00 - 11:00	4	10	0.025	4	10	0.000	4	10	0.025
11:00 - 12:00	4	10	0.050	4	10	0.000	4	10	0.050
12:00 - 13:00	4	10	0.000	4	10	0.000	4	10	0.000
13:00 - 14:00	4	10	0.050	4	10	0.050	4	10	0.100
14:00 - 15:00	4	10	0.025	4	10	0.025	4	10	0.050
15:00 - 16:00	4	10	0.000	4	10	0.175	4	10	0.175
16:00 - 17:00	4	10	0.025	4	10	0.100	4	10	0.125
17:00 - 18:00	4	10	0.075	4	10	0.050	4	10	0.125
18:00 - 19:00	4	10	0.125	4	10	0.000	4	10	0.125
19:00 - 20:00	3	10	0.000	3	10	0.133	3	10	0.133
20:00 - 21:00	3	10	0.000	3	10	0.000	3	10	0.000
21:00 - 22:00	3	10	0.000	3	10	0.033	3	10	0.033
22:00 - 23:00	3	10	0.000	3	10	0.067	3	10	0.067
23:00 - 24:00	1	10	0.000	1	10	0.000	1	10	0.000
<b>Total Rates:</b>			<b>0.650</b>			<b>0.708</b>			<b>1.358</b>

## Parameter summary

Trip rate parameter range selected: 9 - 11 (units: )  
 Survey date date range: 01/01/05 - 18/07/12  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	10	0.900	4	10	0.275	4	10	1.175
09:00 - 10:00	4	10	0.825	4	10	0.325	4	10	1.150
10:00 - 11:00	4	10	0.600	4	10	0.425	4	10	1.025
11:00 - 12:00	4	10	0.725	4	10	0.700	4	10	1.425
12:00 - 13:00	4	10	1.500	4	10	0.700	4	10	2.200
13:00 - 14:00	4	10	0.750	4	10	0.900	4	10	1.650
14:00 - 15:00	4	10	0.900	4	10	0.975	4	10	1.875
15:00 - 16:00	4	10	0.925	4	10	1.300	4	10	2.225
16:00 - 17:00	4	10	0.525	4	10	1.150	4	10	1.675
17:00 - 18:00	4	10	4.125	4	10	1.350	4	10	5.475
18:00 - 19:00	4	10	4.775	4	10	1.125	4	10	5.900
19:00 - 20:00	3	10	5.867	3	10	5.667	3	10	11.534
20:00 - 21:00	3	10	3.200	3	10	5.200	3	10	8.400
21:00 - 22:00	3	10	0.800	3	10	6.333	3	10	7.133
22:00 - 23:00	3	10	0.333	3	10	3.833	3	10	4.166
23:00 - 24:00	1	10	0.000	1	10	0.000	1	10	0.000
<b>Total Rates:</b>			<b>26.750</b>			<b>30.258</b>			<b>57.008</b>

## Parameter summary

Trip rate parameter range selected: 9 - 11 (units: )  
 Survey date date range: 01/01/05 - 18/07/12  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	10	0.650	4	10	0.150	4	10	0.800
09:00 - 10:00	4	10	0.325	4	10	0.175	4	10	0.500
10:00 - 11:00	4	10	2.150	4	10	0.400	4	10	2.550
11:00 - 12:00	4	10	1.675	4	10	1.000	4	10	2.675
12:00 - 13:00	4	10	1.300	4	10	1.000	4	10	2.300
13:00 - 14:00	4	10	0.825	4	10	2.625	4	10	3.450
14:00 - 15:00	4	10	1.075	4	10	1.100	4	10	2.175
15:00 - 16:00	4	10	0.650	4	10	1.175	4	10	1.825
16:00 - 17:00	4	10	0.825	4	10	0.925	4	10	1.750
17:00 - 18:00	4	10	0.575	4	10	0.675	4	10	1.250
18:00 - 19:00	4	10	1.150	4	10	0.375	4	10	1.525
19:00 - 20:00	3	10	1.000	3	10	1.233	3	10	2.233
20:00 - 21:00	3	10	0.967	3	10	0.600	3	10	1.567
21:00 - 22:00	3	10	0.367	3	10	0.933	3	10	1.300
22:00 - 23:00	3	10	0.100	3	10	0.367	3	10	0.467
23:00 - 24:00	1	10	0.000	1	10	1.500	1	10	1.500
<b>Total Rates:</b>			<b>13.634</b>			<b>14.233</b>			<b>27.867</b>

## Parameter summary

Trip rate parameter range selected: 9 - 11 (units: )  
 Survey date date range: 01/01/05 - 18/07/12  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	10	0.250	4	10	0.000	4	10	0.250
09:00 - 10:00	4	10	0.175	4	10	0.175	4	10	0.350
10:00 - 11:00	4	10	2.500	4	10	0.125	4	10	2.625
11:00 - 12:00	4	10	0.600	4	10	2.425	4	10	3.025
12:00 - 13:00	4	10	0.325	4	10	0.375	4	10	0.700
13:00 - 14:00	4	10	1.700	4	10	0.750	4	10	2.450
14:00 - 15:00	4	10	0.250	4	10	1.675	4	10	1.925
15:00 - 16:00	4	10	0.475	4	10	0.450	4	10	0.925
16:00 - 17:00	4	10	0.350	4	10	0.425	4	10	0.775
17:00 - 18:00	4	10	0.125	4	10	0.000	4	10	0.125
18:00 - 19:00	4	10	0.225	4	10	0.375	4	10	0.600
19:00 - 20:00	3	10	0.067	3	10	0.100	3	10	0.167
20:00 - 21:00	3	10	0.000	3	10	0.067	3	10	0.067
21:00 - 22:00	3	10	0.000	3	10	0.000	3	10	0.000
22:00 - 23:00	3	10	0.000	3	10	0.000	3	10	0.000
23:00 - 24:00	1	10	0.000	1	10	0.000	1	10	0.000
<b>Total Rates:</b>			<b>7.042</b>			<b>6.942</b>			<b>13.984</b>

## Parameter summary

Trip rate parameter range selected: 9 - 11 (units: )  
 Survey date date range: 01/01/05 - 18/07/12  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	10	1.950	4	10	0.450	4	10	2.400
09:00 - 10:00	4	10	1.450	4	10	0.725	4	10	2.175
10:00 - 11:00	4	10	5.275	4	10	0.950	4	10	6.225
11:00 - 12:00	4	10	3.050	4	10	4.125	4	10	7.175
12:00 - 13:00	4	10	3.125	4	10	2.075	4	10	5.200
13:00 - 14:00	4	10	3.325	4	10	4.325	4	10	7.650
14:00 - 15:00	4	10	2.250	4	10	3.775	4	10	6.025
15:00 - 16:00	4	10	2.050	4	10	3.100	4	10	5.150
16:00 - 17:00	4	10	1.725	4	10	2.600	4	10	4.325
17:00 - 18:00	4	10	4.900	4	10	2.075	4	10	6.975
18:00 - 19:00	4	10	6.275	4	10	1.875	4	10	8.150
19:00 - 20:00	3	10	6.933	3	10	7.133	3	10	14.066
20:00 - 21:00	3	10	4.167	3	10	5.867	3	10	10.034
21:00 - 22:00	3	10	1.167	3	10	7.300	3	10	8.467
22:00 - 23:00	3	10	0.433	3	10	4.267	3	10	4.700
23:00 - 24:00	1	10	0.000	1	10	1.500	1	10	1.500
<b>Total Rates:</b>			<b>48.075</b>			<b>52.142</b>			<b>100.217</b>

## Parameter summary

Trip rate parameter range selected: 9 - 11 (units: )  
 Survey date range: 01/01/05 - 18/07/12  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

## Appendix E

All	Row Labels	All	WFH	Bus	Motorcycle	Car driver	Passenger	Bike	Walk	Other	All	A34 N	A34S	140 (Oxford	A40 E	Freize Way	Kidlington	A4095 W	A4096 E	A4260	A44 north	A44 South	
	3 Aylesbury Vale 001	3	0	1	0	2	0	0	0	0	3	0.1%											0.1%
	1 Aylesbury Vale 002	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	3 Aylesbury Vale 004	3	0	0	0	3	0	0	0	0	3	0.1%											0.1%
	1 Aylesbury Vale 007	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	2 Aylesbury Vale 010	2	0	0	0	2	0	0	0	0	2	0.1%											0.1%
	1 Aylesbury Vale 021	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Aylesbury Vale 024	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	2 Birmingham 005	2	0	1	0	1	0	0	0	0	2	0.1%											0.1%
	1 Bournemouth 007	1	0	0	0	1	0	0	0	0	1	0.0%	0.0%										0.0%
	2 Bournemouth 009	2	0	0	0	1	1	0	0	0	2	0.1%	0.1%										0.1%
	1 Bournemouth 012	1	0	0	0	1	0	0	0	0	1	0.0%	0.0%										0.0%
	1 Bournemouth 016	1	0	0	0	1	0	0	0	0	1	0.0%	0.0%										0.0%
	1 Bracknell Forest 001	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Bracknell Forest 006	1	0	0	0	0	1	0	0	0	1	0.0%											0.0%
	1 Breckland 006	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	2 Bristol 036	2	0	1	0	0	0	0	1	0	2	0.1%											0.1%
	1 Broxbourne 008	1	0	0	0	0	0	0	1	0	1	0.0%											0.0%
	1 Cambridge 008	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Canterbury 012	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Central Bedfordshire 024	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Charnwood 014	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Cheltenham 001	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Cheltenham 007	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	2 Cheltenham 008	2	0	0	0	2	0	0	0	0	2	0.1%											0.1%
	1 Cheltenham 012	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	10 Cherwell 001	10	0	0	0	10	0	0	0	0	10	0.5%											0.5%
	10 Cherwell 002	10	0	0	0	8	1	1	0	0	10	0.5%											0.5%
	3 Cherwell 003	3	0	0	0	3	0	0	0	0	3	0.1%											0.1%
	9 Cherwell 004	9	0	0	0	9	0	0	0	0	9	0.4%											0.4%
	12 Cherwell 005	12	0	0	0	11	0	0	1	0	12	0.6%	0.6%										0.6%
	10 Cherwell 006	10	0	0	0	9	1	0	0	0	10	0.5%											0.5%
	8 Cherwell 007	8	0	0	0	8	0	0	0	0	8	0.4%											0.4%
	15 Cherwell 008	15	0	0	0	13	2	0	0	0	15	0.7%											0.7%
	18 Cherwell 009	18	0	0	1	13	3	0	1	0	18	0.9%											0.9%
	56 Cherwell 010	56	0	3	0	47	6	0	0	0	56	2.7%											2.7%
	17 Cherwell 011	17	0	0	0	16	1	0	0	0	17	0.8%											0.8%
	14 Cherwell 012	14	0	0	0	12	2	0	0	0	14	0.7%											0.7%
	14 Cherwell 013	14	0	0	0	1	11	0	1	1	14	0.7%	0.7%										0.7%
	14 Cherwell 014	14	0	0	0	13	1	0	0	0	14	0.7%											0.7%
	8 Cherwell 015	8	0	0	0	8	0	0	0	0	8	0.4%	0.4%										0.4%
	42 Cherwell 016	42	0	0	0	33	7	1	1	0	42	2.0%	2.0%										2.0%
	38 Cherwell 017	38	0	1	2	28	3	2	2	0	38	1.8%											1.8%
	22 Cherwell 018	22	0	3	1	15	2	1	0	0	22	1.1%											1.1%
	71 Cherwell 019	71	0	5	3	52	9	1	1	0	71	3.4%											3.4%
	1 Chichester 001	1	0	0	0	1	0	0	0	0	1	0.0%	0.0%										0.0%
	1 Chiltern 001	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Chiltern 006	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Chiltern 007	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Christchurch 002	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	2 Cornwall 003	2	0	0	0	0	0	0	2	0	2	0.1%	0.1%										0.1%
	2 Cotswold 001	2	0	0	0	2	0	0	0	0	2	0.1%											0.1%
	10 Cotswold 002	10	0	0	0	10	0	0	0	0	10	0.5%											0.5%
	5 Cotswold 003	5	0	0	0	5	0	0	0	0	5	0.2%											0.2%
	4 Cotswold 005	4	0	0	0	4	0	0	0	0	4	0.2%											0.2%
	1 Cotswold 007	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Cotswold 008	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Cotswold 009	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Coventry 034	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Coventry 042	1	0	0	0	0	0	0	1	0	1	0.0%											0.0%
	1 Croydon 022	1	0	0	0	0	0	0	0	0	1	0.0%											0.0%
	1 Dacorum 010	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Dartford 002	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Dartford 003	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Daventry 002	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	2 Daventry 007	2	0	0	0	2	0	0	0	0	2	0.1%											0.1%
	1 Daventry 009	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Derby 001	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	4 Derby 008	4	0	0	0	1	0	0	3	0	4	0.2%											0.2%
	2 Ealing 028	2	0	0	0	2	0	0	0	0	2	0.1%											0.1%
	1 East Dorset 012	1	0	0	0	1	0	0	0	0	1	0.0%	0.0%										0.0%
	1 Enfield 018	1	0	0	0	0	0	0	0	0	1	0.0%											0.0%
	1 Forest of Dean 003	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Gloucester 006	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Gloucester 009	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Greenwch 020	1	0	0	0	0	0	0	0	0	1	0.0%											0.0%
	1 Hackney 018	1	0	1	0	0	0	0	0	0	1	0.0%											0.0%
	1 Hackney 019	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Hammersmith and Fulham	1	0	0	0	0	1	0	0	0	1	0.0%											0.0%
	1 Hammersmith and Fulham	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Harborough 003	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Harborough 008	1	0	0	0	0	1	0	0	0	1	0.0%											0.0%
	2 Hart 004	2	0	0	0	2	0	0	0	0	2	0.1%											0.1%
	1 Herefordshire 011	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Herefordshire 015	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Herefordshire 021	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Herefordshire 023	1	0	0	0	1	0	0	0	0	1	0.0%											0.0%
	1 Hinckley and Bosworth 011	1	0	0	0	1	0	0	0	0	1	0.0%	0.0%										0.0%
	2 Hinckley and Bosworth 011	2	0	0	0	2	0	0	0														





Employment Distribution

		Strategic Distribution											Total A44 south of Woodstock	Local Distribution			
		A34 N	A34S	A40 (Oxford)	A40 E	Freize Way	Kidlington	A4095 W	A4096 E	A4260	A44 north	A44 north		Shipton Road	Upper campsfield		
West Oxfordshire 004	West Oxfordshire 004	539	19.8%										19.8%	0%	19.8%		
West Oxfordshire 004	Oxford 008	324	11.9%	11.9%										12%			
West Oxfordshire 004	Cherwell 019	215	7.9%					7.9%						8%			
West Oxfordshire 004	Oxford 006	155	5.7%		5.7%									6%			
West Oxfordshire 004	West Oxfordshire 010	148	5.4%						5.4%					0%			
West Oxfordshire 004	Oxford 010	73	2.7%			2.7%								3%			
West Oxfordshire 004	West Oxfordshire 011	70	2.6%						2.6%					0%			
West Oxfordshire 004	Oxford 009	69	2.5%		2.5%									3%			
West Oxfordshire 004	Oxford 013	66	2.4%		2.4%									2%			
West Oxfordshire 004	Cherwell 016	66	2.4%	2.4%										2%			
West Oxfordshire 004	West Oxfordshire 006	64	2.3%						2.3%					0%			
West Oxfordshire 004	Cherwell 017	55	2.0%					2.0%						2%			
West Oxfordshire 004	Oxford 002	53	1.9%			1.9%								2%			
West Oxfordshire 004	Oxford 015	50	1.8%		1.8%									2%			
West Oxfordshire 004	West Oxfordshire 002	41	1.5%									1.5%		0%			
West Oxfordshire 004	Oxford 003	40	1.5%			1.5%								1%			
West Oxfordshire 004	West Oxfordshire 008	38	1.4%						1.4%					0%			
West Oxfordshire 004	Vale of White Horse 002	36	1.3%		1.3%									1%			
West Oxfordshire 004	West Oxfordshire 007	35	1.3%						1.3%					0%			
West Oxfordshire 004	West Oxfordshire 009	34	1.2%						1.2%					0%			
West Oxfordshire 004	Vale of White Horse 006	32	1.2%						1.2%					0%			
West Oxfordshire 004	West Oxfordshire 005	29	1.1%						1.1%					0%			
West Oxfordshire 004	Cherwell 010	28	1.0%							1.0%				0%			
West Oxfordshire 004	Cherwell 004	27	1.0%								1.0%			0%			
West Oxfordshire 004	Vale of White Horse 015	24	0.9%		0.9%									1%			
West Oxfordshire 004	West Oxfordshire 001	24	0.9%									0.9%		0%			
West Oxfordshire 004	Oxford 001	23	0.8%									0.8%		0%			
West Oxfordshire 004	Cherwell 013	22	0.8%	0.8%										1%			
West Oxfordshire 004	Oxford 011	22	0.8%			0.8%								1%			
West Oxfordshire 004	Oxford 016	22	0.8%		0.8%									1%			
West Oxfordshire 004	Cherwell 015	19	0.7%	0.7%										1%			
West Oxfordshire 004	Cherwell 006	17	0.6%	0.6%										1%			
West Oxfordshire 004	Vale of White Horse 001	16	0.6%		0.6%									1%			
West Oxfordshire 004	West Oxfordshire 003	16	0.6%									0.6%		0%			
West Oxfordshire 004	West Oxfordshire 014	15	0.6%						0.6%					0%			
West Oxfordshire 004	Westminster 018	13	0.5%				0.5%							0%			
West Oxfordshire 004	South Oxfordshire 011	12	0.4%		0.4%									0%			
West Oxfordshire 004	West Oxfordshire 015	12	0.4%						0.4%					0%			
West Oxfordshire 004	Vale of White Horse 003	12	0.4%		0.4%									0%			
West Oxfordshire 004	Oxford 007	11	0.4%				0.4%							0%			
West Oxfordshire 004	Vale of White Horse 007	11	0.4%		0.4%									0%			
West Oxfordshire 004	West Oxfordshire 012	10	0.4%						0.4%					0%			
West Oxfordshire 004	Oxford 014	10	0.4%		0.4%									0%			
West Oxfordshire 004	South Oxfordshire 004	10	0.4%				0.4%							0%			
West Oxfordshire 004	Vale of White Horse 010	10	0.4%		0.4%									0%			
West Oxfordshire 004	Oxford 005	9	0.3%				0.3%							0%			
West Oxfordshire 004	Cherwell 009	9	0.3%				0.3%							0%			
West Oxfordshire 004	City of London 001	9	0.3%				0.3%							0%			
West Oxfordshire 004	Cherwell 008	9	0.3%				0.3%							0%			
West Oxfordshire 004	South Oxfordshire 002	9	0.3%				0.3%							0%			
West Oxfordshire 004	Cherwell 018	8	0.3%						0.3%					0%			
West Oxfordshire 004	Stratford-on-Avon 013	8	0.3%	0.3%										0%			
West Oxfordshire 004	Milton Keynes 014	7	0.3%	0.3%										0%			
West Oxfordshire 004	Cherwell 014	7	0.3%				0.3%							0%			
West Oxfordshire 004	Cherwell 011	7	0.3%				0.3%							0%			
West Oxfordshire 004	Wycombe 015	6	0.2%	0.2%										0%			
West Oxfordshire 004	Oxford 018	6	0.2%				0.2%							0%			
West Oxfordshire 004	Westminster 020	6	0.2%				0.2%							0%			
West Oxfordshire 004	Aylesbury Vale 004	6	0.2%				0.2%							0%			
		2724	100%	5%	24%	10%	7%	0%	10%	18%	1%	1%	24%	56%			

## Appendix F

**MMTP for DTA Transportation**  
**Woodstock East: L&R Patronage - Initial Estimate**

Version: 0'8c - AM 07-10  
 Date: 27-Oct-14  
 By: TKH

**Method of Travel to Work (QS701EW)**

Travel-to-Work Status	Cherwell 010	Cherwell 016C	West Oxfordshire 001	West Oxfordshire 002	West Oxfordshire 003B	West Oxfordshire 004 less 004D & 004E	West Oxfordshire 005	West Oxfordshire 006B	West Oxfordshire 006C	West Oxfordshire 006D	West Oxfordshire 007B	West Oxfordshire 007C	Total
All Usual Residents Aged 16 to 74	5,537	1,180	4,606	4,321	1,401	3,651	4,093	1,054	862	1,129	782	1,108	29,724
Work Mainly at or From Home	430	73	280	444	162	271	309	62	49	63	81	68	2,292
Underground, Metro, Light Rail, Tram	13	1	5	5	4	9	10	2	0	1	2	0	52
Train	171	12	46	114	49	91	195	29	33	18	8	19	785
Bus, Minibus or Coach	96	62	115	88	24	108	103	30	18	39	16	14	713
Taxi	3	2	21	5	1	5	5	0	0	1	2	2	47
Motorcycle, Scooter or Moped	24	13	14	25	7	27	22	2	7	6	2	14	163
Driving a Car or Van	2,755	586	2,024	2,043	604	1,785	1,870	557	397	569	393	599	14,182
Passenger in a Car or Van	156	51	171	121	41	96	109	26	31	44	16	36	898
Bicycle	40	20	20	41	15	57	51	19	21	20	16	20	340
On Foot	219	24	660	247	77	150	195	34	40	38	41	36	1,761
Other Method of Travel to Work	25	6	14	29	12	10	23	2	4	4	3	5	137
Not in Employment	1,605	330	1,236	1,159	405	1,042	1,201	291	262	326	202	295	8,354
Travel-to-Work - all modes persons	3,502	777	3,090	2,718	834	2,338	2,583	701	551	740	499	745	19,078
Bus, Minibus or Coach persons mode share	96	62	115	88	24	108	103	30	18	39	16	14	713
	2.7%	8.0%	3.7%	3.2%	2.9%	4.6%	4.0%	4.3%	3.3%	5.3%	3.2%	1.9%	3.7%
With Link&Ride:													
Woodstock bus mode share	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	
difference c.f. base	7.6%	2.3%	6.6%	7.1%	7.4%	5.7%	6.3%	6.0%	7.0%	5.0%	7.1%	8.4%	
potential commuters attracted to bus	266	18	204	193	62	133	163	42	39	37	35	63	1,255
proportion deterred by interchange	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
commuters attracted to bus link&ride	133	9	102	97	31	67	82	21	20	19	18	32	631
link&ride share of all travel-to-work	3.8%	1.2%	3.3%	3.6%	3.7%	2.9%	3.2%	3.0%	3.6%	2.6%	3.6%	4.3%	3.3%
Weekday Trips, 2011													
weekday proportion of commuting	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	
adjustment for non-attendance days	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
typical weekday link&ride users	104	7	80	76	24	53	64	16	16	15	14	25	494
Weekday Trips, 2031 Growth Factor	1.153	1.153	1.099	1.099	1.099	1.099	1.099	1.099	1.099	1.099	1.099	1.099	
typical weekday link&ride users	120	8	88	84	26	58	70	18	18	16	15	27	548
one-way trips per day worked	2	2	2	2	2	2	2	2	2	2	2	2	
one-way link&ride trips per weekday	240	16	176	168	52	116	140	36	36	32	30	54	1096
car occupancy factor	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	
link&ride car-driver trips per weekday	200	13	147	140	43	97	117	30	30	27	25	45	914
Peak Hour Trips, 2031													
0700-0759	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	
	32	2	23	22	7	15	19	5	5	4	4	7	145
0800-0859	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	
	28	2	21	20	6	14	17	4	4	4	4	6	130
0900-0959	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	
	7	0	5	5	2	4	4	1	1	1	1	2	33
AM peak													308
1600-1659	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	
	18	1	13	13	4	9	11	3	3	2	2	4	83
1700-1759	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	
	30	2	22	21	6	14	17	4	4	4	4	7	135
1800-1859	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	
	14	1	10	10	3	7	8	2	2	2	2	3	64
PM peak													282

**MMTP for DTA Transportation**  
**Woodstock East: L&R Patronage - Initial Estimate**

Version: 0'8c - AM 06-09  
 Date: 27-Oct-14  
 By: TKH

**Method of Travel to Work (QS701EW)**

Travel-to-Work Status	Cherwell 010	Cherwell 016C	West Oxfordshire 001	West Oxfordshire 002	West Oxfordshire 003B	West Oxfordshire 004 less 004D & 004E	West Oxfordshire 005	West Oxfordshire 006B	West Oxfordshire 006C	West Oxfordshire 006D	West Oxfordshire 007B	West Oxfordshire 007C	Total
All Usual Residents Aged 16 to 74	5,537	1,180	4,606	4,321	1,401	3,651	4,093	1,054	862	1,129	782	1,108	29,724
Work Mainly at or From Home	430	73	280	444	162	271	309	62	49	63	81	68	2,292
Underground, Metro, Light Rail, Tram	13	1	5	5	4	9	10	2	0	1	2	0	52
Train	171	12	46	114	49	91	195	29	33	18	8	19	785
Bus, Minibus or Coach	96	62	115	88	24	108	103	30	18	39	16	14	713
Taxi	3	2	21	5	1	5	5	0	0	1	2	2	47
Motorcycle, Scooter or Moped	24	13	14	25	7	27	22	2	7	6	2	14	163
Driving a Car or Van	2,755	586	2,024	2,043	604	1,785	1,870	557	397	569	393	599	14,182
Passenger in a Car or Van	156	51	171	121	41	96	109	26	31	44	16	36	898
Bicycle	40	20	20	41	15	57	51	19	21	20	16	20	340
On Foot	219	24	660	247	77	150	195	34	40	38	41	36	1,761
Other Method of Travel to Work	25	6	14	29	12	10	23	2	4	4	3	5	137
Not in Employment	1,605	330	1,236	1,159	405	1,042	1,201	291	262	326	202	295	8,354
Travel-to-Work - all modes persons	3,502	777	3,090	2,718	834	2,338	2,583	701	551	740	499	745	19,078
Bus, Minibus or Coach persons mode share	96	62	115	88	24	108	103	30	18	39	16	14	713
	2.7%	8.0%	3.7%	3.2%	2.9%	4.6%	4.0%	4.3%	3.3%	5.3%	3.2%	1.9%	3.7%
With Link&Ride:													
Woodstock bus mode share	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	10.3%	
difference c.f. base	7.6%	2.3%	6.6%	7.1%	7.4%	5.7%	6.3%	6.0%	7.0%	5.0%	7.1%	8.4%	
potential commuters attracted to bus	266	18	204	193	62	133	163	42	39	37	35	63	1,255
proportion deterred by interchange	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
commuters attracted to bus link&ride	133	9	102	97	31	67	82	21	20	19	18	32	631
link&ride share of all travel-to-work	3.8%	1.2%	3.3%	3.6%	3.7%	2.9%	3.2%	3.0%	3.6%	2.6%	3.6%	4.3%	3.3%
Weekday Trips, 2011													
weekday proportion of commuting	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	90.2%	
adjustment for non-attendance days	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
typical weekday link&ride users	104	7	80	76	24	53	64	16	16	15	14	25	494
Weekday Trips, 2031 Growth Factor	1.153	1.153	1.099	1.099	1.099	1.099	1.099	1.099	1.099	1.099	1.099	1.099	
typical weekday link&ride users	120	8	88	84	26	58	70	18	18	16	15	27	548
one-way trips per day worked	2	2	2	2	2	2	2	2	2	2	2	2	
one-way link&ride trips per weekday	240	16	176	168	52	116	140	36	36	32	30	54	1096
car occupancy factor	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	
link&ride car-driver trips per weekday	200	13	147	140	43	97	117	30	30	27	25	45	914
Peak Hour Trips, 2031													
0600-0659	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	
	14	1	10	10	3	7	8	2	2	2	2	3	64
0700-0759	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	15.9%	
	32	2	23	22	7	15	19	5	5	4	4	7	145
0800-0859	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	14.2%	
	28	2	21	20	6	14	17	4	4	4	4	6	130
AM peak													339
1600-1659	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	9.2%	
	18	1	13	13	4	9	11	3	3	2	2	4	83
1700-1759	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	14.8%	
	30	2	22	21	6	14	17	4	4	4	4	7	135
1800-1859	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%	
	14	1	10	10	3	7	8	2	2	2	2	3	64
PM peak													282

## Appendix G

## Appendix H

**Environment & Economy  
Speedwell House  
Speedwell Street  
Oxford OX1 1NE**

**Sue Scane  
Director for Environment &  
Economy**

**IMPORTANT**

Woodstock Town Centre  
Parking Review  
CONSULTATION DOCUMENTS  
Please Read

**June 2014**

Dear Sir / Madam

**Woodstock Town Centre Parking Review**

A review of parking in Woodstock is being carried out in order to provide increased parking opportunities in the Town Centre. There is currently a confusing mixture of waiting times and 'no return' periods, combined with 'light touch' enforcement. Parking Surveys have indicated that a high percentage of vehicles exceed the current waiting limits.

In response we are proposing to standardise waiting limits and 'no return' periods to 2 hours, combined with an increased level of enforcement. A preliminary Consultation, carried out by Woodstock Town Council, has indicated a high level of support for this approach.

Exceptions to the 2 hour waiting limit would be short lengths of one hour parking in the vicinity of the High Street Co-Op and the Park Street Post Office, to improve amenities for those premises and their 'short-stay' customers, together with some retained 3 hour parking at the western end of Park Street to assist residents and their visitors.

These Proposals also provide for additional Double Yellow Lines on the northern side of the Upper Brook Hill, Brook Hill and Union Street junction to improve road safety.

In Rectory Lane a length of Double Yellow Line adjacent to the Churchyard would be converted to 2 hour parking and the Taxi Space in Oxford Street would be converted to a Disabled Persons Parking Space (DPPP). Additional DPPP's are proposed adjacent to the Co-Op in High Street and in front of the Community Centre in New Road.

Please find enclosed Plan of the Proposals and Frequently Asked Question document, together with a copy of the Public Notice which is appearing in the Local Press.

Any objections to the Proposals, specifying the grounds on which they are made, and any other representations, should be sent in writing to the Director for Environment and Economy (ref.DMT/DG/TRO) no later than 18<sup>th</sup> July 2014. Responses can be made by letter or by email. Any objections received will be reported to the Councils Cabinet Member for Environment for determination at a public meeting during which members of the public may speak.

Yours faithfully



**Dean Gildea  
Senior Traffic Technician**

Direct line: 01865 81 5724  
Email: [dean.gildea@oxfordshire.gov.uk](mailto:dean.gildea@oxfordshire.gov.uk)  
[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

**Enc**

Formal Notice:

**OXFORDSHIRE COUNTY COUNCIL  
(VARIOUS ROADS - WEST OXFORDSHIRE)  
(PROHIBITION AND RESTRICTION OF WAITING AND PERMITTED PARKING)  
(VARIATION NO.7\*) ORDER 20\*\*  
(WEST OXFORDSHIRE DISTRICT) (DISABLED PERSONS PARKING PLACES)  
(VARIATION No.9\*) (ORDER 20\*\***

NOTICE IS HEREBY GIVEN that Oxfordshire County Council proposes to make the above orders under the Road Traffic Regulation Act 1984 and all other enabling powers. The orders will further amend the Oxfordshire County Council (Various Roads - West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) order 2012, and (The West Oxfordshire District) (Disabled Persons Parking Places) (Order 2006) as amended.

The effect of the proposed orders is mainly to standardise waiting limits in Woodstock Town Centre (High Street, Oxford Street, Market Street and parts of Park Street and Market Street and Market Place). The existing 1 hour and 3 hour Parking will be changed predominantly to '2 hour parking with no return for 2 hours, 8-00am to 6-00pm Monday to Saturday`.

Exceptions to the 2 hour limit would be short lengths of 1 hour parking in the vicinity of the Co-Op and the Post Office to improve amenities for 'short-stay' customers; some `3 hour parking no return for 2 hours 8-00am to 6-00pm Monday to Saturday` will also be retained at the western end of Park Street.

Further 2 hour parking spaces are proposed adjacent to the churchyard in Rectory Lane; and the Taxi Space in Oxford Street would be converted to a Disabled Persons Parking Space (DPPP). Additional DPPPs are proposed in the vicinity of the Co-Op and by the Community Centre in New Road.

The proposals also provide for Double Yellow Lines on the northern side of the Upper Brook Hill / Brook Hill/ Union Street junction to improve road safety.

Administratively, some wordings have also been changed within the schedules to better clarify description of restrictions marked on the roads.

Copies of the existing and the proposed orders and plans, together with a copy of this notice and the Statement of Reasons for making the Order may be inspected at County Hall, Oxford OX1 1ND, between 9am and 4.30pm Monday to Friday; and Woodstock Library, Hensington Road, Woodstock, OX20 1JQ, Monday & Friday 1pm to 7pm, Tuesday & Saturday 9.30am to 1pm, Wednesday 9.30am to 5pm.

Objections to the proposals specifying the grounds on which they are made and any other representations should be sent in writing to the address given below (quoting ref. DMT/DG/TRO) no later than 18 July 2014.

The Council will consider any objections and representations received in response to this notice. They may be disseminated widely for these purposes and made available to the public.

Traffic Regulations Team (Ref. DMT/DG/TRO) on behalf of the Director for Environment & Economy, Speedwell House, Oxford OX1 1NE. 0845 3101111



## **Finding a Place to Park – DRAFT COPY TO COUNCILLORS, OCC AND WODC**

Parking in Woodstock is a nightmare! Or is it? We needed to separate the myths from reality and to see what changes were needed that would keep the town centre convenient for residents, for businesses and for visitors.

Oxfordshire County Council (OCC) is responsible for designating on street parking areas and they have appointed West Oxfordshire District Council (WODC) to act as their agents for the purposes of enforcement. WODC also manage the Hensington Road car park. Woodstock Town Council (WTC) has no direct responsibility for parking whether on-street or off-street.

The town council asked OCC and WODC to review the parking arrangements in the town centre area with a view to enacting any changes that might help the overall availability and convenience of parking. They conducted a survey in July 2013 and their headline findings were:-

- Up to 1 in 5 drivers overstay their allotted parking times
- There is a complicated mix of 1 hour, 2 hour and 3 hour parking, often within the same street
- The level of enforcement exercised by WODC is “light touch”
- There is an apparent lack of adequate “turn-over” of parking spaces
- The Hensington Road car park may be under utilised and there are also allegations that commuters to Oxford take advantage of the free parking.

Following from the survey OCC and WODC agreed to consider changes provided the Town Council formally supported such changes and conducted a consultation with residents to determine the level of popular support. Subject to the results of the consultation OCC and WODC would put in train the processes for changes to the regulations and enforcement levels. There were a number of pre-conditions laid down by WODC OCC and WTC as follows.

For reasons of policy, cost and administration, WODC and OCC have ruled out a residents parking scheme for the foreseeable future.

WODC’s flagship policy of no charges for parking will remain

All three Councils agree that with the exception of the junctions of Union Street with Upper and Lower Brook Hill there should be no reduction in the overall number of available parking areas within the town centre and if possible there should be some increase.

The consultation ran through December 2013 and January 2014 and questionnaires were delivered to every household in the town. The questionnaire was also posted on the WTC website and was published in the Woodstock and Bladon News. Wootton and Stonesfield parishes were also invited to publish the questionnaire locally. Responses were collected online, from the Town Hall and from the Library.

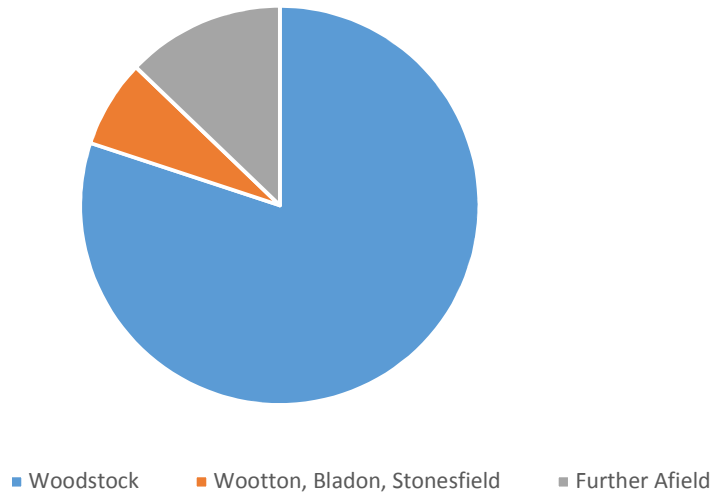
354 people replied to our questionnaire, 281 from Woodstock, 25 from Wootton, Bladon and Stonesfield, and 48 from further afield. The 281 responses from Woodstock residents represents about 18% of households. Here are the results:-

**Ques 1 & 2. What is your postcode? Are you a resident of Woodstock; Bladon, Wootton of Stonesfield parishes; or are you from further afield?.**

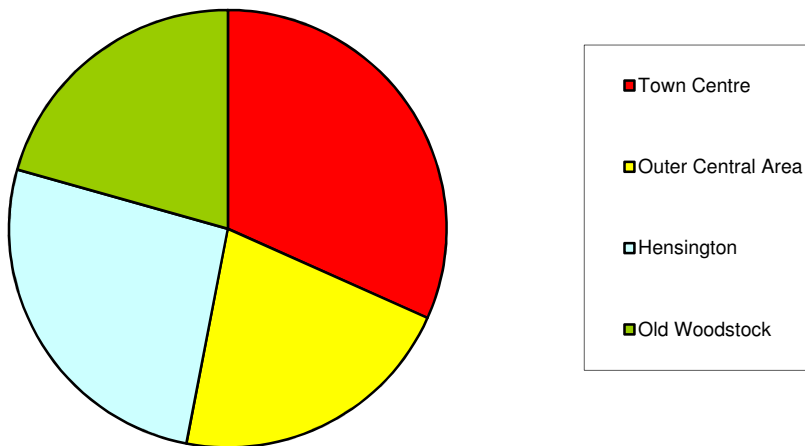
People’s perceptions of town centre parking varies according to where they live. Residents of the town centre probably don’t need to drive and park when popping out to the Coop for some supplies. For residents from beyond Woodstock, (and perhaps for those living in Old Woodstock or the far end of Shipton Road) car parking is a bigger concern. So too is it for disabled drivers. In analysing the results of the consultation survey we have grouped responses into postcode group area. We set up five group zones which we have rather imprecisely called “Town Centre” (Central Area on the Map); “Outer Central Area”,



## Where respondents live

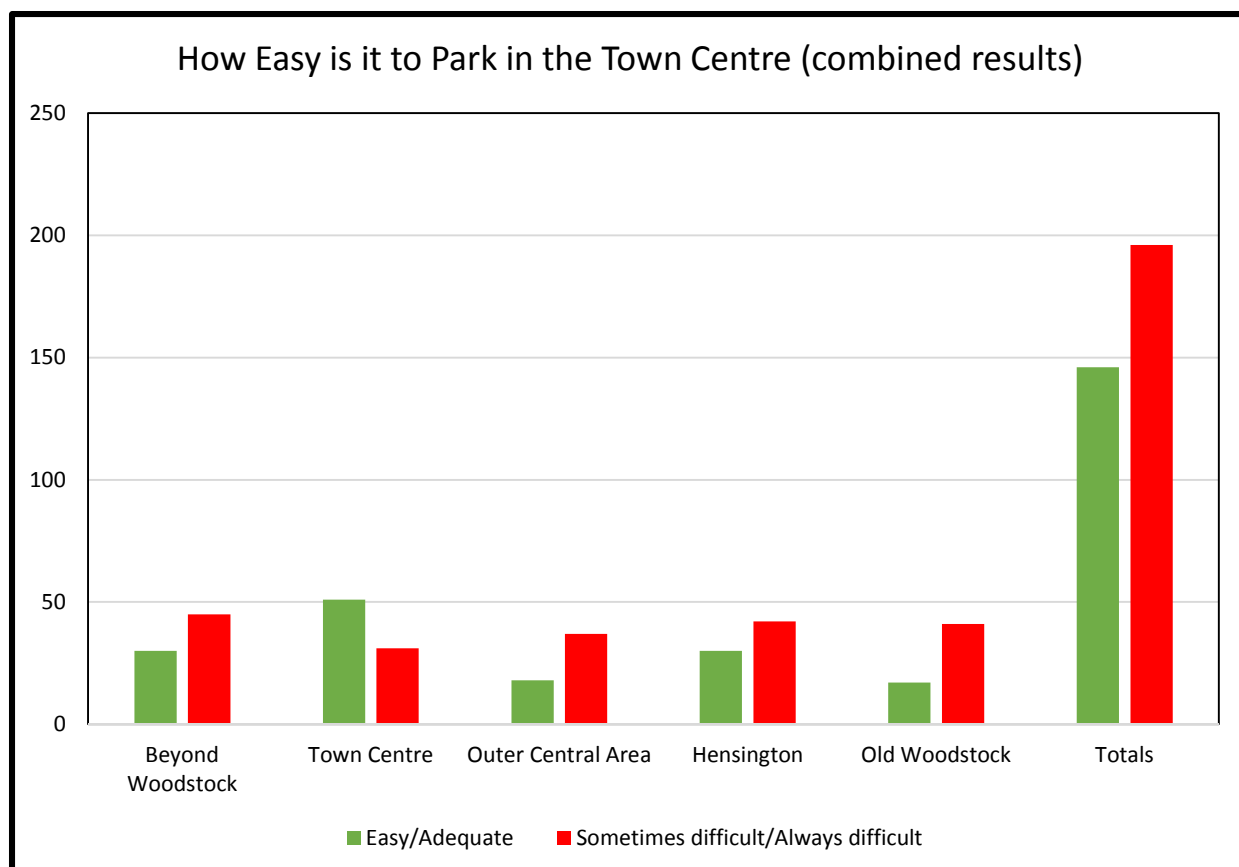
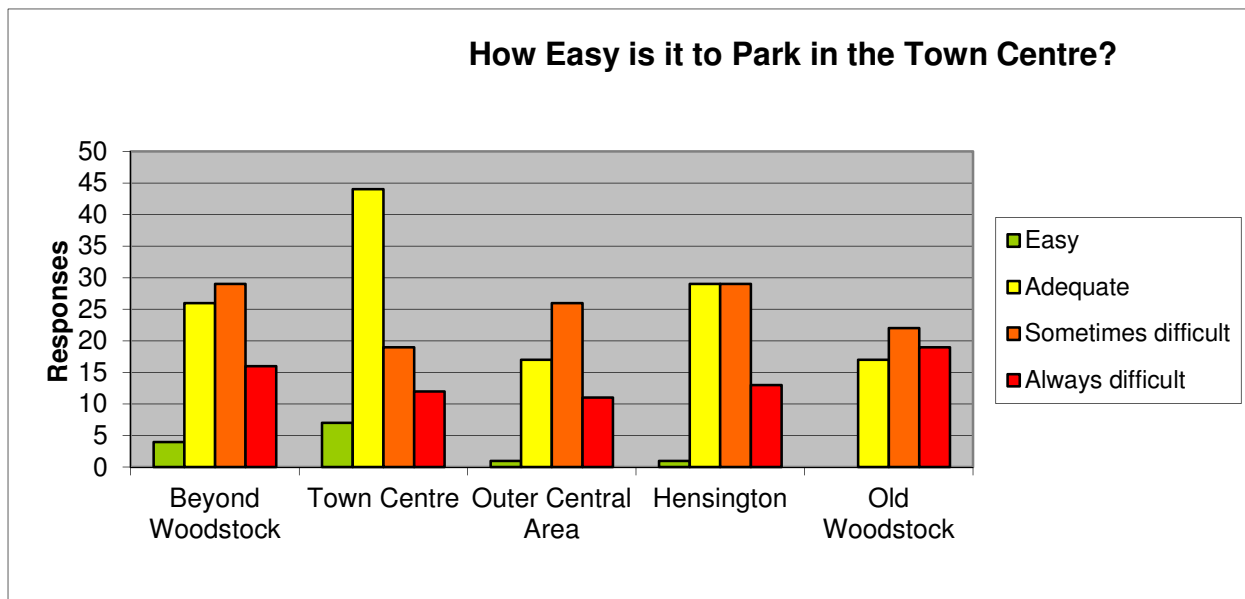


## Where Woodstock respondents live



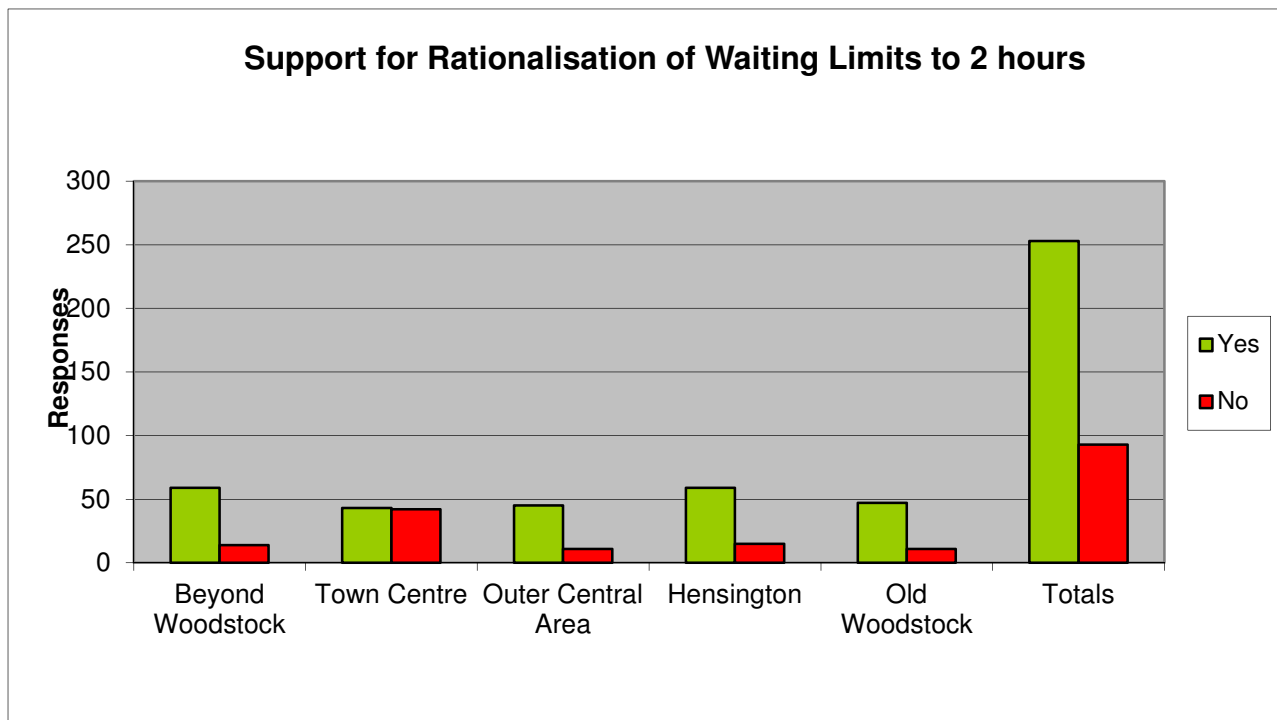
**Ques. 3 Are you always able to park when you drive to Woodstock town centre?**

Most people thought parking was either “sometimes” or “almost always” difficult. Nearly 200 respondents thought so, as against nearly 150 who thought parking was either “easy” or “adequate”. That level of concern is reflected in the responses from “Beyond Woodstock”, “Outer Central Area”, “Hensington”, and “Old Woodstock”. However, in the Town Centre area more people thought parking was “Easy” or “Adequate”. Perhaps this is to be expected since town centre residents are less likely to use their cars for shopping or visiting the town. However, many town centre residents have a different problem, namely the lack of off-road parking. Some do have garages but many do not and this is reflected in the significant demand for a resident’s parking scheme (see comments later)



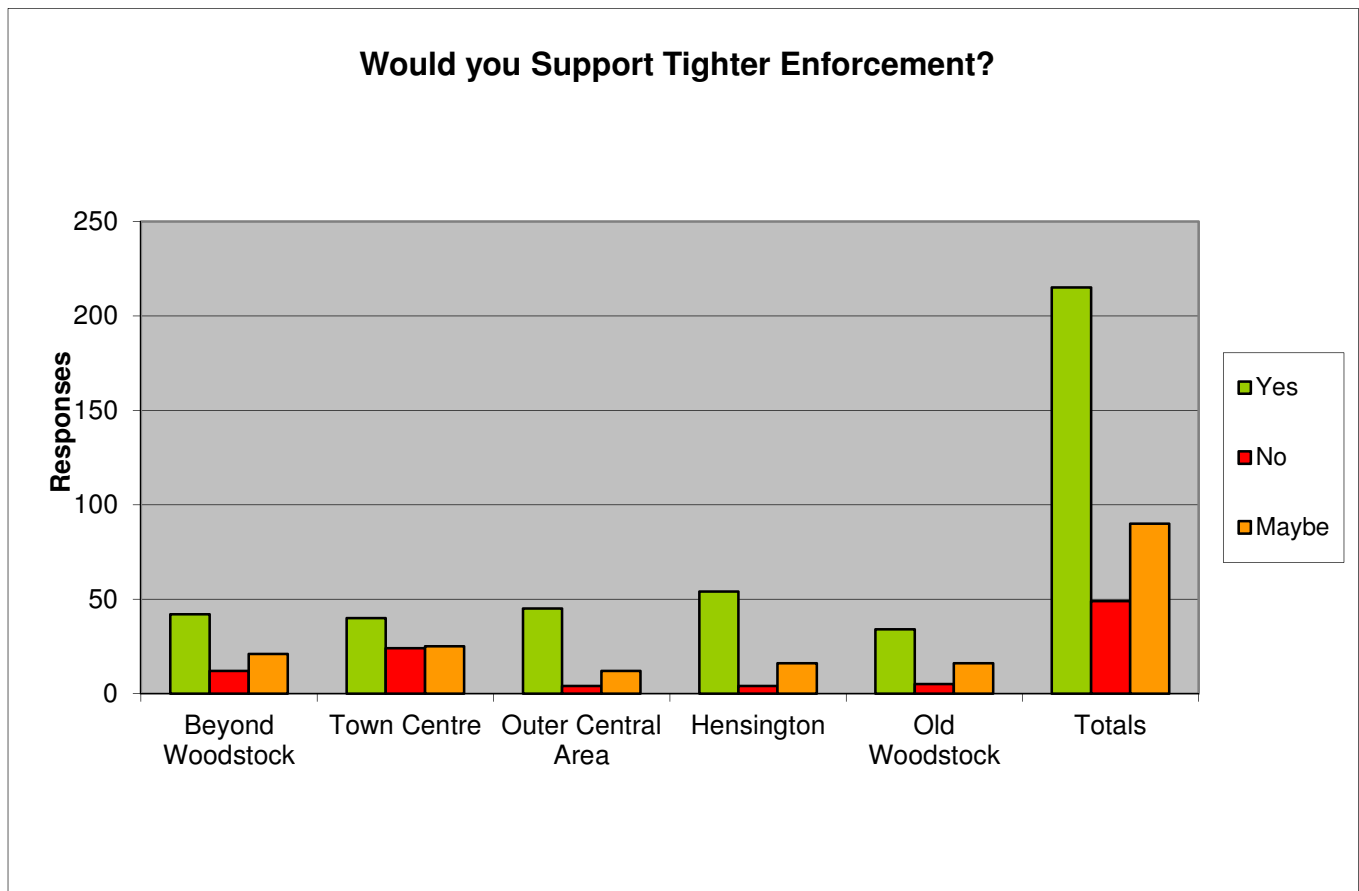
**Ques 4. Would you support changing the present 1-hour, 2-hour and 3-hour parking areas to all 2-hour parking areas in the interests of simplicity and ease of understanding?**

There is overwhelming support for a rationalisation of parking time limits to 2 hours. Nearly 75% of respondents support such a change. However, a significant minority thought that longer periods were needed for visitors using the restaurants and a number of respondents also thought shorter times useful near the Coop and the Post Office for quick calls. The Hensington Road Car Park is suitable for longer stays and perhaps needs to be better promoted. There were many useful comments on parking time limits (see comments later)



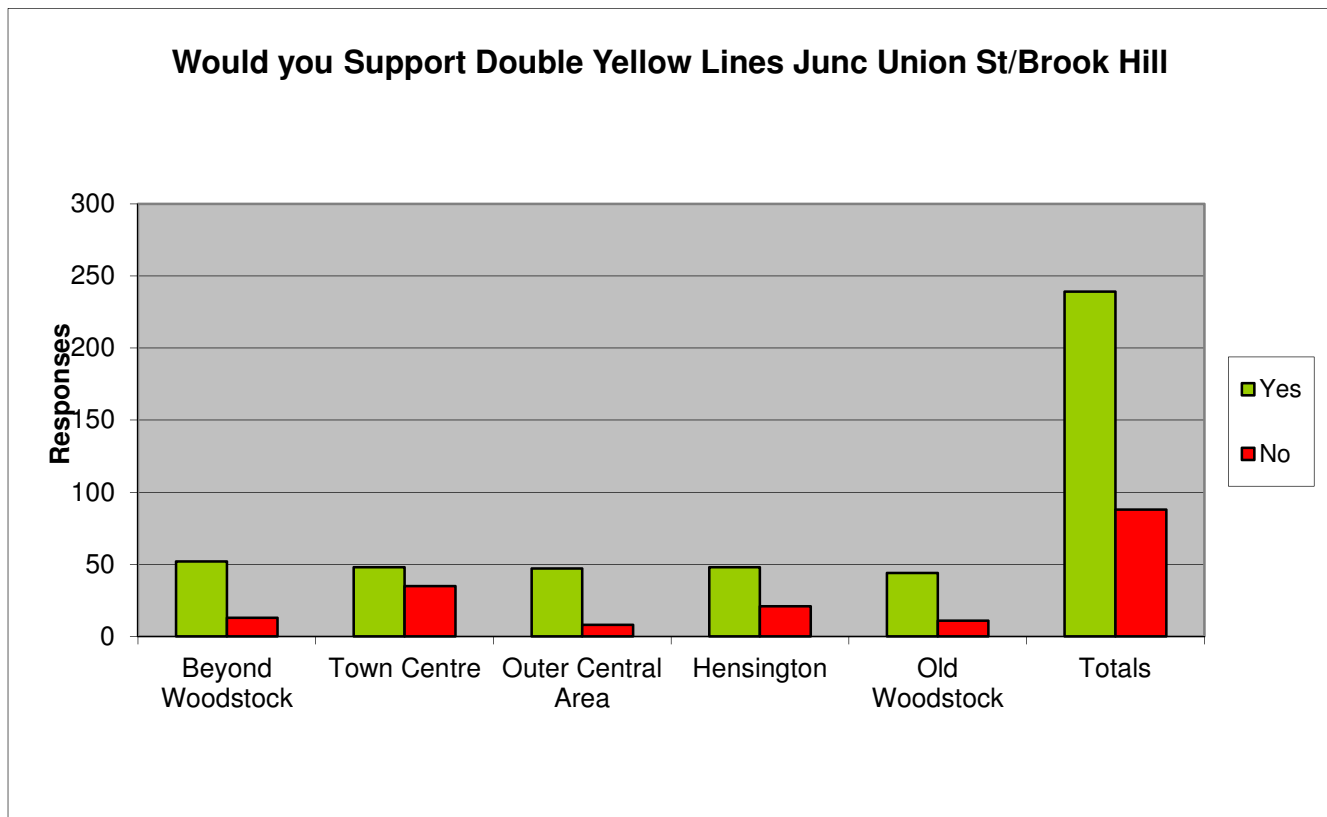
**Ques 5. Do you agree that tighter enforcement by the Authorities would result in a quicker turn-over of parking spaces?**

There is overwhelming support for a tighter parking enforcement regime and many respondents saw this as the key issue rather than the parking time limits.



**Ques 6. Do you support “No Waiting At Any Time” on all sides of the road at the junction of Union Street/Lower and Upper Brook Hill?**

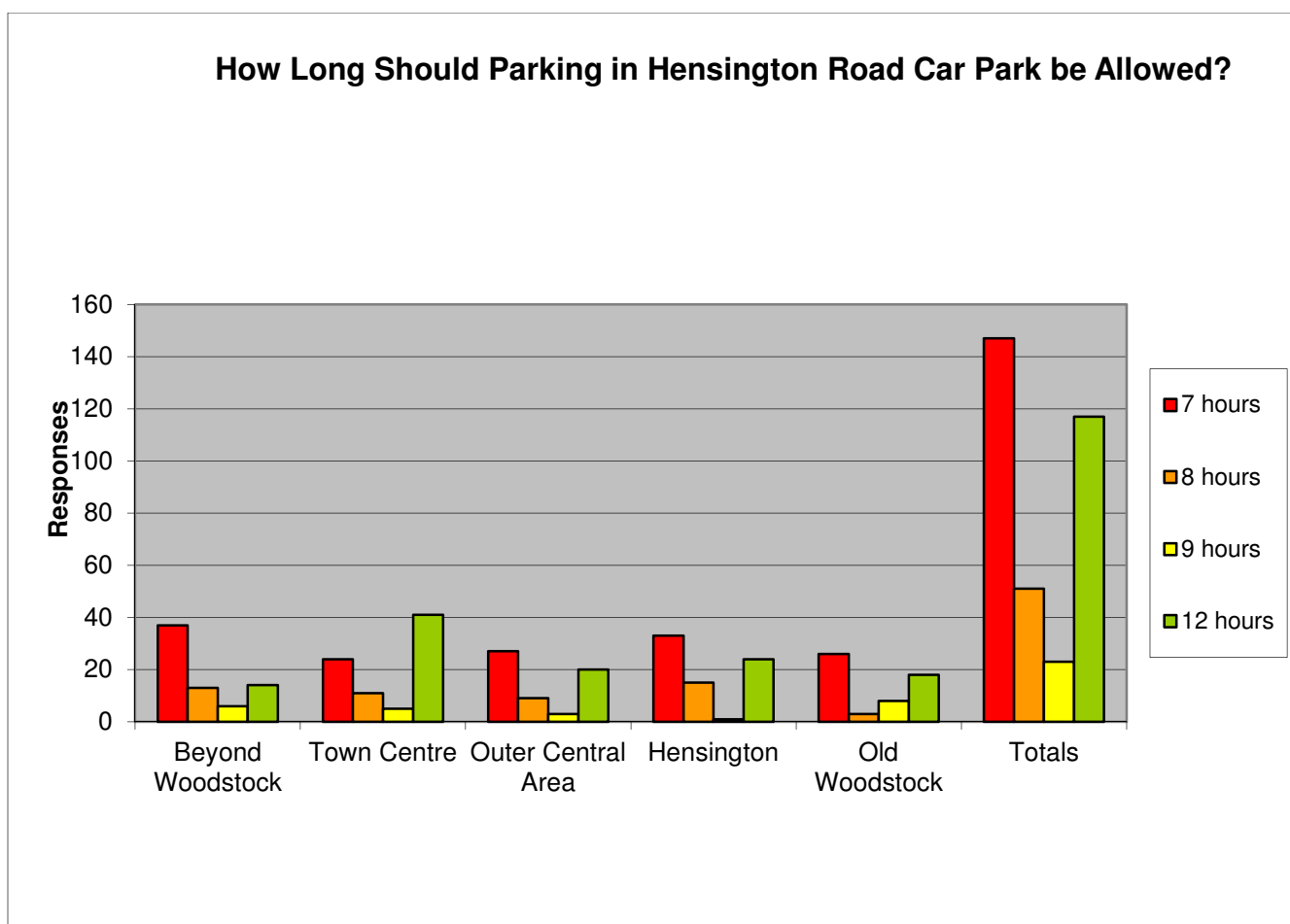
There is overwhelming support for further parking restrictions in the vicinity of this blind road junction.



**Ques 7. Do you support the idea of limiting the parking period in the Hensington Road Car Park in order to prevent its use by commuter park-and-riding to Oxford?**

Views on the length of stay that should be allowed in the Hensington Road Car Park are variable. Although the majority favour a 7 hour parking limit, a sizeable minority 32%, want to retain the present 12 hour period. Many pointed out that if town centre parking is to be enforced more tightly some town centre residents and town businesses and their employees will be looking elsewhere for longer stay parking. This would be an argument for retaining the status quo in the Car Park. Against that is the belief that the free parking for Oxford commuters serves little benefit to Woodstock or its businesses and should be discouraged.

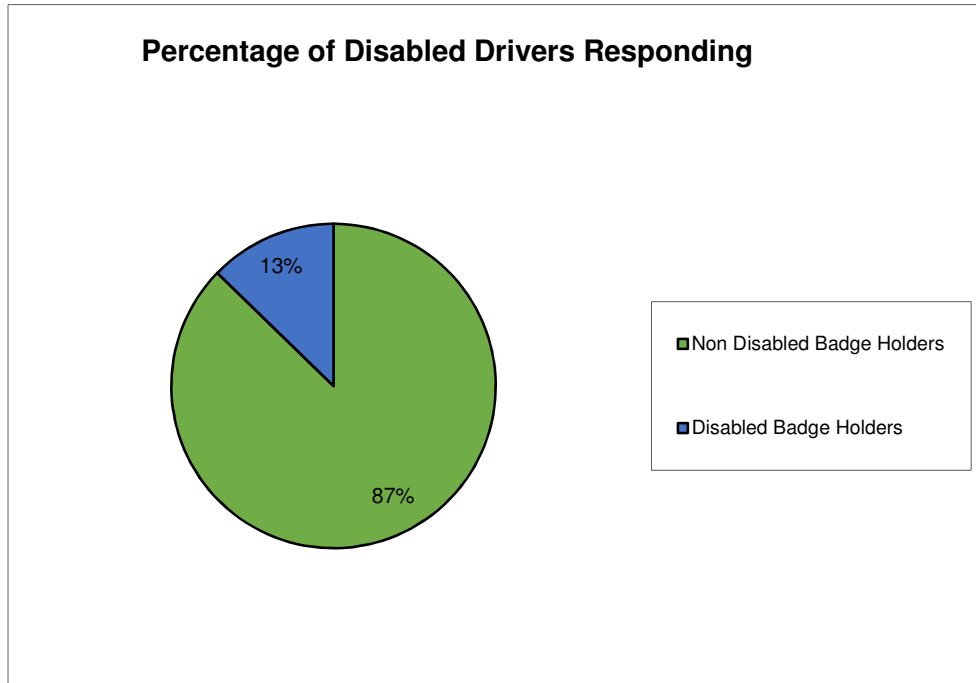
Despite anecdotal reports of few spaces being available in the Car Park during the daytime, random checks have been made during the period of the consultation (admittedly when visitor numbers are likely to be low) and these checks have revealed that generally speaking the Car Park is not being used to capacity.





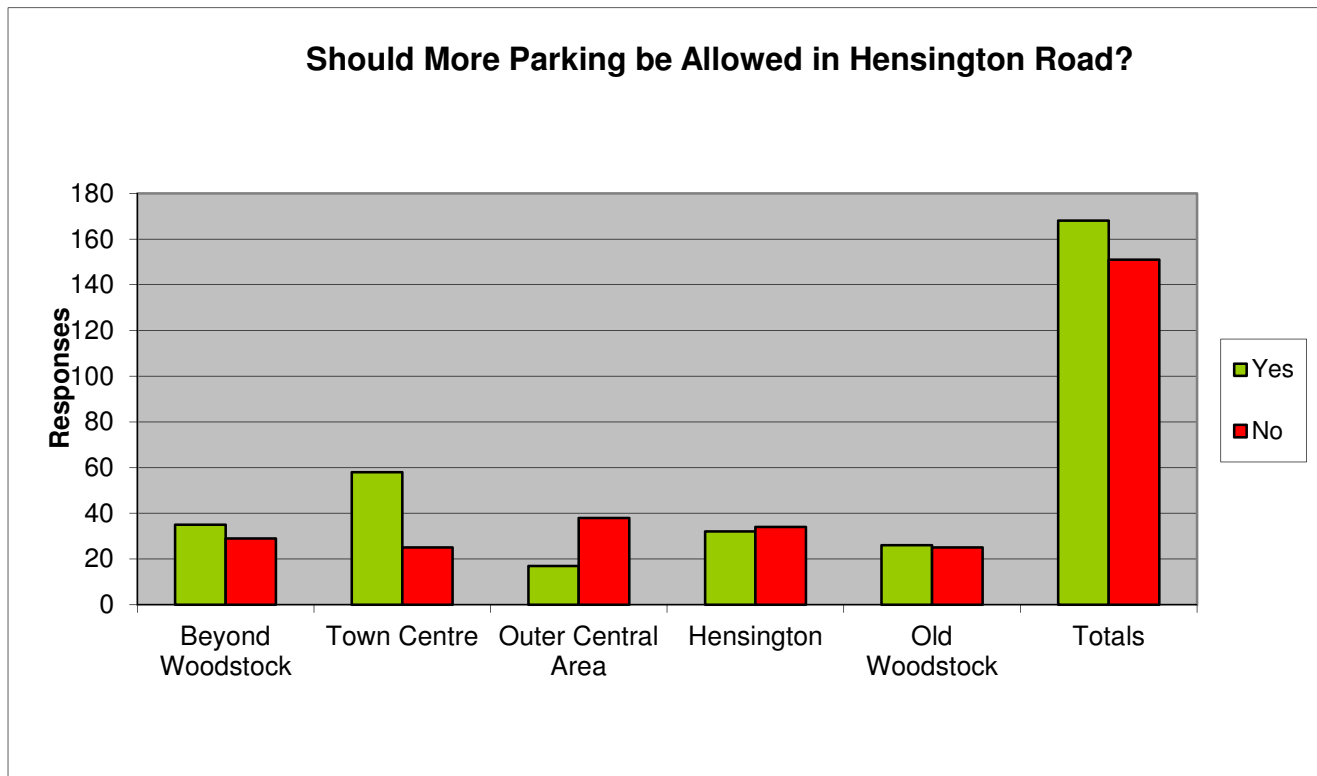
**Ques 8. Are you a disabled badge holder?**

As expected, the majority of respondents to the questionnaire were not disabled drivers. However, of the 13% of respondents who do hold a disabled blue badge many were able to provide valuable insight into their particular needs. Most disabled badge holder drivers thought that more disabled spaces were necessary or could be better located in alternative places (see comments later)



**Ques 9. Should some of the yellow lines in Hensington Road be removed to provide extra parking spaces?**

There is no overwhelming demand for the removal of double yellow lines from Hensington Road and this would suggest that this proposal should not be pursued for the time being. Various reasons were advanced for not allowing parking in Hensington Road including possible problems of congestion and the frequent use of the road by fire tenders from the fire station in Hensington Road.



**Ques 10. Is there any other way in which parking in the town centre could be improved?**

Analysis of respondent’s comments is far more difficult. Many comments express nuanced variations on a common theme. Some are sincerely stated but not relevant to the issues or, as with a Residents Parking Scheme have been ruled out by the Highway Authority. (In the case of Residents Parking, such was the overwhelming response that it is important that the issue be addressed). We have tried to amalgamate similar comments in order to make sense of them all and to categorise them into issues relating to residents and businesses; more, or less, enforcement; the Hensington Road car park and traffic management issues; alternative parking areas; parking time limits; disabled parking and so on. It is important to recognise the limitations of the analysis of textualised comments. For instance, a different amalgamation of comments might arrive at a different total number. Nevertheless, the comments received are extremely useful in gauging opinion and are worth further study and development with the Highway Authority.

Comment	Number
<b>Residents and Businesses</b>	<b>Number</b>
Residents Parking	34
Town employees and businesses should use car park	9
Make commercial vehicles and shop employees park elsewhere	3
Stop traders placing bins in parking areas	2
Consider needs of town employees and businesses	2

Displaced town employee vehicles may clog Hens Rd car park	1
Need facilities for loading and unloading	1
More parking needed for traders	1
Employees need 10 hours at Hens Rd Car Park	1
Don't allow a residents parking scheme	1
<b>More enforcement</b>	<b>Number</b>
More enforcement needed	6
Enforce disabled spaces better	3
Ensure enforcement every day	3
Need a full time parking warden	3
Better enforcement of traders and builders	1
Quicker turn around of parking spaces needed	1
Restrictions needed for HGVs unloading	1
Strict enforcement of overnight parking in Hens Rd car park	1
<b>Less enforcement</b>	<b>Number</b>
Don't increase enforcement	7
Leave things as existing	1
No more restrictions	1
Tighter enforcement will mean more parking in Ox Rd service road	1
<b>Hens Rd and Car Park and Traffic Management</b>	<b>Number</b>
One way system	12
Better signage for Hens Rd CP required	6
Echelon parking needed	4
HGVs and coaches to Blenheim should use Hensington Gate	2
More parking by surgery	2
Repaint parking bays	2
Stop parking on pavements	2
DYL needed top of Union St	1
Get rid of queuing at town gate into Blenheim	1
Give pass cards to woodstock employees for Hens Rd car park	1
Hensington Road Car Park too far to walk to shops	1
More dropped kerbs needed	1
No HGVs in Park Lane	1
Provide P&R into TC from Bladon Chain/Old Wdstk	1
Motorcycle parking needed	1
<b>Other Areas for Parking</b>	<b>Number</b>
Use police station car park	16
Use parking area by town gate	9
Multi-storey car park needed	7
Buy lease land from Blenheim for parking	6
Long term parking in Rectory Lane beyond Woodstock House	5
Build another car park	2
More parking needed	2
Reinstate parking outside town hall	2
Allow parking opposite Coop	1
Move scout hut to accommodate extra parking	1
Remove DYLs at The Star	1
Use Nat West and Wdstk House parking for public parking	1
Provide underground car parking	1
Use Spencer Court spare land	1
<b>Changes to Parking Times</b>	<b>Number</b>
Removal of DYL in Hens Rd would cause congestion	3
More parking in Hensington Road and remove humps	2
5 hour parking in Hens Rd CP (except for residents)	1
Hens Road must be kept clear for fire and schools	1
Part of Hens Car Park to remain 12 hour pkg	1
Strict enforcement of overnight parking in Hens Rd car park	1

<b>Disabled Spaces and Surgery Parking</b>		<b>Number</b>
More disabled spaces needed		9
Drop off area by Surgery needed		3
More disabled spaces near Coop		3
Another disabled space needed at Chemists		2
Disabled space needed near Meth Church/Social Club		2
Disabled spaces by stocks difficult due to cobbles		1
Disabled spaces in Park Lane needed		1
Disabled spaces needed in Rectory Lane car park		1
Stop parking on pavements		1
<b>Parking Charges and Periods</b>		<b>Number</b>
Leave variable waiting times as present		7
Short term parking near Coop		5
Short period parking needed (15 mins, 30 mins, 1 hr)		4
Two hours not long enough for lunch trade		4
Introduce charges at Hens. Rd. car park		2
Standardised 3 hours would be better		2
Visitors need 3 hours		2
Charge visitors to park		1
Hens Rd car park max 4 hours		1
Introduce pay and display		1
Keep free parking		1
Longer stays means more money spent in shops etc.		1
Nine hour parking needed in Hens Rd Car Park		1
Short term parking by PO		1
Traders to fund traffic wardens		1
Two hours free then charging		1
<b>Other Locations</b>		<b>Number</b>
By pass needed		2
Parking causes congestion in Banbury Rd and Shipton Rd		2
Parking in Old Woodstock also difficult		2
Restrict double side parking in New Road		2
Restrict parking to 2 hours in Oxford Service Rd		1
Stop all parking in Brook Hill		1
Stop drama school parking in Banbury Road		1
<b>Sustainable Travel</b>		<b>Number</b>
Encourage sustainable travel (bikes)		3
Encourage walking		2
Encourage visitors to use public transport		1
<b>Other Issues</b>		<b>Number</b>
Get rid of taxi rank		3
SOFO will make things worse		3
Lack of parking deters shoppers		2
Cost of changes to parking will be too much		2
No multi-storey		1
Set up a Ciotizens Parking Panel		1
Provide more parking from development funding		1
No more development in Woodstock		1
Use CCTV for enforcement		1
Resurface New Road		1
Tax unused garages		1
Modelling analysis required		1

**On Tuesday 11<sup>th</sup> February, Woodstock Town Council resolved:-**

**That WTC notes the result of the Town Centre parking review and public consultation and resolves that nominated representatives from WTC enter into further discussion with WODC and OCC on next steps. No delegated powers to be conferred on the Council members so delegated and a further report brought to Council in due course.**

**Further, it is recommended that the town centre parking issue be included in the Annual Town Meeting agenda in March to enable further public debate.**

**It was further resolved that the nominated representatives from the Council be those members currently serving on the Traffic Advisory Committee and that the results of the survey be now published on the town council's website.**

**Colin Carritt - February 2014**

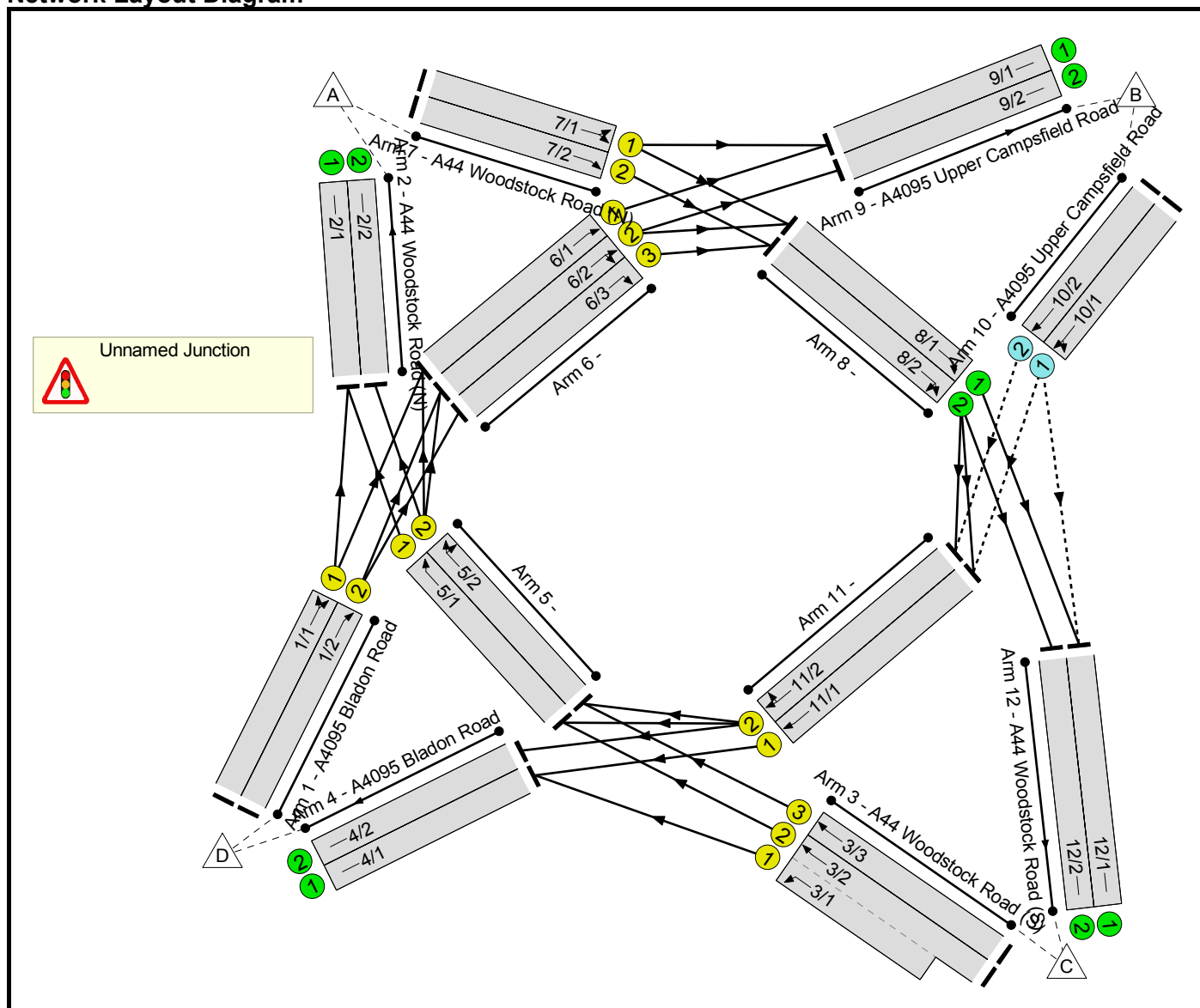
## **Appendix I**

Full Input Data And Results  
**Full Input Data And Results**

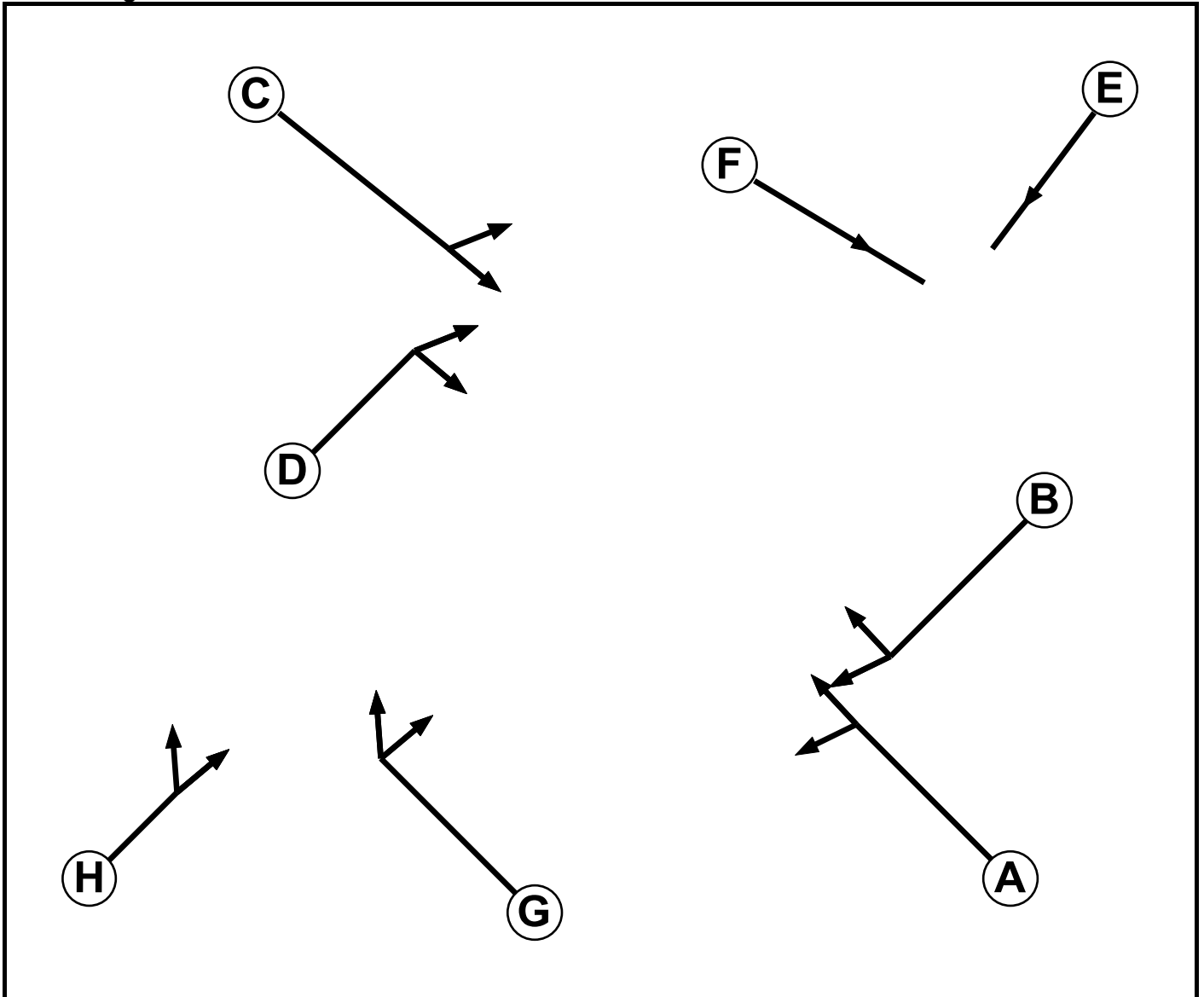
**User and Project Details**

Project:	<b>Woodstock East</b>
Title:	<b>Bladon Roundabout</b>
Location:	Woodstock
File name:	bladon3.lsg3x
Author:	
Company:	
Address:	
Notes:	

**Network Layout Diagram**



**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7



Full Input Data And Results

**Phase Intergrens Matrix**

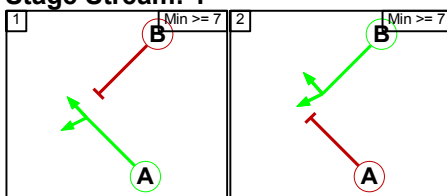
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A	5	-	-	-	-	-	-	-
	B	5	-	-	-	-	-	-	-
	C	-	-	5	-	-	-	-	-
	D	-	-	5	-	-	-	-	-
	E	-	-	-	-	5	-	-	-
	F	-	-	-	-	5	-	-	-
	G	-	-	-	-	-	-	5	-
	H	-	-	-	-	-	-	5	-

**Phases in Stage**

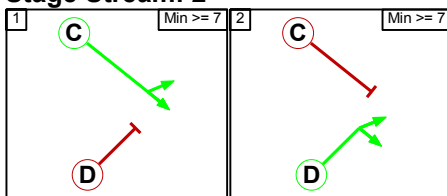
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	H
4	2	G

**Stage Diagram**

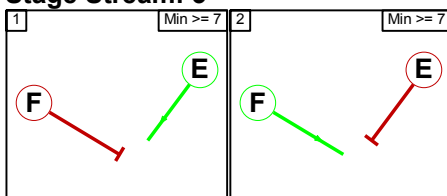
**Stage Stream: 1**



**Stage Stream: 2**

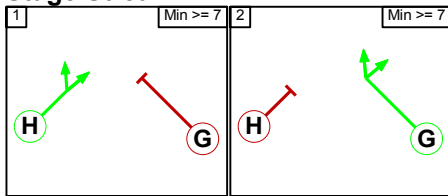


**Stage Stream: 3**



Full Input Data And Results

**Stage Stream: 4**



**Phase Delays**

**Stage Stream: 1**

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

**Stage Stream: 2**

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

**Stage Stream: 3**

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

**Stage Stream: 4**

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

**Prohibited Stage Change**

**Stage Stream: 1**

		To Stage	
		1	2
From Stage	1		5
	2	5	

**Stage Stream: 2**

		To Stage	
		1	2
From Stage	1		5
	2	5	

**Stage Stream: 3**

		To Stage	
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results  
**Stage Stream: 4**

		To Stage	
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

**Give-Way Lane Input Data**

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
10/1 (A4095 Upper Campsfield Road)	11/1 (Ahead)	1000	0	8/1	0.33	All	-	-	-	-	-
				8/2	0.33	All					
10/2 (A4095 Upper Campsfield Road)	12/1 (Left)	1000	0	8/1	0.33	All	-	-	-	-	-
	11/2 (Ahead)	1000	0	8/2	0.33	All					

Full Input Data And Results

**Lane Input Data**

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A4095 Bladon Road)	U	H	2	3	60.0	User	1950	-	-	-	-	-
1/2 (A4095 Bladon Road)	U	H	2	3	60.0	User	1950	-	-	-	-	-
2/1 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (A44 Woodstock Road (S))	U	A	2	3	12.0	User	1950	-	-	-	-	-
3/2 (A44 Woodstock Road (S))	U	A	2	3	60.0	User	1950	-	-	-	-	-
3/3 (A44 Woodstock Road (S))	U	A	2	3	60.0	User	1950	-	-	-	-	-
4/1 (A4095 Bladon Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (A4095 Bladon Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U	G	2	3	13.9	User	1950	-	-	-	-	-
5/2	U	G	2	3	13.9	User	1950	-	-	-	-	-
6/1	U	D	2	3	13.9	User	1950	-	-	-	-	-
6/2	U	D	2	3	13.9	User	1950	-	-	-	-	-
6/3	U	D	2	3	13.9	User	1950	-	-	-	-	-
7/1 (A44 Woodstock Road (N))	U	C	2	3	60.0	User	1950	-	-	-	-	-
7/2 (A44 Woodstock Road (N))	U	C	2	3	60.0	User	1950	-	-	-	-	-
8/1	U		2	3	13.9	User	1950	-	-	-	-	-
8/2	U		2	3	13.9	User	1950	-	-	-	-	-
9/1 (A4095 Upper Campsfield Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A4095 Upper Campsfield Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

**Full Input Data And Results**

10/1 (A4095 Upper Campsfield Road)	O		2	3	60.0	User	1950	-	-	-	-	-
10/2 (A4095 Upper Campsfield Road)	O		2	3	60.0	User	1950	-	-	-	-	-
11/1	U	B	2	3	13.9	User	1950	-	-	-	-	-
11/2	U	B	2	3	13.9	User	1950	-	-	-	-	-
12/1 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Base + Dev AM'	08:00	09:00	01:00	
2: '2031 Base + Dev PM'	17:00	18:00	01:00	

**Scenario 1: 'Scenario 1'** (FG1: '2031 Base + Dev AM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

Origin	Destination					
	A	B	C	D	Tot.	
A	0	90	801	277	1168	
B	204	0	276	233	713	
C	349	353	0	224	926	
D	61	469	651	0	1181	
Tot.	614	912	1728	734	3988	

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 1: Scenario 1
<b>Junction: Unnamed Junction</b>	
1/1	530
1/2	651
2/1	515
2/2	99
3/1 (short)	224
3/2 (with short)	573(In) 349(Out)
3/3	353
4/1	595
4/2	139
5/1	454
5/2	452
6/1	518
6/2	476
6/3	479
7/1	596
7/2	572
8/1	678
8/2	1051
9/1	608
9/2	304
10/1	420
10/2	293
11/1	371
11/2	343
12/1	954
12/2	774

Full Input Data And Results

**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A4095 Bladon Road Lane 1)							1950	1950
1/2 (A4095 Bladon Road Lane 2)							1950	1950
2/1 (A44 Woodstock Road (N) Lane 1)							Inf	Inf
2/2 (A44 Woodstock Road (N) Lane 2)							Inf	Inf
3/1 (A44 Woodstock Road (S) Lane 1)							1950	1950
3/2 (A44 Woodstock Road (S) Lane 2)							1950	1950
3/3 (A44 Woodstock Road (S) Lane 3)							1950	1950
4/1 (A4095 Bladon Road Lane 1)							Inf	Inf
4/2 (A4095 Bladon Road Lane 2)							Inf	Inf
5/1							1950	1950
5/2							1950	1950
6/1							1950	1950
6/2							1950	1950
6/3							1950	1950
7/1 (A44 Woodstock Road (N) Lane 1)							1950	1950
7/2 (A44 Woodstock Road (N) Lane 2)							1950	1950
8/1							1950	1950
8/2							1950	1950
9/1 (A4095 Upper Campsfield Road Lane 1)							Inf	Inf
9/2 (A4095 Upper Campsfield Road Lane 2)							Inf	Inf
10/1 (A4095 Upper Campsfield Road Lane 1)							1950	1950
10/2 (A4095 Upper Campsfield Road Lane 2)							1950	1950
11/1							1950	1950
11/2							1950	1950
12/1 (A44 Woodstock Road (S) Lane 1)							Inf	Inf



Full Input Data And Results

12/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow	Inf	Inf
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**Scenario 2: 'New Scenario'** (FG2: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination					
		A	B	C	D	Tot.	
Origin	A	0	47	485	335	867	
	B	194	0	255	311	760	
	C	804	488	0	607	1899	
	D	107	255	515	0	877	
	Tot.	1105	790	1255	1253	4403	

**Traffic Lane Flows**

Lane	Scenario 2: New Scenario
<b>Junction: Unnamed Junction</b>	
1/1	362
1/2	515
2/1	858
2/2	247
3/1 (short)	607
3/2 (with short)	1280(In) 673(Out)
3/3	619
4/1	1030
4/2	223
5/1	751
5/2	735
6/1	477
6/2	411
6/3	370
7/1	439
7/2	428
8/1	537
8/2	798
9/1	524
9/2	266
10/1	426
10/2	334
11/1	423
11/2	417
12/1	792
12/2	463

Full Input Data And Results

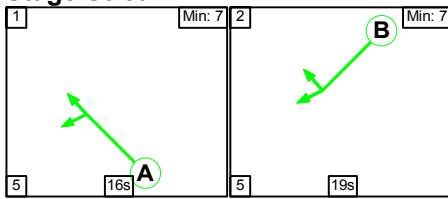
**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A4095 Bladon Road Lane 1)							1950	1950
1/2 (A4095 Bladon Road Lane 2)							1950	1950
2/1 (A44 Woodstock Road (N) Lane 1)							Inf	Inf
2/2 (A44 Woodstock Road (N) Lane 2)							Inf	Inf
3/1 (A44 Woodstock Road (S) Lane 1)							1950	1950
3/2 (A44 Woodstock Road (S) Lane 2)							1950	1950
3/3 (A44 Woodstock Road (S) Lane 3)							1950	1950
4/1 (A4095 Bladon Road Lane 1)							Inf	Inf
4/2 (A4095 Bladon Road Lane 2)							Inf	Inf
5/1							1950	1950
5/2							1950	1950
6/1							1950	1950
6/2							1950	1950
6/3							1950	1950
7/1 (A44 Woodstock Road (N) Lane 1)							1950	1950
7/2 (A44 Woodstock Road (N) Lane 2)							1950	1950
8/1							1950	1950
8/2							1950	1950
9/1 (A4095 Upper Campsfield Road Lane 1)							Inf	Inf
9/2 (A4095 Upper Campsfield Road Lane 2)							Inf	Inf
10/1 (A4095 Upper Campsfield Road Lane 1)							1950	1950
10/2 (A4095 Upper Campsfield Road Lane 2)							1950	1950
11/1							1950	1950
11/2							1950	1950
12/1 (A44 Woodstock Road (S) Lane 1)							Inf	Inf

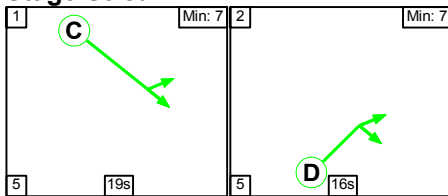
**Scenario 1: 'Scenario 1'** (FG1: '2031 Base + Dev AM', Plan 1: 'Network Control Plan 1')

**Stage Sequence Diagram**

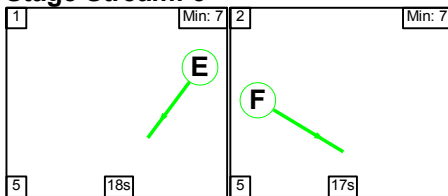
**Stage Stream: 1**



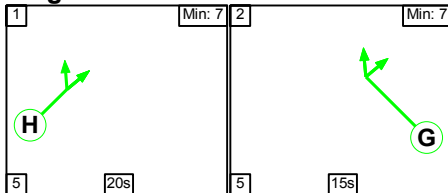
**Stage Stream: 2**



**Stage Stream: 3**



**Stage Stream: 4**



**Stage Timings**

**Stage Stream: 1**

Stage	1	2
Duration	16	19
Change Point	17	38

**Stage Stream: 2**

Stage	1	2
Duration	19	16
Change Point	20	44

**Stage Stream: 3**

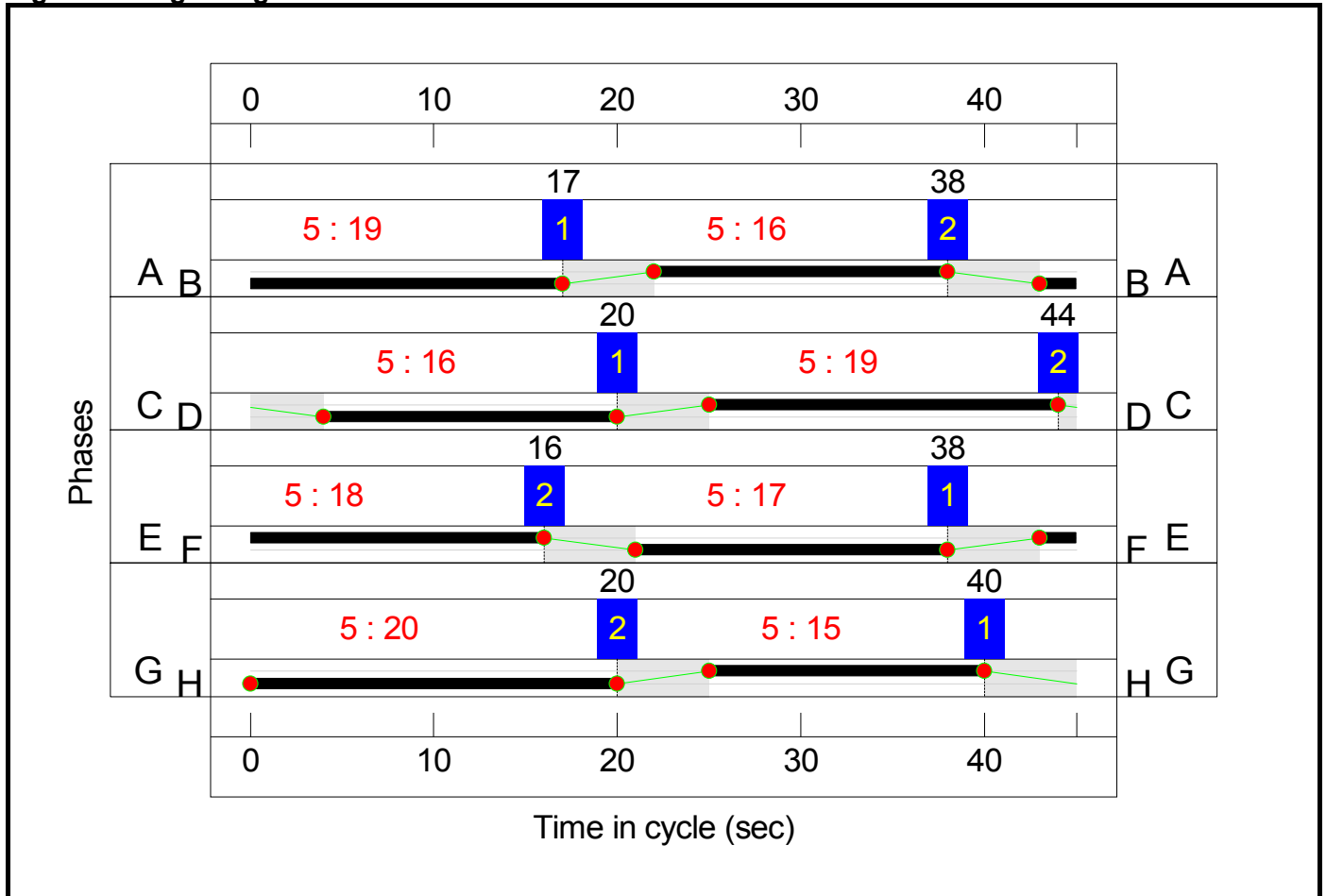
Stage	1	2
Duration	18	17
Change Point	38	16

Full Input Data And Results

Stage Stream: 4


Stage	1	2
Duration	20	15
Change Point	40	20

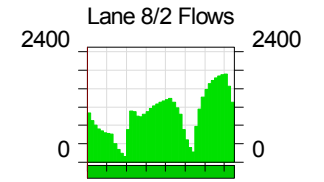
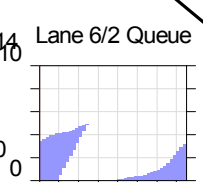
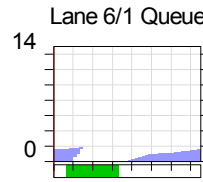
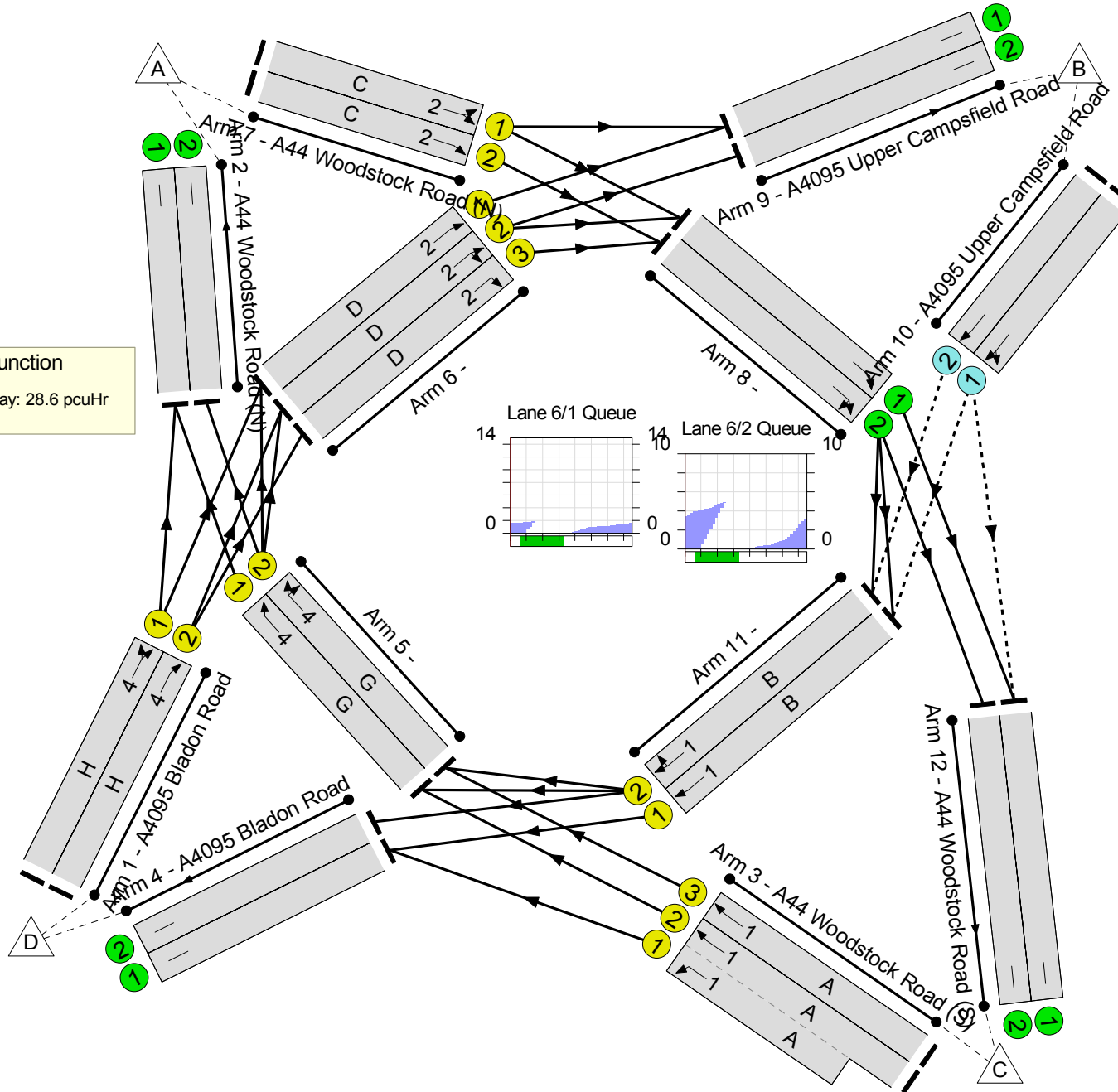
Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results


**Unnamed Junction**  
 PRC: 22.4 %  
 Total Traffic Delay: 28.6 pcuHr



## Full Input Data And Results

Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>73.5%</b>
<b>Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>73.5%</b>
1/1	A4095 Bladon Road Ahead Ahead2	U	4	N/A	H		1	20	-	530	1950	910	58.2%
1/2	A4095 Bladon Road Ahead	U	4	N/A	H		1	20	-	651	1950	910	71.5%
2/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
2/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
3/2+3/1	A44 Woodstock Road (S) Left Ahead	U	1	N/A	A		1	16	-	573	1950:1950	737+473	47.4 : 47.4%
3/3	A44 Woodstock Road (S) Ahead	U	1	N/A	A		1	16	-	353	1950	737	47.9%
4/1	A4095 Bladon Road	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
4/2	A4095 Bladon Road	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
5/1	Ahead	U	4	N/A	G		1	15	-	454	1950	693	65.5%
5/2	Ahead Right	U	4	N/A	G		1	15	-	452	1950	693	65.2%
6/1	Ahead	U	2	N/A	D		1	16	-	518	1950	737	70.3%
6/2	Right Ahead	U	2	N/A	D		1	16	-	476	1950	737	64.6%
6/3	Right	U	2	N/A	D		1	16	-	479	1950	737	65.0%
7/1	A44 Woodstock Road (N) Ahead Ahead2	U	2	N/A	C		1	19	-	596	1950	867	68.8%
7/2	A44 Woodstock Road (N) Ahead	U	2	N/A	C		1	19	-	572	1950	867	66.0%
8/1	Ahead	U	N/A	N/A	-		-	-	-	678	1950	1950	34.8%
8/2	Right Ahead	U	N/A	N/A	-		-	-	-	1051	1950	1950	53.9%



Full Input Data And Results

9/1	A4095 Upper Campsfield Road	U	N/A	N/A	-	-	-	-	608	Inf	Inf	0.0%
9/2	A4095 Upper Campsfield Road	U	N/A	N/A	-	-	-	-	304	Inf	Inf	0.0%
10/1	A4095 Upper Campsfield Road Ahead Left	O	N/A	N/A	-	-	-	-	420	1950	571	73.5%
10/2	A4095 Upper Campsfield Road Ahead	O	N/A	N/A	-	-	-	-	293	1950	447	65.6%
11/1	Ahead	U	1	N/A	B	1	19	-	371	1950	867	42.8%
11/2	Ahead Right	U	1	N/A	B	1	19	-	343	1950	867	39.6%
12/1	A44 Woodstock Road (S)	U	N/A	N/A	-	-	-	-	954	Inf	Inf	0.0%
12/2	A44 Woodstock Road (S)	U	N/A	N/A	-	-	-	-	774	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	<b>713</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>13.6</b>	<b>0.0</b>	<b>28.6</b>	-	-	-	-
<b>Unnamed Junction</b>	-	-	<b>713</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>13.6</b>	<b>0.0</b>	<b>28.6</b>	-	-	-	-
1/1	530	530	-	-	-	1.3	0.7	-	2.0	13.5	4.7	0.7	5.4
1/2	651	651	-	-	-	1.7	1.2	-	3.0	16.5	6.5	1.2	7.8
2/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	573	573	-	-	-	1.6	0.4	-	2.1	13.1	3.3	0.4	3.7
3/3	353	353	-	-	-	1.0	0.5	-	1.5	15.3	3.3	0.5	3.8
4/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	454	454	-	-	-	0.8	0.9	-	1.7	13.7	1.9	0.9	2.9
5/2	452	452	-	-	-	0.8	0.9	-	1.7	13.5	1.9	0.9	2.8
6/1	518	518	-	-	-	0.8	1.2	-	1.9	13.5	1.9	1.2	3.1
6/2	476	476	-	-	-	1.4	0.9	-	2.3	17.2	5.0	0.9	5.9
6/3	479	479	-	-	-	0.7	0.9	-	1.6	12.2	1.3	0.9	2.2
7/1	596	596	-	-	-	1.7	1.1	-	2.7	16.6	6.0	1.1	7.1
7/2	572	572	-	-	-	1.6	1.0	-	2.5	15.9	5.6	1.0	6.5
8/1	678	678	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
8/2	1051	1051	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
9/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	420	420	420	0	0	0.3	1.4	-	1.6	13.9	2.5	1.4	3.8
10/2	293	293	293	0	0	0.2	0.9	-	1.1	13.8	1.5	0.9	2.5
11/1	371	371	-	-	-	0.5	0.4	-	0.8	8.0	2.4	0.4	2.8
11/2	343	343	-	-	-	0.7	0.3	-	1.1	11.1	2.5	0.3	2.8
12/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

### Full Input Data And Results

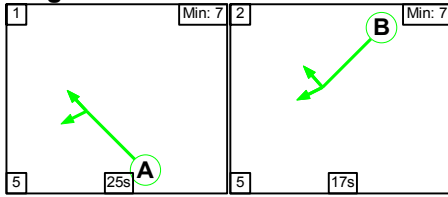
12/2	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1 PRC for Signalled Lanes (%)	87.8	Total Delay for Signalled Lanes (pcuHr):		5.49	Cycle Time (s):		45					
C1	Stream: 2 PRC for Signalled Lanes (%)	28.0	Total Delay for Signalled Lanes (pcuHr):		11.11	Cycle Time (s):		45					
C1	Stream: 3 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):		0.00	Cycle Time (s):		45					
C1	Stream: 4 PRC for Signalled Lanes (%)	25.8	Total Delay for Signalled Lanes (pcuHr):		8.40	Cycle Time (s):		45					
	PRC Over All Lanes (%)	22.4	Total Delay Over All Lanes(pcuHr):		28.58								

Full Input Data And Results

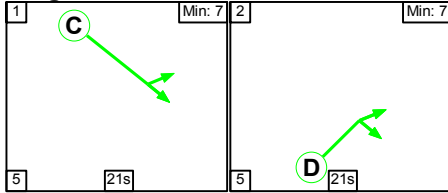
Scenario 2: 'New Scenario' (FG2: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

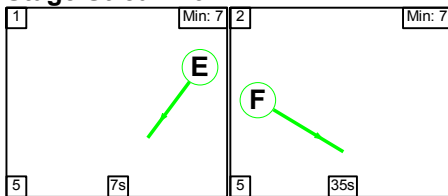
Stage Stream: 1



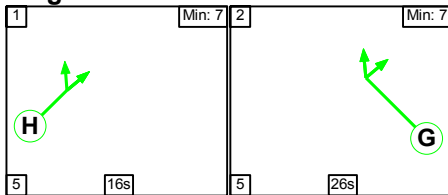
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	17
Change Point	0	30

Stage Stream: 2

Stage	1	2
Duration	21	21
Change Point	9	35

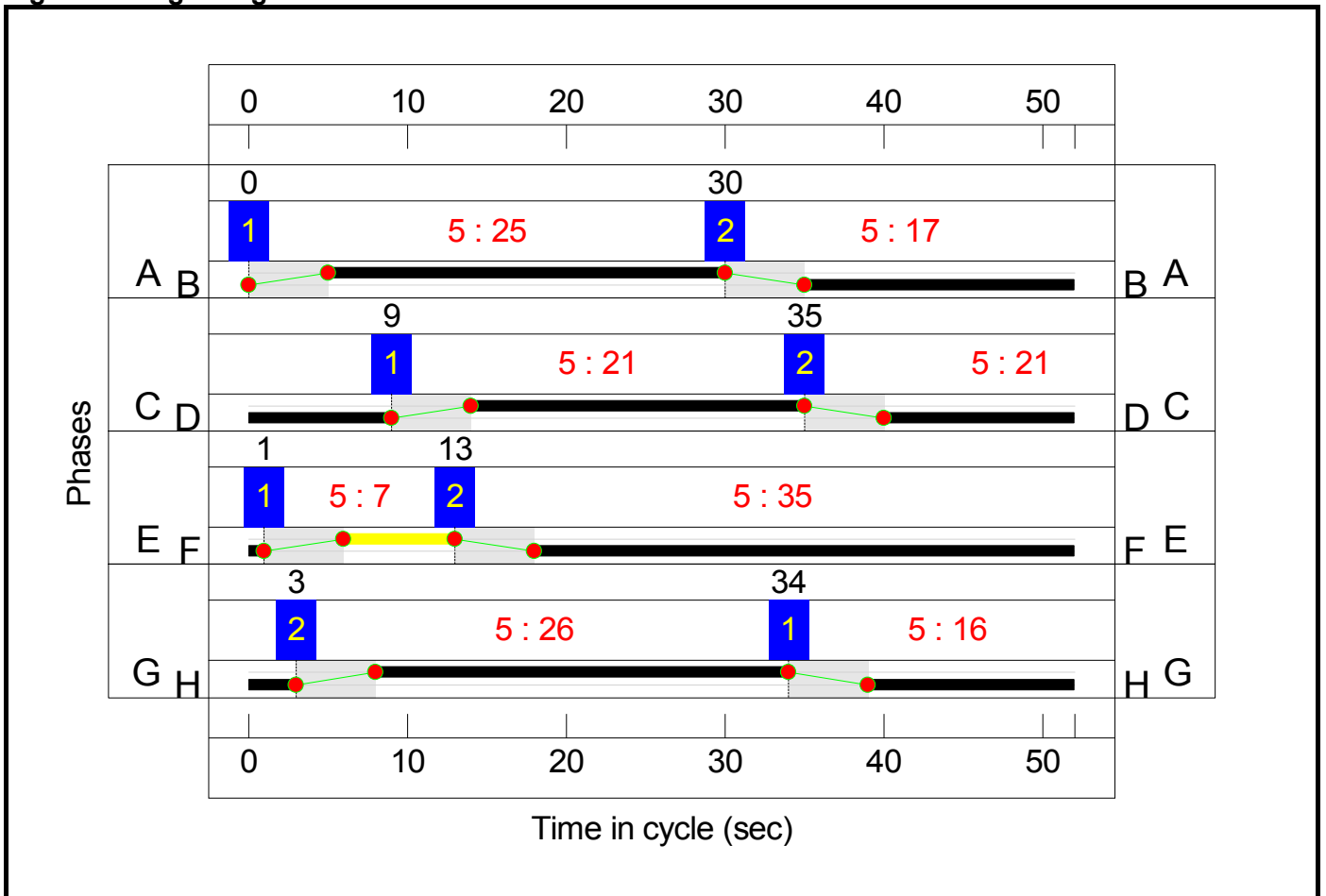
Stage Stream: 3

Stage	1	2
Duration	7	35
Change Point	1	13

Stage Stream: 4


Stage	1	2
Duration	16	26
Change Point	34	3

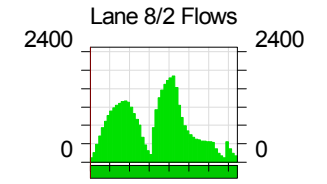
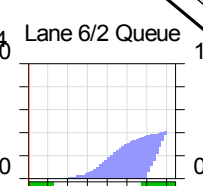
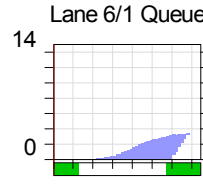
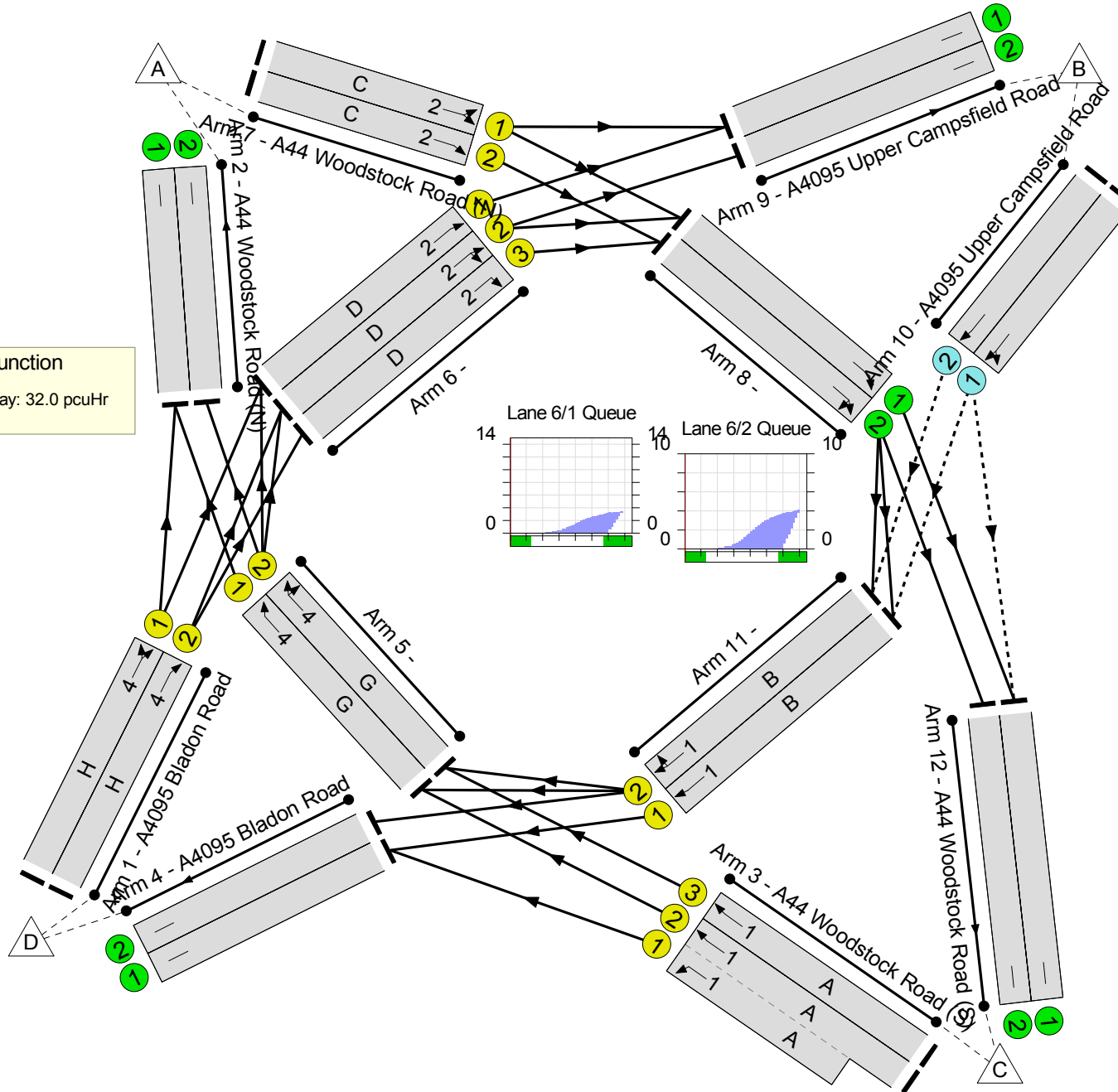
Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results


**Unnamed Junction**  
 PRC: 11.4 %  
 Total Traffic Delay: 32.0 pcuHr



## Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>80.8%</b>
<b>Unnamed Junction</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>80.8%</b>
1/1	A4095 Bladon Road Ahead Ahead2	U	4	N/A	H		1	16	-	362	1950	637	56.8%
1/2	A4095 Bladon Road Ahead	U	4	N/A	H		1	16	-	515	1950	637	80.8%
2/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
2/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
3/2+3/1	A44 Woodstock Road (S) Left Ahead	U	1	N/A	A		1	25	-	1280	1950:1950	910+820	74.0 : 74.0%
3/3	A44 Woodstock Road (S) Ahead	U	1	N/A	A		1	25	-	619	1950	975	63.5%
4/1	A4095 Bladon Road	U	N/A	N/A	-		-	-	-	1030	Inf	Inf	0.0%
4/2	A4095 Bladon Road	U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%
5/1	Ahead	U	4	N/A	G		1	26	-	751	1950	1013	74.2%
5/2	Ahead Right	U	4	N/A	G		1	26	-	735	1950	1013	72.6%
6/1	Ahead	U	2	N/A	D		1	21	-	477	1950	825	57.8%
6/2	Right Ahead	U	2	N/A	D		1	21	-	411	1950	825	49.8%
6/3	Right	U	2	N/A	D		1	21	-	370	1950	825	44.8%
7/1	A44 Woodstock Road (N) Ahead Ahead2	U	2	N/A	C		1	21	-	439	1950	825	53.2%
7/2	A44 Woodstock Road (N) Ahead	U	2	N/A	C		1	21	-	428	1950	825	51.9%
8/1	Ahead	U	N/A	N/A	-		-	-	-	537	1950	1950	27.5%
8/2	Right Ahead	U	N/A	N/A	-		-	-	-	798	1950	1950	40.9%

Full Input Data And Results

9/1	A4095 Upper Campsfield Road	U	N/A	N/A	-	-	-	-	524	Inf	Inf	0.0%
9/2	A4095 Upper Campsfield Road	U	N/A	N/A	-	-	-	-	266	Inf	Inf	0.0%
10/1	A4095 Upper Campsfield Road Ahead Left	O	N/A	N/A	-	-	-	-	426	1950	663	64.3%
10/2	A4095 Upper Campsfield Road Ahead	O	N/A	N/A	-	-	-	-	334	1950	569	58.7%
11/1	Ahead	U	1	N/A	B	1	17	-	423	1950	675	62.7%
11/2	Ahead Right	U	1	N/A	B	1	17	-	417	1950	675	61.8%
12/1	A44 Woodstock Road (S)	U	N/A	N/A	-	-	-	-	792	Inf	Inf	0.0%
12/2	A44 Woodstock Road (S)	U	N/A	N/A	-	-	-	-	463	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	<b>760</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>14.2</b>	<b>0.0</b>	<b>32.0</b>	-	-	-	-
<b>Unnamed Junction</b>	-	-	<b>760</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>14.2</b>	<b>0.0</b>	<b>32.0</b>	-	-	-	-
1/1	362	362	-	-	-	1.5	0.7	-	2.1	21.0	4.2	0.7	4.9
1/2	515	515	-	-	-	2.3	2.0	-	4.3	30.2	6.7	2.0	8.8
2/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	1280	1280	-	-	-	3.4	1.4	-	4.9	13.7	7.3	1.4	8.7
3/3	619	619	-	-	-	1.6	0.9	-	2.5	14.6	6.5	0.9	7.4
4/1	1030	1030	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	751	751	-	-	-	0.6	1.4	-	2.1	9.8	1.9	1.4	3.3
5/2	735	735	-	-	-	0.8	1.3	-	2.1	10.2	2.8	1.3	4.2
6/1	477	477	-	-	-	1.0	0.7	-	1.7	12.8	3.5	0.7	4.2
6/2	411	411	-	-	-	1.2	0.5	-	1.7	14.9	4.1	0.5	4.6
6/3	370	370	-	-	-	0.2	0.4	-	0.6	5.6	0.3	0.4	0.7
7/1	439	439	-	-	-	1.4	0.6	-	1.9	15.8	4.6	0.6	5.2
7/2	428	428	-	-	-	1.3	0.5	-	1.9	15.6	4.5	0.5	5.1
8/1	537	537	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/2	798	798	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
9/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	426	426	426	0	0	0.1	0.9	-	1.0	8.8	2.0	0.9	2.9
10/2	334	334	334	0	0	0.1	0.7	-	0.8	8.9	1.6	0.7	2.3
11/1	423	423	-	-	-	1.0	0.8	-	1.8	15.4	4.9	0.8	5.8
11/2	417	417	-	-	-	1.3	0.8	-	2.1	18.5	4.4	0.8	5.2
12/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

### Full Input Data And Results

12/2	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	21.6	Total Delay for Signalled Lanes (pcuHr):	11.32	Cycle Time (s):	52						
C1	Stream: 2	PRC for Signalled Lanes (%)	55.7	Total Delay for Signalled Lanes (pcuHr):	7.76	Cycle Time (s):	52						
C1	Stream: 3	PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	52						
C1	Stream: 4	PRC for Signalled Lanes (%)	11.4	Total Delay for Signalled Lanes (pcuHr):	10.56	Cycle Time (s):	52						
		PRC Over All Lanes (%)	11.4	Total Delay Over All Lanes(pcuHr):	32.03								

<b>Junctions 8</b>
<b>ARCADY 8 - Roundabout Module</b>
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014
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**Filename:** A44\_A4095 Bladon Road\_A4095 Uppers Campsfield Road.arc8  
**Path:** P:\15000's\15291\Junction Assessments\2031  
**Report generation date:** 28/10/2014 16:43:13

- » (Default Analysis Set) - 2014 Base, AM
- » (Default Analysis Set) - 2014 Base, PM
- » (Default Analysis Set) - 2031 Base, AM
- » (Default Analysis Set) - 2031 Base, PM
- » (Default Analysis Set) - 2031 Base + Dev, AM
- » (Default Analysis Set) - 2031 Base + Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 2014 Base</b>								
Arm 1	2.33	16.57	0.71	C	1.35	8.98	0.58	A
Arm 2	0.64	3.04	0.39	A	10.22	22.76	0.92	C
Arm 3	3.24	11.68	0.77	B	1.93	9.88	0.66	A
Arm 4	6.59	25.28	0.88	D	1.46	7.18	0.60	A
<b>A1 - 2031 Base</b>								
Arm 1	10.71	64.07	0.95	F	4.10	22.95	0.82	C
Arm 2	0.94	3.69	0.49	A	185.12	332.35	1.20	F
Arm 3	23.02	67.01	1.00	F	5.18	22.12	0.85	C
Arm 4	105.90	307.90	1.20	F	3.51	14.23	0.78	B
<b>A1 - 2031 Base + Dev</b>								
Arm 1	25.45	114.60	1.03	F	25.50	105.58	1.03	F
Arm 2	1.19	4.24	0.55	A	178.18	335.53	1.19	F
Arm 3	57.00	142.98	1.08	F	12.82	50.75	0.95	F
Arm 4	172.75	573.26	1.30	F	5.81	23.14	0.87	C

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

"D1 - 2014 Base, AM" model duration: 07:45 - 09:15  
 "D2 - 2014 Base, PM" model duration: 16:45 - 18:15  
 "D9 - 2031 Base, AM" model duration: 07:45 - 09:15  
 "D10 - 2031 Base, PM" model duration: 16:45 - 18:15  
 "D11 - 2031 Base + Dev, AM" model duration: 07:45 - 09:15  
 "D12 - 2031 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 28/10/2014 16:43:09

## File summary

<b>Title</b>	A44 Oxford Rd/A44 Woodstock Rd/ A4095 Bladon Rd/ A4095 Upper Camps Rd
<b>Location</b>	Woodstock
<b>Site Number</b>	
<b>Date</b>	26/08/2014
<b>Version</b>	
<b>Status</b>	
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	15291
<b>Enumerator</b>	
<b>Description</b>	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## 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

# (Default Analysis Set) - 2014 Base, AM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, AM	2014 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				14.58	B

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Arm	Name	Description
1	1	A4095 Upper Campsfield Road	
2	2	A44 Woodstock Road (s)	
3	3	A4095 Bladon Road	
4	4	A44 Oxford Road (n)	

### Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.50	5.47	14.05	18.00	78.00	32.00	
2	7.30	7.50	5.00	25.00	78.00	34.00	
3	3.75	6.75	13.04	16.00	78.00	23.00	
4	3.48	7.00	19.33	31.00	78.00	36.00	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.438	1454.316
2		(calculated)	(calculated)	0.559	2256.334
3		(calculated)	(calculated)	0.477	1679.834
4		(calculated)	(calculated)	0.480	1722.323

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	475.00	100.000
2	ONE HOUR	✓	686.00	100.000
3	ONE HOUR	✓	928.00	100.000
4	ONE HOUR	✓	903.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	176.000	132.000	167.000
	2	235.000	0.000	184.000	267.000
	3	272.000	616.000	0.000	40.000
	4	33.000	650.000	220.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.37	0.28	0.35
	2	0.34	0.00	0.27	0.39
	3	0.29	0.66	0.00	0.04
	4	0.04	0.72	0.24	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.71	16.57	2.33	C	435.87	653.80	111.90	10.27	1.24	111.92	10.27
2	0.39	3.04	0.64	A	629.49	944.23	42.49	2.70	0.47	42.49	2.70
3	0.77	11.68	3.24	B	851.55	1277.32	164.90	7.75	1.83	164.92	7.75
4	0.88	25.28	6.59	D	828.61	1242.91	262.45	12.67	2.92	262.48	12.67

## Main Results for each time segment

### Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	357.60	89.40	355.28	404.83	1112.21	0.00	967.17	767.98	0.370	0.00	0.58	5.861	A
2	516.46	129.11	515.11	1079.25	388.24	0.00	2039.34	1849.62	0.253	0.00	0.34	2.359	A
3	698.65	174.66	694.92	401.50	501.85	0.00	1440.47	905.46	0.485	0.00	0.93	4.805	A
4	679.83	169.96	675.62	355.35	841.42	0.00	1318.63	1002.63	0.516	0.00	1.05	5.564	A

### Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	427.02	106.75	425.56	484.56	1331.38	0.00	871.17	767.98	0.490	0.58	0.95	8.052	A
2	616.70	154.17	616.27	1292.06	464.87	0.00	1996.51	1849.62	0.309	0.34	0.45	2.608	A
3	834.25	208.56	832.11	480.55	600.59	0.00	1393.37	905.46	0.599	0.93	1.47	6.390	A
4	811.78	202.94	808.57	425.34	1007.36	0.00	1239.01	1002.63	0.655	1.05	1.85	8.300	A

### Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	522.98	130.75	517.91	591.71	1615.61	0.00	746.68	767.98	0.700	0.95	2.21	15.404	C
2	755.30	188.83	754.55	1569.34	564.18	0.00	1941.01	1849.62	0.389	0.45	0.63	3.033	A
3	1021.75	255.44	1015.00	584.48	734.25	0.00	1329.62	905.46	0.768	1.47	3.15	11.206	B
4	994.22	248.56	977.58	519.52	1229.73	0.00	1132.32	1002.63	0.878	1.85	6.01	21.311	C

### Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	522.98	130.75	522.50	594.36	1633.65	0.00	738.78	767.98	0.708	2.21	2.33	16.568	C
2	755.30	188.83	755.29	1585.59	570.56	0.00	1937.44	1849.62	0.390	0.63	0.64	3.044	A
3	1021.75	255.44	1021.40	589.44	736.40	0.00	1328.59	905.46	0.769	3.15	3.24	11.683	B
4	994.22	248.56	991.90	521.69	1236.11	0.00	1129.26	1002.63	0.880	6.01	6.59	25.283	D

**Main results: (08:45-09:00)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	427.02	106.75	432.33	488.39	1358.24	0.00	859.40	767.98	0.497	2.33	1.01	8.530	A
2	616.70	154.17	617.44	1316.16	474.42	0.00	1991.18	1849.62	0.310	0.64	0.45	2.623	A
3	834.25	208.56	841.12	488.03	603.83	0.00	1391.82	905.46	0.599	3.24	1.52	6.615	A
4	811.78	202.94	830.26	428.57	1016.38	0.00	1234.68	1002.63	0.657	6.59	1.97	9.288	A

**Main results: (09:00-09:15)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	357.60	89.40	359.24	407.49	1123.68	0.00	962.15	767.98	0.372	1.01	0.60	5.986	A
2	516.46	129.11	516.90	1090.29	392.62	0.00	2036.89	1849.62	0.254	0.45	0.34	2.368	A
3	698.65	174.66	700.92	404.97	504.55	0.00	1439.18	905.46	0.485	1.52	0.95	4.892	A
4	679.83	169.96	683.38	357.69	847.78	0.00	1315.57	1002.63	0.517	1.97	1.08	5.725	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (07:45-08:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.40	0.56	5.861	A	A
2	4.99	0.33	2.359	A	A
3	13.49	0.90	4.805	A	A
4	15.12	1.01	5.564	A	A

**Queueing Delay results: (08:00-08:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	13.63	0.91	8.052	A	A
2	6.59	0.44	2.608	A	A
3	21.16	1.41	6.390	A	A
4	26.33	1.76	8.300	A	A

**Queueing Delay results: (08:15-08:30)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	30.27	2.02	15.404	C	B
2	9.34	0.62	3.033	A	A
3	43.37	2.89	11.206	B	B
4	75.30	5.02	21.311	C	C

**Queueing Delay results: (08:30-08:45)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	34.37	2.29	16.568	C	B
2	9.53	0.64	3.044	A	A
3	48.08	3.21	11.683	B	B
4	95.35	6.36	25.283	D	C

### Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	15.98	1.07	8.530	A	A
2	6.86	0.46	2.623	A	A
3	24.05	1.60	6.615	A	A
4	33.48	2.23	9.288	A	A

### Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.26	0.62	5.986	A	A
2	5.18	0.35	2.368	A	A
3	14.75	0.98	4.892	A	A
4	16.88	1.13	5.725	A	A

## (Default Analysis Set) - 2014 Base, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, PM	2014 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				15.15	C

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description
1	1	A4095 Upper Campsfield Road	
2	2	A44 Woodstock Road (s)	
3	3	A4095 Bladon Road	
4	4	A44 Oxford Road (n)	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.50	5.47	14.05	18.00	78.00	32.00	
2	7.30	7.50	5.00	25.00	78.00	34.00	
3	3.75	6.75	13.04	16.00	78.00	23.00	
4	3.48	7.00	19.33	31.00	78.00	36.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.438	1454.316
2		(calculated)	(calculated)	0.559	2256.334
3		(calculated)	(calculated)	0.477	1679.834
4		(calculated)	(calculated)	0.480	1722.323

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	496.00	100.000
2	ONE HOUR	✓	1560.00	100.000
3	ONE HOUR	✓	651.00	100.000
4	ONE HOUR	✓	674.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	127.000	212.000	157.000
	2	343.000	0.000	573.000	644.000
	3	148.000	417.000	0.000	86.000
	4	38.000	366.000	270.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.26	0.43	0.32
	2	0.22	0.00	0.37	0.41
	3	0.23	0.64	0.00	0.13
	4	0.06	0.54	0.40	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.58	8.98	1.35	A	455.14	682.71	76.91	6.76	0.85	76.92	6.76
2	0.92	22.76	10.22	C	1431.48	2147.22	386.23	10.79	4.29	386.27	10.79
3	0.66	9.88	1.93	A	597.37	896.05	103.45	6.93	1.15	103.46	6.93
4	0.60	7.18	1.46	A	618.47	927.71	84.92	5.49	0.94	84.93	5.49

## Main Results for each time segment

### Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	373.41	93.35	371.40	396.31	789.02	0.00	1108.73	702.86	0.337	0.00	0.50	4.870	A
2	1174.45	293.61	1168.75	681.75	478.67	0.00	1988.80	1717.43	0.591	0.00	1.43	4.361	A
3	490.11	122.53	487.62	790.40	857.02	0.00	1271.06	1055.44	0.386	0.00	0.62	4.580	A
4	507.42	126.86	505.15	664.46	680.18	0.00	1395.99	1101.67	0.363	0.00	0.57	4.032	A

### Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	445.89	111.47	444.94	474.20	944.80	0.00	1040.50	702.86	0.429	0.50	0.74	6.034	A
2	1402.41	350.60	1397.86	816.41	573.32	0.00	1935.90	1717.43	0.724	1.43	2.56	6.633	A
3	585.24	146.31	583.91	945.93	1025.26	0.00	1190.82	1055.44	0.491	0.62	0.95	5.918	A
4	605.91	151.48	604.87	795.04	814.12	0.00	1331.72	1101.67	0.455	0.57	0.83	4.945	A

### Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	546.11	136.53	543.76	575.63	1154.69	0.00	948.56	702.86	0.576	0.74	1.33	8.841	A
2	1717.59	429.40	1691.05	997.63	700.82	0.00	1864.64	1717.43	0.921	2.56	9.20	18.459	C
3	716.76	179.19	713.07	1149.84	1242.03	0.00	1087.42	1055.44	0.659	0.95	1.88	9.524	A
4	742.09	185.52	739.63	964.42	990.69	0.00	1247.01	1101.67	0.595	0.83	1.44	7.062	A

### Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	546.11	136.53	546.03	581.49	1159.15	0.00	946.61	702.86	0.577	1.33	1.35	8.983	A
2	1717.59	429.40	1713.51	1001.72	703.46	0.00	1863.16	1717.43	0.922	9.20	10.22	22.756	C
3	716.76	179.19	716.54	1160.01	1256.96	0.00	1080.30	1055.44	0.663	1.88	1.93	9.881	A
4	742.09	185.52	742.00	974.87	998.63	0.00	1243.20	1101.67	0.597	1.44	1.46	7.180	A

**Main results: (17:45-18:00)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	445.89	111.47	448.23	483.15	951.34	0.00	1037.63	702.86	0.430	1.35	0.76	6.133	A
2	1402.41	350.60	1432.43	822.40	577.17	0.00	1933.75	1717.43	0.725	10.22	2.71	7.590	A
3	585.24	146.31	588.98	961.43	1048.16	0.00	1179.89	1055.44	0.496	1.93	1.00	6.129	A
4	605.91	151.48	608.37	811.02	826.12	0.00	1325.97	1101.67	0.457	1.46	0.85	5.035	A

**Main results: (18:00-18:15)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	373.41	93.35	374.41	399.75	794.71	0.00	1106.23	702.86	0.338	0.76	0.51	4.927	A
2	1174.45	293.61	1179.45	686.87	482.25	0.00	1986.80	1717.43	0.591	2.71	1.46	4.487	A
3	490.11	122.53	491.55	796.96	864.74	0.00	1267.38	1055.44	0.387	1.00	0.64	4.650	A
4	507.42	126.86	508.51	670.35	685.94	0.00	1393.22	1101.67	0.364	0.85	0.58	4.073	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.33	0.49	4.870	A	A
2	20.56	1.37	4.361	A	A
3	9.05	0.60	4.580	A	A
4	8.28	0.55	4.032	A	A

**Queueing Delay results: (17:00-17:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	10.81	0.72	6.034	A	A
2	36.41	2.43	6.633	A	A
3	13.87	0.92	5.918	A	A
4	12.08	0.81	4.945	A	A

**Queueing Delay results: (17:15-17:30)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	18.94	1.26	8.841	A	A
2	112.31	7.49	18.459	C	B
3	26.47	1.76	9.524	A	A
4	20.71	1.38	7.062	A	A

**Queueing Delay results: (17:30-17:45)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	20.09	1.34	8.983	A	A
2	146.90	9.79	22.756	C	C
3	28.70	1.91	9.881	A	A
4	21.84	1.46	7.180	A	A

### Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	11.85	0.79	6.133	A	A
2	47.31	3.15	7.590	A	A
3	15.56	1.04	6.129	A	A
4	13.16	0.88	5.035	A	A

### Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.90	0.53	4.927	A	A
2	22.75	1.52	4.487	A	A
3	9.79	0.65	4.650	A	A
4	8.85	0.59	4.073	A	A

## (Default Analysis Set) - 2031 Base, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base, AM	2031 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				124.69	F

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown



# Arms

## Arms

Arm	Arm	Name	Description
1	1	A4095 Upper Campsfield Road	
2	2	A44 Woodstock Road (s)	
3	3	A4095 Bladon Road	
4	4	A44 Oxford Road (n)	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.50	5.47	14.05	18.00	78.00	32.00	
2	7.30	7.50	5.00	25.00	78.00	34.00	
3	3.75	6.75	13.04	16.00	78.00	23.00	
4	3.48	7.00	19.33	31.00	78.00	36.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.438	1454.316
2		(calculated)	(calculated)	0.559	2256.334
3		(calculated)	(calculated)	0.477	1679.834
4		(calculated)	(calculated)	0.480	1722.323

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	580.00	100.000
2	ONE HOUR	✓	837.00	100.000
3	ONE HOUR	✓	1132.00	100.000
4	ONE HOUR	✓	1101.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	215.000	161.000	204.000
	2	287.000	0.000	224.000	326.000
	3	332.000	751.000	0.000	49.000
	4	40.000	793.000	268.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.37	0.28	0.35
	2	0.34	0.00	0.27	0.39
	3	0.29	0.66	0.00	0.04
	4	0.04	0.72	0.24	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.95	64.07	10.71	F	532.22	798.33	382.43	28.74	4.25	382.54	28.75
2	0.49	3.69	0.94	A	768.05	1152.07	61.08	3.18	0.68	61.08	3.18
3	1.00	67.01	23.02	F	1038.74	1558.11	661.28	25.46	7.35	661.34	25.47
4	1.20	307.90	105.90	F	1010.30	1515.45	3724.40	147.46	41.38	3724.54	147.46

## Main Results for each time segment

### Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	436.65	109.16	432.62	493.38	1352.30	0.00	862.01	768.19	0.507	0.00	1.01	8.309	A
2	630.14	157.53	628.30	1312.86	472.07	0.00	1992.49	1849.73	0.316	0.00	0.46	2.635	A
3	852.23	213.06	845.98	488.05	612.31	0.00	1387.78	904.81	0.614	0.00	1.56	6.571	A
4	828.89	207.22	820.88	433.50	1024.80	0.00	1230.64	1002.70	0.674	0.00	2.00	8.626	A

### Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	521.41	130.35	516.75	589.85	1610.27	0.00	749.02	768.19	0.696	1.01	2.17	15.200	C
2	752.45	188.11	751.77	1564.59	562.43	0.00	1941.99	1849.73	0.387	0.46	0.63	3.023	A
3	1017.64	254.41	1011.51	581.87	732.33	0.00	1330.53	904.81	0.765	1.56	3.10	11.073	B
4	989.78	247.44	974.62	518.34	1225.50	0.00	1134.35	1002.70	0.873	2.00	5.79	20.809	C

### Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	638.59	159.65	613.92	702.33	1768.81	0.00	679.58	768.19	0.940	2.17	8.34	43.932	E
2	921.55	230.39	920.34	1749.53	633.21	0.00	1902.43	1849.73	0.484	0.63	0.93	3.660	A
3	1246.36	311.59	1193.05	663.58	889.97	0.00	1255.35	904.81	0.993	3.10	16.42	40.438	E
4	1212.22	303.06	1014.16	626.03	1456.98	0.00	1023.29	1002.70	1.185	5.79	55.31	120.398	F

### Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	638.59	159.65	629.13	710.47	1782.52	0.00	673.57	768.19	0.948	8.34	10.71	64.071	F
2	921.55	230.39	921.53	1769.92	641.73	0.00	1897.66	1849.73	0.486	0.93	0.94	3.687	A
3	1246.36	311.59	1219.95	667.07	896.18	0.00	1252.38	904.81	0.995	16.42	23.02	67.011	F
4	1212.22	303.06	1009.86	633.01	1483.13	0.00	1010.75	1002.70	1.199	55.31	105.90	290.358	F

**Main results: (08:45-09:00)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	521.41	130.35	549.46	619.15	1772.62	0.00	677.91	768.19	0.769	10.71	3.69	32.289	D
2	752.45	188.11	753.60	1712.15	609.94	0.00	1915.43	1849.73	0.393	0.94	0.65	3.103	A
3	1017.64	254.41	1095.57	618.36	745.18	0.00	1324.41	904.81	0.768	23.02	3.54	20.562	C
4	989.78	247.44	1085.22	534.20	1306.55	0.00	1095.46	1002.70	0.904	105.90	82.04	307.905	F

**Main results: (09:00-09:15)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	436.65	109.16	445.05	510.18	1676.29	0.00	720.10	768.19	0.606	3.69	1.59	13.459	B
2	630.14	157.53	630.81	1561.94	559.40	0.00	1943.68	1849.73	0.324	0.65	0.48	2.742	A
3	852.23	213.06	859.87	571.68	618.53	0.00	1384.81	904.81	0.615	3.54	1.63	6.956	A
4	828.89	207.22	1147.52	439.45	1038.95	0.00	1223.86	1002.70	0.677	82.04	2.38	110.969	F

**Queueing Delay Results for each time segment**
**Queueing Delay results: (07:45-08:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	14.30	0.95	8.309	A	A
2	6.78	0.45	2.635	A	A
3	22.17	1.48	6.571	A	A
4	27.92	1.86	8.626	A	A

**Queueing Delay results: (08:00-08:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	29.83	1.99	15.200	C	B
2	9.28	0.62	3.023	A	A
3	42.76	2.85	11.073	B	B
4	73.31	4.89	20.809	C	C

**Queueing Delay results: (08:15-08:30)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	93.88	6.26	43.932	E	D
2	13.68	0.91	3.660	A	A
3	170.27	11.35	40.438	E	D
4	467.19	31.15	120.398	F	F

**Queueing Delay results: (08:30-08:45)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	144.90	9.66	64.071	F	E
2	14.06	0.94	3.687	A	A
3	298.97	19.93	67.011	F	E
4	1209.41	80.63	290.358	F	F

### Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	73.35	4.89	32.289	D	C
2	9.94	0.66	3.103	A	A
3	101.23	6.75	20.562	C	C
4	1409.56	93.97	307.905	F	F

### Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	26.17	1.74	13.459	B	B
2	7.34	0.49	2.742	A	A
3	25.87	1.72	6.956	A	A
4	537.01	35.80	110.969	F	F

## (Default Analysis Set) - 2031 Base, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base, PM	2031 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				163.78	F

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description
1	1	A4095 Upper Campsfield Road	
2	2	A44 Woodstock Road (s)	
3	3	A4095 Bladon Road	
4	4	A44 Oxford Road (n)	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.50	5.47	14.05	18.00	78.00	32.00	
2	7.30	7.50	5.00	25.00	78.00	34.00	
3	3.75	6.75	13.04	16.00	78.00	23.00	
4	3.48	7.00	19.33	31.00	78.00	36.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.438	1454.316
2		(calculated)	(calculated)	0.559	2256.334
3		(calculated)	(calculated)	0.477	1679.834
4		(calculated)	(calculated)	0.480	1722.323

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	613.00	100.000
2	ONE HOUR	✓	1926.00	100.000
3	ONE HOUR	✓	804.00	100.000
4	ONE HOUR	✓	832.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	157.000	262.000	194.000
	2	424.000	0.000	707.000	795.000
	3	183.000	515.000	0.000	106.000
	4	47.000	452.000	333.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.26	0.43	0.32
	2	0.22	0.00	0.37	0.41
	3	0.23	0.64	0.00	0.13
	4	0.06	0.54	0.40	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.82	22.95	4.10	C	562.50	843.75	177.49	12.62	1.97	177.51	12.62
2	1.20	332.35	185.12	F	1767.33	2651.00	7155.83	161.96	79.51	7183.18	162.58
3	0.85	22.12	5.18	C	737.76	1106.65	242.91	13.17	2.70	242.97	13.17
4	0.78	14.23	3.51	B	763.46	1145.19	172.70	9.05	1.92	172.72	9.05

## Main Results for each time segment

### Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	461.50	115.37	458.28	488.62	972.66	0.00	1028.29	703.10	0.449	0.00	0.80	6.281	A
2	1449.99	362.50	1438.21	840.76	590.18	0.00	1926.48	1717.64	0.753	0.00	2.95	7.209	A
3	605.29	151.32	601.11	973.08	1055.31	0.00	1176.48	1055.18	0.514	0.00	1.04	6.213	A
4	626.37	156.59	622.80	817.94	838.48	0.00	1320.04	1101.40	0.475	0.00	0.89	5.138	A

### Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	551.07	137.77	548.82	580.74	1164.14	0.00	944.42	703.10	0.584	0.80	1.37	9.048	A
2	1731.43	432.86	1703.09	1006.29	706.67	0.00	1861.37	1717.63	0.930	2.95	10.03	19.918	C
3	722.78	180.69	719.18	1158.16	1251.60	0.00	1082.86	1055.18	0.667	1.04	1.95	9.802	A
4	747.95	186.99	745.60	971.49	999.29	0.00	1242.88	1101.40	0.602	0.89	1.48	7.204	A

### Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	674.93	168.73	665.19	639.80	1416.78	0.00	833.77	703.12	0.809	1.37	3.80	20.284	C
2	2120.57	530.14	1769.90	1223.52	858.46	0.00	1776.54	1717.62	1.194	10.03	97.70	117.330	F
3	885.22	221.31	873.59	1297.64	1330.72	0.00	1045.12	1055.18	0.847	1.95	4.85	19.756	C
4	916.05	229.01	908.53	1056.26	1148.05	0.00	1171.51	1101.40	0.782	1.48	3.36	13.320	B

### Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	674.93	168.73	673.72	642.76	1429.93	0.00	828.01	703.12	0.815	3.80	4.10	22.946	C
2	2120.57	530.14	1770.90	1236.08	867.57	0.00	1771.44	1717.62	1.197	97.70	185.12	289.401	F
3	885.22	221.31	883.91	1304.42	1334.05	0.00	1043.53	1055.18	0.848	4.85	5.18	22.117	C
4	916.05	229.01	915.46	1060.73	1157.23	0.00	1167.11	1101.40	0.785	3.36	3.51	14.226	B



**Main results: (17:45-18:00)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	551.07	137.77	561.62	615.66	1183.01	0.00	936.16	703.10	0.589	4.10	1.47	9.868	A
2	1731.43	432.86	1843.86	1024.45	720.18	0.00	1853.82	1717.63	0.934	185.12	157.01	332.346	F
3	722.78	180.69	733.98	1219.29	1344.75	0.00	1038.43	1055.18	0.696	5.18	2.38	12.229	B
4	747.95	186.99	755.54	1035.60	1043.13	0.00	1221.85	1101.40	0.612	3.51	1.61	7.842	A

**Main results: (18:00-18:15)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	461.50	115.37	464.04	594.75	983.45	0.00	1023.56	703.10	0.451	1.47	0.83	6.464	A
2	1449.99	362.50	1910.56	850.60	596.89	0.00	1922.73	1717.64	0.754	157.01	41.87	189.651	F
3	605.29	151.32	609.03	1151.36	1356.09	0.00	1033.02	1055.18	0.586	2.38	1.45	8.565	A
4	626.37	156.59	628.86	1015.78	949.34	0.00	1266.85	1101.40	0.494	1.61	0.99	5.666	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	11.56	0.77	6.281	A	A
2	40.90	2.73	7.209	A	A
3	14.98	1.00	6.213	A	A
4	12.91	0.86	5.138	A	A

**Queueing Delay results: (17:00-17:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	19.54	1.30	9.048	A	A
2	121.07	8.07	19.918	C	B
3	27.43	1.83	9.802	A	A
4	21.29	1.42	7.204	A	A

**Queueing Delay results: (17:15-17:30)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	49.57	3.30	20.284	C	C
2	815.03	54.34	117.330	F	F
3	62.84	4.19	19.756	C	B
4	45.64	3.04	13.320	B	B

**Queueing Delay results: (17:30-17:45)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	59.79	3.99	22.946	C	C
2	2121.31	141.42	289.401	F	F
3	75.74	5.05	22.117	C	C
4	51.80	3.45	14.226	B	B

**Queueing Delay results: (17:45-18:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	24.07	1.60	9.868	A	A
2	2565.94	171.06	332.346	F	F
3	39.11	2.61	12.229	B	B
4	25.69	1.71	7.842	A	A

**Queueing Delay results: (18:00-18:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	12.95	0.86	6.464	A	A
2	1491.58	99.44	189.651	F	F
3	22.82	1.52	8.565	A	A
4	15.37	1.02	5.666	A	A

## (Default Analysis Set) - 2031 Base + Dev, AM

**Data Errors and Warnings**

No errors or warnings

**Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base + Dev, AM	2031 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

## Junction Network

**Junctions**

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				231.71	F

**Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description
1	1	A4095 Upper Campsfield Road	
2	2	A44 Woodstock Road (s)	
3	3	A4095 Bladon Road	
4	4	A44 Oxford Road (n)	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.50	5.47	14.05	18.00	78.00	32.00	
2	7.30	7.50	5.00	25.00	78.00	34.00	
3	3.75	6.75	13.04	16.00	78.00	23.00	
4	3.48	7.00	19.33	31.00	78.00	36.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.438	1454.316
2		(calculated)	(calculated)	0.559	2256.334
3		(calculated)	(calculated)	0.477	1679.834
4		(calculated)	(calculated)	0.480	1722.323

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	713.00	100.000
2	ONE HOUR	✓	926.00	100.000
3	ONE HOUR	✓	1181.00	100.000
4	ONE HOUR	✓	1168.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	276.000	233.000	204.000
	2	353.000	0.000	224.000	349.000
	3	469.000	651.000	0.000	61.000
	4	90.000	801.000	277.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.39	0.33	0.29
	2	0.38	0.00	0.24	0.38
	3	0.40	0.55	0.00	0.05
	4	0.08	0.69	0.24	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	1.03	114.60	25.45	F	654.26	981.39	841.33	51.44	9.35	841.59	51.45
2	0.55	4.24	1.19	A	849.71	1274.57	75.60	3.56	0.84	75.60	3.56
3	1.08	142.98	57.00	F	1083.71	1625.56	1571.47	58.00	17.46	1571.56	58.01
4	1.30	573.26	172.75	F	1071.78	1607.67	7253.64	270.71	80.60	7504.44	280.07

## Main Results for each time segment

### Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	536.78	134.20	530.88	681.99	1287.73	0.00	890.29	842.25	0.603	0.00	1.48	9.862	A
2	697.14	174.29	694.94	1287.22	531.38	0.00	1959.34	1838.39	0.356	0.00	0.55	2.842	A
3	889.12	222.28	881.68	547.60	678.73	0.00	1356.10	900.15	0.656	0.00	1.86	7.476	A
4	879.33	219.83	868.65	459.35	1101.06	0.00	1194.05	976.52	0.736	0.00	2.67	10.738	B

### Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	640.97	160.24	631.62	813.01	1515.94	0.00	790.34	842.25	0.811	1.48	3.82	21.514	C
2	832.46	208.11	831.57	1519.95	627.61	0.00	1905.56	1838.39	0.437	0.55	0.77	3.348	A
3	1061.69	265.42	1052.24	648.05	811.13	0.00	1292.95	900.15	0.821	1.86	4.22	14.411	B
4	1050.01	262.50	1014.05	548.48	1314.89	0.00	1091.46	976.52	0.962	2.67	11.66	36.113	E

### Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	785.03	196.26	733.21	935.62	1570.64	0.00	766.38	842.27	1.024	3.82	16.77	65.743	F
2	1019.55	254.89	1017.90	1618.88	684.96	0.00	1873.50	1838.38	0.544	0.77	1.18	4.200	A
3	1300.31	325.08	1186.15	721.41	981.45	0.00	1211.71	900.15	1.073	4.22	32.76	68.074	F
4	1285.99	321.50	993.34	654.68	1512.92	0.00	996.46	976.52	1.291	11.66	84.82	185.616	F

### Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	785.03	196.26	750.33	942.65	1575.23	0.00	764.36	842.27	1.027	16.77	25.45	114.599	F
2	1019.55	254.89	1019.50	1631.36	694.20	0.00	1868.34	1838.38	0.546	1.18	1.19	4.240	A
3	1300.31	325.08	1203.36	726.14	987.56	0.00	1208.80	900.15	1.076	32.76	57.00	142.976	F
4	1285.99	321.50	988.04	661.07	1529.84	0.00	988.33	976.52	1.301	84.82	159.31	450.510	F

**Main results: (08:45-09:00)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	640.97	160.24	709.92	894.80	1613.62	0.00	747.55	842.25	0.857	25.45	8.21	87.864	F
2	832.46	208.11	834.03	1652.17	671.37	0.00	1881.10	1838.39	0.443	1.19	0.80	3.442	A
3	1061.69	265.42	1259.30	670.01	835.40	0.00	1281.37	900.15	0.829	57.00	7.60	98.581	F
4	1050.01	262.50	996.23	582.50	1512.19	0.00	996.80	976.52	1.053	159.31	172.75	573.257	F

**Main results: (09:00-09:15)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	536.78	134.20	559.42	718.51	1585.20	0.00	760.00	842.25	0.706	8.21	2.55	19.693	C
2	697.14	174.29	698.03	1523.54	621.07	0.00	1909.21	1838.39	0.365	0.80	0.58	2.976	A
3	889.12	222.28	911.61	629.87	689.23	0.00	1351.09	900.15	0.658	7.60	1.97	8.593	A
4	879.33	219.83	1173.08	470.22	1130.62	0.00	1179.87	976.52	0.745	172.75	99.32	418.807	F

**Queueing Delay Results for each time segment**
**Queueing Delay results: (07:45-08:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	20.63	1.38	9.862	A	A
2	8.08	0.54	2.842	A	A
3	26.14	1.74	7.476	A	A
4	36.37	2.42	10.738	B	B

**Queueing Delay results: (08:00-08:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	49.70	3.31	21.514	C	C
2	11.34	0.76	3.348	A	A
3	56.48	3.77	14.411	B	B
4	128.49	8.57	36.113	E	D

**Queueing Delay results: (08:15-08:30)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	168.68	11.25	65.743	F	E
2	17.26	1.15	4.200	A	A
3	295.79	19.72	68.074	F	E
4	726.67	48.44	185.616	F	F

**Queueing Delay results: (08:30-08:45)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	318.79	21.25	114.599	F	F
2	17.84	1.19	4.240	A	A
3	674.68	44.98	142.976	F	F
4	1831.08	122.07	450.510	F	F

**Queueing Delay results: (08:45-09:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	236.12	15.74	87.864	F	F
2	12.25	0.82	3.442	A	A
3	484.27	32.28	98.581	F	F
4	2490.50	166.03	573.257	F	F

**Queueing Delay results: (09:00-09:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	47.41	3.16	19.693	C	B
2	8.82	0.59	2.976	A	A
3	34.11	2.27	8.593	A	A
4	2040.53	136.04	418.807	F	F

## (Default Analysis Set) - 2031 Base + Dev, PM

**Data Errors and Warnings**

No errors or warnings

**Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base + Dev, PM	2031 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

## Junction Network

**Junctions**

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				177.60	F

**Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description
1	1	A4095 Upper Campsfield Road	
2	2	A44 Woodstock Road (s)	
3	3	A4095 Bladon Road	
4	4	A44 Oxford Road (n)	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.50	5.47	14.05	18.00	78.00	32.00	
2	7.30	7.50	5.00	25.00	78.00	34.00	
3	3.75	6.75	13.04	16.00	78.00	23.00	
4	3.48	7.00	19.33	31.00	78.00	36.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.438	1454.316
2		(calculated)	(calculated)	0.559	2256.334
3		(calculated)	(calculated)	0.477	1679.834
4		(calculated)	(calculated)	0.480	1722.323

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓



# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	760.00	100.000
2	ONE HOUR	✓	1899.00	100.000
3	ONE HOUR	✓	877.00	100.000
4	ONE HOUR	✓	867.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	255.000	311.000	194.000
	2	488.000	0.000	607.000	804.000
	3	255.000	515.000	0.000	107.000
	4	47.000	485.000	335.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.34	0.41	0.26
	2	0.26	0.00	0.32	0.42
	3	0.29	0.59	0.00	0.12
	4	0.05	0.56	0.39	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	1.03	105.58	25.50	F	697.39	1046.08	674.43	38.68	7.49	674.48	38.69
2	1.19	335.53	178.18	F	1742.56	2613.83	7018.34	161.10	77.98	7048.32	161.79
3	0.95	50.75	12.82	F	804.75	1207.13	462.92	23.01	5.14	463.04	23.02
4	0.87	23.14	5.81	C	795.57	1193.36	247.06	12.42	2.75	247.10	12.42

## Main Results for each time segment

### Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	572.17	143.04	567.13	590.00	998.02	0.00	1017.19	745.52	0.563	0.00	1.26	7.913	A
2	1429.67	357.42	1418.03	937.71	627.44	0.00	1905.65	1747.02	0.750	0.00	2.91	7.222	A
3	660.25	165.06	654.97	935.93	1109.54	0.00	1150.62	1022.14	0.574	0.00	1.32	7.188	A
4	652.72	163.18	648.56	825.05	939.46	0.00	1271.59	1076.36	0.513	0.00	1.04	5.741	A

### Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	683.22	170.81	677.85	701.05	1193.48	0.00	931.57	745.52	0.733	1.26	2.60	13.897	B
2	1707.16	426.79	1679.11	1121.03	750.29	0.00	1836.99	1747.02	0.929	2.91	9.92	19.983	C
3	788.41	197.10	782.38	1113.98	1315.42	0.00	1052.42	1022.14	0.749	1.32	2.83	13.046	B
4	779.42	194.85	776.11	979.39	1118.42	0.00	1185.73	1076.36	0.657	1.04	1.87	8.717	A

### Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	836.78	209.19	783.22	774.00	1439.21	0.00	823.94	745.52	1.016	2.60	15.99	57.195	F
2	2090.84	522.71	1755.22	1338.40	884.04	0.00	1762.24	1747.02	1.186	9.92	93.83	114.351	F
3	965.59	241.40	935.23	1245.15	1394.11	0.00	1014.89	1022.14	0.951	2.83	10.42	36.026	E
4	954.58	238.65	941.03	1057.16	1272.18	0.00	1111.96	1076.36	0.858	1.87	5.26	19.669	C

### Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	836.78	209.19	798.73	780.19	1462.13	0.00	813.91	745.52	1.028	15.99	25.50	105.577	F
2	2090.84	522.71	1753.44	1362.14	898.72	0.00	1754.03	1747.02	1.192	93.83	178.18	282.713	F
3	965.59	241.40	955.99	1255.31	1396.85	0.00	1013.58	1022.14	0.953	10.42	12.82	50.746	F
4	954.58	238.65	952.37	1062.90	1289.95	0.00	1103.43	1076.36	0.865	5.26	5.81	23.143	C

**Main results: (17:45-18:00)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	683.22	170.81	772.22	742.09	1234.86	0.00	913.45	745.52	0.748	25.50	3.25	37.868	E
2	1707.16	426.79	1788.02	1187.14	819.95	0.00	1798.06	1747.02	0.949	178.18	157.96	335.533	F
3	788.41	197.10	823.91	1194.35	1413.62	0.00	1005.58	1022.14	0.784	12.82	3.94	22.834	C
4	779.42	194.85	794.08	1054.66	1182.87	0.00	1154.81	1076.36	0.675	5.81	2.14	10.361	B

**Main results: (18:00-18:15)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	572.17	143.04	579.85	714.78	1013.15	0.00	1010.56	745.52	0.566	3.25	1.33	8.502	A
2	1429.67	357.42	1887.26	954.03	638.97	0.00	1899.21	1747.02	0.753	157.96	43.56	194.449	F
3	660.25	165.06	667.91	1094.20	1432.03	0.00	996.80	1022.14	0.662	3.94	2.03	11.186	B
4	652.72	163.18	656.52	1028.53	1071.40	0.00	1208.28	1076.36	0.540	2.14	1.19	6.567	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	17.85	1.19	7.913	A	A
2	40.39	2.69	7.222	A	A
3	18.77	1.25	7.188	A	A
4	14.96	1.00	5.741	A	A

**Queueing Delay results: (17:00-17:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	35.75	2.38	13.897	B	B
2	119.80	7.99	19.983	C	B
3	38.76	2.58	13.046	B	B
4	26.49	1.77	8.717	A	A

**Queueing Delay results: (17:15-17:30)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	158.59	10.57	57.195	F	E
2	785.45	52.36	114.351	F	F
3	117.60	7.84	36.026	E	D
4	67.33	4.49	19.669	C	B

**Queueing Delay results: (17:30-17:45)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	313.83	20.92	105.577	F	F
2	2040.24	136.02	282.713	F	F
3	176.32	11.75	50.746	F	D
4	83.90	5.59	23.143	C	C

**Queueing Delay results: (17:45-18:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	127.04	8.47	37.868	E	D
2	2521.03	168.07	335.533	F	F
3	78.85	5.26	22.834	C	C
4	35.72	2.38	10.361	B	B

**Queueing Delay results: (18:00-18:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	21.37	1.42	8.502	A	A
2	1511.43	100.76	194.449	F	F
3	32.63	2.18	11.186	B	B
4	18.67	1.24	6.567	A	A

## Appendix J

# Junctions 8

## PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]  
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**Filename:** A4095\_A4260 Banbury Road.arc8

**Path:** P:\15000's\15291\Junction Assessments\2031

**Report generation date:** 28/10/2014 16:49:39

- 
- » (Default Analysis Set) - 2014 Base, AM
  - » (Default Analysis Set) - 2014 Base, PM
  - » (Default Analysis Set) - 2031 Base, AM
  - » (Default Analysis Set) - 2031 Base, PM
  - » (Default Analysis Set) - 2031 Base + Dev, AM
  - » (Default Analysis Set) - 2031 Base + Dev, PM

## Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 2014 Base</b>								
Stream B-C	4.62	30.87	0.84	D	12.77	91.04	0.97	F
Stream B-A	0.09	27.76	0.09	D	0.62	1289.51	0.78	F
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.95	9.95	0.49	A	1.14	13.89	0.54	B
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
<b>A1 - 2031 Base</b>								
Stream B-C	26.66	134.25	1.04	F	88.81	588.81	1.31	F
Stream B-A	1.86	525.75	1.04	F	1.31	1638.19	0.99	F
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	1.51	13.06	0.61	B	2.49	25.04	0.72	D
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
<b>A1 - 2031 Base + Dev</b>								
Stream B-C	30.74	150.73	1.06	F	242.22	1536.24	1.67	F
Stream B-A	1.91	586.75	1.05	F	1.88	2712.45	1.29	F
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	5.26	33.69	0.85	D	2.64	26.21	0.74	D
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2014 Base, AM" model duration: 07:45 - 09:15

"D2 - 2014 Base, PM" model duration: 16:45 - 18:15

"D7 - 2031 Base, AM" model duration: 07:45 - 09:15

"D8 - 2031 Base, PM" model duration: 16:45 - 18:15

"D9 - 2031 Base + Dev, AM" model duration: 07:45 - 09:15

"D10 - 2031 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 28/10/2014 16:49:36

## File summary

Title	(untitled)
Location	
Site Number	
Date	18/09/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Arcady
Description	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## 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

## (Default Analysis Set) - 2014 Base, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Base, AM	2014 Base	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	23.01	C

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

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

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	13.00		0.00	✓	3.25	180.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	6.50	4.28	3.40	3.08		1.00	78	53



## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	542.542	0.069	0.174	0.109	0.248
1	B-C	733.112	0.078	0.198	-	-
1	C-B	755.705	0.204	0.204	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	211.00	100.000
B	ONE HOUR	✓	528.00	100.000
C	ONE HOUR	✓	728.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	6.000	205.000
	B	11.000	0.000	517.000
	C	413.000	315.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.02	0.00	0.98
	C	0.57	0.43	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.84	30.87	4.62	D
B-A	0.09	27.76	0.09	D
C-A	-	-	-	-
C-B	0.49	9.95	0.95	A
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	389.22	384.33	0.00	698.69	0.557	1.22	11.287	B
B-A	8.28	8.19	0.00	351.89	0.024	0.02	10.472	B
C-A	310.93	310.93	0.00	-	-	-	-	-
C-B	237.15	235.22	0.00	723.36	0.328	0.48	7.348	A
A-B	4.52	4.52	0.00	-	-	-	-	-
A-C	154.33	154.33	0.00	-	-	-	-	-

### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	464.77	461.85	0.00	691.64	0.672	1.95	15.460	C
B-A	9.89	9.84	0.00	278.23	0.036	0.04	13.413	B
C-A	371.28	371.28	0.00	-	-	-	-	-
C-B	283.18	282.53	0.00	717.08	0.395	0.64	8.272	A
A-B	5.39	5.39	0.00	-	-	-	-	-
A-C	184.29	184.29	0.00	-	-	-	-	-

**Main results: (08:15-08:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	569.23	559.83	0.00	681.63	0.835	4.30	27.575	D
B-A	12.11	11.92	0.00	152.55	0.079	0.08	25.566	D
C-A	454.72	454.72	0.00	-	-	-	-	-
C-B	346.82	345.64	0.00	708.40	0.490	0.94	9.889	A
A-B	6.61	6.61	0.00	-	-	-	-	-
A-C	225.71	225.71	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	569.23	567.96	0.00	681.51	0.835	4.62	30.870	D
B-A	12.11	12.08	0.00	141.71	0.085	0.09	27.763	D
C-A	454.72	454.72	0.00	-	-	-	-	-
C-B	346.82	346.78	0.00	708.40	0.490	0.95	9.952	A
A-B	6.61	6.61	0.00	-	-	-	-	-
A-C	225.71	225.71	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	464.77	474.64	0.00	691.50	0.672	2.15	17.282	C
B-A	9.89	10.10	0.00	267.07	0.037	0.04	14.019	B
C-A	371.28	371.28	0.00	-	-	-	-	-
C-B	283.18	284.33	0.00	717.08	0.395	0.66	8.342	A
A-B	5.39	5.39	0.00	-	-	-	-	-
A-C	184.29	184.29	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	389.22	392.67	0.00	698.61	0.557	1.29	11.895	B
B-A	8.28	8.34	0.00	346.53	0.024	0.02	10.648	B
C-A	310.93	310.93	0.00	-	-	-	-	-
C-B	237.15	237.82	0.00	723.36	0.328	0.49	7.426	A
A-B	4.52	4.52	0.00	-	-	-	-	-
A-C	154.33	154.33	0.00	-	-	-	-	-

## (Default Analysis Set) - 2014 Base, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Base, PM	2014 Base	PM		ONE HOUR	16:45	18:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	67.90	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

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

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	13.00		0.00	✓	3.25	180.00		

*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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	6.50	4.28	3.40	3.08		1.00	78	53

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	542.542	0.069	0.174	0.109	0.248
1	B-C	733.112	0.078	0.198	-	-
1	C-B	755.705	0.204	0.204	-	-

*The slopes and intercepts shown above do NOT include any corrections or adjustments.*

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	875.00	100.000
B	ONE HOUR	✓	482.00	100.000
C	ONE HOUR	✓	398.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	11.000	864.000
	B	3.000	0.000	479.000
	C	125.000	273.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.01	0.00	0.99
	C	0.31	0.69	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.97	91.04	12.77	F
B-A	0.78	1289.51	0.62	F
C-A	-	-	-	-
C-B	0.54	13.89	1.14	B
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	360.62	354.90	0.00	603.03	0.598	1.43	14.205	B
B-A	2.26	2.23	0.00	289.85	0.008	0.01	12.514	B
C-A	94.11	94.11	0.00	-	-	-	-	-
C-B	205.53	203.58	0.00	621.56	0.331	0.49	8.575	A
A-B	8.28	8.28	0.00	-	-	-	-	-
A-C	650.46	650.46	0.00	-	-	-	-	-

#### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	430.61	425.63	0.00	577.69	0.745	2.68	22.922	C
B-A	2.70	2.67	0.00	191.20	0.014	0.01	19.093	C
C-A	112.37	112.37	0.00	-	-	-	-	-
C-B	245.42	244.62	0.00	595.53	0.412	0.69	10.242	B
A-B	9.89	9.89	0.00	-	-	-	-	-
A-C	776.72	776.72	0.00	-	-	-	-	-

#### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	527.39	499.47	0.00	542.58	0.972	9.66	60.856	F
B-A	3.30	2.26	0.00	10.34	0.320	0.27	420.106	F
C-A	137.63	137.63	0.00	-	-	-	-	-
C-B	300.58	298.83	0.00	559.53	0.537	1.13	13.714	B
A-B	12.11	12.11	0.00	-	-	-	-	-
A-C	951.28	951.28	0.00	-	-	-	-	-

**Main results: (17:30-17:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	527.39	514.93	0.00	542.03	0.973	12.77	91.040	F
B-A	3.30	1.93	0.00	4.21	0.784	0.62	1289.514	F
C-A	137.63	137.63	0.00	-	-	-	-	-
C-B	300.58	300.51	0.00	559.53	0.537	1.14	13.887	B
A-B	12.11	12.11	0.00	-	-	-	-	-
A-C	951.28	951.28	0.00	-	-	-	-	-

**Main results: (17:45-18:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	430.61	468.49	0.00	576.54	0.747	3.30	40.853	E
B-A	2.70	5.09	0.00	142.17	0.019	0.02	26.676	D
C-A	112.37	112.37	0.00	-	-	-	-	-
C-B	245.42	247.13	0.00	595.53	0.412	0.71	10.384	B
A-B	9.89	9.89	0.00	-	-	-	-	-
A-C	776.72	776.72	0.00	-	-	-	-	-

**Main results: (18:00-18:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	360.62	367.63	0.00	602.99	0.598	1.55	15.719	C
B-A	2.26	2.31	0.00	280.43	0.008	0.01	12.945	B
C-A	94.11	94.11	0.00	-	-	-	-	-
C-B	205.53	206.38	0.00	621.56	0.331	0.50	8.688	A
A-B	8.28	8.28	0.00	-	-	-	-	-
A-C	650.46	650.46	0.00	-	-	-	-	-

## (Default Analysis Set) - 2031 Base, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base, AM	2031 Base	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	93.89	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

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

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	13.00		0.00	✓	3.25	180.00		

*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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	6.50	4.28	3.40	3.08		1.00	78	53

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	542.542	0.069	0.174	0.109	0.248
1	B-C	733.112	0.078	0.198	-	-
1	C-B	755.705	0.204	0.204	-	-

*The slopes and intercepts shown above do NOT include any corrections or adjustments.*

*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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓



# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	257.00	100.000
B	ONE HOUR	✓	643.00	100.000
C	ONE HOUR	✓	888.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	250.000
	B	13.000	0.000	630.000
	C	504.000	384.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.02	0.00	0.98
	C	0.57	0.43	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.04	134.25	26.66	F
B-A	1.04	525.75	1.86	F
C-A	-	-	-	-
C-B	0.61	13.06	1.51	B
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	474.30	466.01	0.00	690.95	0.686	2.07	15.488	C
B-A	9.79	9.64	0.00	272.40	0.036	0.04	13.694	B
C-A	379.44	379.44	0.00	-	-	-	-	-
C-B	289.10	286.43	0.00	716.31	0.404	0.67	8.324	A
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	188.21	188.21	0.00	-	-	-	-	-

### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	566.36	557.87	0.00	682.10	0.830	4.19	27.193	D
B-A	11.69	11.52	0.00	155.69	0.075	0.08	24.951	C
C-A	453.09	453.09	0.00	-	-	-	-	-
C-B	345.21	344.15	0.00	708.66	0.487	0.93	9.846	A
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	224.74	224.74	0.00	-	-	-	-	-

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	693.64	642.33	0.00	669.43	1.036	17.02	76.070	F
B-A	14.31	8.51	0.00	13.78	1.038	1.53	488.422	F
C-A	554.91	554.91	0.00	-	-	-	-	-
C-B	422.79	420.58	0.00	698.09	0.606	1.48	12.866	B
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	275.26	275.26	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	693.64	655.09	0.00	665.66	1.042	26.66	134.249	F
B-A	14.31	13.01	0.00	17.86	0.802	1.86	525.752	F
C-A	554.91	554.91	0.00	-	-	-	-	-
C-B	422.79	422.69	0.00	698.09	0.606	1.51	13.058	B
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	275.26	275.26	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	566.36	644.80	0.00	677.50	0.836	7.05	97.643	F
B-A	11.69	14.75	0.00	26.06	0.448	1.09	333.022	F
C-A	453.09	453.09	0.00	-	-	-	-	-
C-B	345.21	347.37	0.00	708.66	0.487	0.97	10.022	B
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	224.74	224.74	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	474.30	493.12	0.00	688.68	0.689	2.34	19.943	C
B-A	9.79	13.98	0.00	248.66	0.039	0.04	15.599	C
C-A	379.44	379.44	0.00	-	-	-	-	-
C-B	289.10	290.23	0.00	716.31	0.404	0.69	8.473	A
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	188.21	188.21	0.00	-	-	-	-	-

## (Default Analysis Set) - 2031 Base, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base, PM	2031 Base	PM		ONE HOUR	16:45	18:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	389.46	F

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

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

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	13.00		0.00	✓	3.25	180.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	6.50	4.28	3.40	3.08		1.00	78	53

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	542.542	0.069	0.174	0.109	0.248
1	B-C	733.112	0.078	0.198	-	-
1	C-B	755.705	0.204	0.204	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1081.00	100.000
B	ONE HOUR	✓	595.00	100.000
C	ONE HOUR	✓	491.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	14.000	1067.000
	B	4.000	0.000	591.000
	C	154.000	337.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.01	0.00	0.99
	C	0.31	0.69	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.31	588.81	88.81	F
B-A	0.99	1638.19	1.31	F
C-A	-	-	-	-
C-B	0.72	25.04	2.49	D
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	444.94	432.55	0.00	572.24	0.778	3.10	24.024	C
B-A	3.01	2.94	0.00	174.90	0.017	0.02	20.936	C
C-A	115.94	115.94	0.00	-	-	-	-	-
C-B	253.71	250.75	0.00	589.98	0.430	0.74	10.525	B
A-B	10.54	10.54	0.00	-	-	-	-	-
A-C	803.29	803.29	0.00	-	-	-	-	-

### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	531.30	502.01	0.00	540.80	0.982	10.42	65.549	F
B-A	3.60	1.36	0.00	3.64	0.987	0.58	1332.140	F
C-A	138.44	138.44	0.00	-	-	-	-	-
C-B	302.96	301.31	0.00	557.82	0.543	1.15	13.942	B
A-B	12.59	12.59	0.00	-	-	-	-	-
A-C	959.21	959.21	0.00	-	-	-	-	-

### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	650.70	493.21	0.00	495.90	1.312	49.79	237.255	F
B-A	4.40	2.87	0.00	4.81	0.916	0.96	1386.378	F
C-A	169.56	169.56	0.00	-	-	-	-	-
C-B	371.04	366.09	0.00	513.34	0.723	2.39	23.669	C
A-B	15.41	15.41	0.00	-	-	-	-	-
A-C	1174.79	1174.79	0.00	-	-	-	-	-

### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	650.70	494.61	0.00	495.03	1.314	88.81	502.513	F
B-A	4.40	3.25	0.00	4.80	0.917	1.25	1638.189	F
C-A	169.56	169.56	0.00	-	-	-	-	-
C-B	371.04	370.65	0.00	513.34	0.723	2.49	25.043	D
A-B	15.41	15.41	0.00	-	-	-	-	-
A-C	1174.79	1174.79	0.00	-	-	-	-	-

### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	531.30	531.52	0.00	538.34	0.987	88.76	588.813	F
B-A	3.60	3.37	0.00	5.21	0.690	1.31	1535.417	F
C-A	138.44	138.44	0.00	-	-	-	-	-
C-B	302.96	308.00	0.00	557.82	0.543	1.23	14.683	B
A-B	12.59	12.59	0.00	-	-	-	-	-
A-C	959.21	959.21	0.00	-	-	-	-	-

### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	444.94	563.45	0.00	569.79	0.781	59.13	474.487	F
B-A	3.01	3.09	0.00	5.86	0.514	1.29	1394.517	F
C-A	115.94	115.94	0.00	-	-	-	-	-
C-B	253.71	255.54	0.00	589.98	0.430	0.77	10.824	B
A-B	10.54	10.54	0.00	-	-	-	-	-
A-C	803.29	803.29	0.00	-	-	-	-	-

## (Default Analysis Set) - 2031 Base + Dev, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base + Dev, AM	2031 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	102.31	F

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

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

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	13.00		0.00	✓	3.25	180.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	6.50	4.28	3.40	3.08		1.00	78	53

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	542.542	0.069	0.174	0.109	0.248
1	B-C	733.112	0.078	0.198	-	-
1	C-B	755.705	0.204	0.204	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	257.00	100.000
B	ONE HOUR	✓	651.00	100.000
C	ONE HOUR	✓	1046.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	250.000
	B	13.000	0.000	638.000
	C	504.000	542.000	0.000



### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.02	0.00	0.98
	C	0.48	0.52	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.06	150.73	30.74	F
B-A	1.05	586.75	1.91	F
C-A	-	-	-	-
C-B	0.85	33.69	5.26	D
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	480.32	471.70	0.00	690.55	0.696	2.16	15.886	C
B-A	9.79	9.63	0.00	247.74	0.040	0.04	15.110	C
C-A	379.44	379.44	0.00	-	-	-	-	-
C-B	408.05	402.90	0.00	716.31	0.570	1.29	11.312	B
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	188.21	188.21	0.00	-	-	-	-	-

**Main results: (08:00-08:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	573.55	564.26	0.00	681.35	0.842	4.48	28.600	D
B-A	11.69	11.48	0.00	132.94	0.088	0.09	29.588	D
C-A	453.09	453.09	0.00	-	-	-	-	-
C-B	487.25	484.03	0.00	708.66	0.688	2.09	15.790	C
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	224.74	224.74	0.00	-	-	-	-	-

**Main results: (08:15-08:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	702.45	644.53	0.00	667.87	1.052	18.96	82.342	F
B-A	14.31	8.48	0.00	13.62	1.051	1.55	499.161	F
C-A	554.91	554.91	0.00	-	-	-	-	-
C-B	596.75	585.74	0.00	698.09	0.855	4.84	29.440	D
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	275.26	275.26	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	702.45	655.32	0.00	663.30	1.059	30.74	150.726	F
B-A	14.31	12.89	0.00	17.49	0.819	1.91	586.745	F
C-A	554.91	554.91	0.00	-	-	-	-	-
C-B	596.75	595.08	0.00	698.09	0.855	5.26	33.690	D
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	275.26	275.26	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	573.55	657.77	0.00	675.96	0.848	9.68	120.667	F
B-A	11.69	11.78	0.00	18.75	0.623	1.88	408.866	F
C-A	453.09	453.09	0.00	-	-	-	-	-
C-B	487.25	499.01	0.00	708.66	0.688	2.32	18.025	C
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	224.74	224.74	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	480.32	509.09	0.00	686.14	0.700	2.49	23.131	C
B-A	9.79	17.13	0.00	215.64	0.045	0.05	18.771	C
C-A	379.44	379.44	0.00	-	-	-	-	-
C-B	408.05	411.88	0.00	716.31	0.570	1.36	11.969	B
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	188.21	188.21	0.00	-	-	-	-	-

# (Default Analysis Set) - 2031 Base + Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base + Dev, PM	2031 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	1067.53	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

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

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	13.00		0.00	✓	3.25	180.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	6.50	4.28	3.40	3.08		1.00	78	53

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	542.542	0.069	0.174	0.109	0.248
1	B-C	733.112	0.078	0.198	-	-
1	C-B	755.705	0.204	0.204	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1081.00	100.000
B	ONE HOUR	✓	752.00	100.000
C	ONE HOUR	✓	497.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	14.000	1067.000
	B	4.000	0.000	748.000
	C	154.000	343.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.01	0.00	0.99
	C	0.31	0.69	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.67	1536.24	242.22	F
B-A	1.29	2712.45	1.88	F
C-A	-	-	-	-
C-B	0.74	26.21	2.64	D
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	563.13	521.77	0.00	572.23	0.984	10.34	52.779	F
B-A	3.01	2.40	0.00	18.19	0.166	0.15	222.564	F
C-A	115.94	115.94	0.00	-	-	-	-	-
C-B	258.23	255.18	0.00	589.98	0.438	0.76	10.660	B
A-B	10.54	10.54	0.00	-	-	-	-	-
A-C	803.29	803.29	0.00	-	-	-	-	-

### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	672.44	536.84	0.00	540.56	1.244	44.24	204.136	F
B-A	3.60	1.46	0.00	3.18	1.129	0.69	1666.187	F
C-A	138.44	138.44	0.00	-	-	-	-	-
C-B	308.35	306.62	0.00	557.82	0.553	1.20	14.229	B
A-B	12.59	12.59	0.00	-	-	-	-	-
A-C	959.21	959.21	0.00	-	-	-	-	-

**Main results: (17:15-17:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	823.56	495.52	0.00	495.73	1.661	126.25	631.948	F
B-A	4.40	2.38	0.00	3.54	1.244	1.19	2041.334	F
C-A	169.56	169.56	0.00	-	-	-	-	-
C-B	377.65	372.31	0.00	513.34	0.736	2.53	24.622	C
A-B	15.41	15.41	0.00	-	-	-	-	-
A-C	1174.79	1174.79	0.00	-	-	-	-	-

**Main results: (17:30-17:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	823.56	494.53	0.00	494.57	1.665	208.51	1228.271	F
B-A	4.40	2.62	0.00	3.42	1.289	1.64	2489.950	F
C-A	169.56	169.56	0.00	-	-	-	-	-
C-B	377.65	377.20	0.00	513.34	0.736	2.64	26.213	D
A-B	15.41	15.41	0.00	-	-	-	-	-
A-C	1174.79	1174.79	0.00	-	-	-	-	-

**Main results: (17:45-18:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	672.44	537.60	0.00	537.65	1.251	242.22	1483.714	F
B-A	3.60	2.81	0.00	3.62	0.992	1.84	2676.871	F
C-A	138.44	138.44	0.00	-	-	-	-	-
C-B	308.35	313.81	0.00	557.82	0.553	1.28	15.062	C
A-B	12.59	12.59	0.00	-	-	-	-	-
A-C	959.21	959.21	0.00	-	-	-	-	-

**Main results: (18:00-18:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	563.13	566.61	0.00	568.94	0.990	241.35	1536.235	F
B-A	3.01	2.82	0.00	3.85	0.783	1.88	2712.451	F
C-A	115.94	115.94	0.00	-	-	-	-	-
C-B	258.23	260.16	0.00	589.98	0.438	0.79	10.977	B
A-B	10.54	10.54	0.00	-	-	-	-	-
A-C	803.29	803.29	0.00	-	-	-	-	-

## Appendix K

<b>Junctions 8</b>
<b>PICADY 8 - Priority Intersection Module</b>
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014
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**Filename:** A4095\_Lower Road\_Mitigation.arc8  
**Path:** P:\15000's\15291\Junction Assessments\2031  
**Report generation date:** 06/11/2014 15:01:36

- » (Default Analysis Set) - 2031 Base + Dev, AM
- » (Default Analysis Set) - 2031 Base + Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 2031 Base + Dev</b>								
Stream B-C	5.22	282.24	1.07	F	11.78	972.38	1.75	F
Stream B-A	15.17	199.27	1.05	F	58.03	884.88	1.69	F
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.08	8.01	0.08	A	0.26	13.22	0.21	B
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D11 - 2031 Base + Dev, AM" model duration: 07:45 - 09:15  
 "D12 - 2031 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 06/11/2014 15:01:34

### File summary

<b>Title</b>	(untitled)
<b>Location</b>	
<b>Site Number</b>	
<b>Date</b>	18/09/2014
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	Arcady
<b>Description</b>	

### Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00



## 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

# (Default Analysis Set) - 2031 Base + Dev, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base + Dev, AM	2031 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	194.56	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description	Arm Type
A	A	A4095 Main Road (E)		Major
B	B	Lower Road		Minor
C	C	A4095 Main Road (W)		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.71		0.00	✓	3.25	90.30		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	9.50	7.20	6.30	3.40	✓	3.00	29	29

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	585.545	0.099	0.250	0.157	0.356
1	B-C	658.267	0.093	0.236	-	-
1	C-B	697.823	0.250	0.250	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	765.00	100.000
B	ONE HOUR	✓	307.00	100.000
C	ONE HOUR	✓	905.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	294.000	471.000
	B	248.000	0.000	59.000
	C	871.000	34.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.38	0.62
	B	0.81	0.00	0.19
	C	0.96	0.04	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.07	282.24	5.22	F
B-A	1.05	199.27	15.17	F
C-A	-	-	-	-
C-B	0.08	8.01	0.08	A
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	44.42	44.00	0.00	468.40	0.095	0.10	8.475	A
B-A	186.71	182.66	0.00	363.15	0.514	1.01	19.558	C
C-A	655.73	655.73	0.00	-	-	-	-	-
C-B	25.60	25.40	0.00	553.69	0.046	0.05	6.813	A
A-B	221.34	221.34	0.00	-	-	-	-	-
A-C	354.59	354.59	0.00	-	-	-	-	-

### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	53.04	52.80	0.00	373.35	0.142	0.16	11.223	B
B-A	222.95	218.77	0.00	319.89	0.697	2.06	34.228	D
C-A	783.01	783.01	0.00	-	-	-	-	-
C-B	30.57	30.51	0.00	525.72	0.058	0.06	7.269	A
A-B	264.30	264.30	0.00	-	-	-	-	-
A-C	423.42	423.42	0.00	-	-	-	-	-

**Main results: (08:15-08:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	64.96	49.23	0.00	60.67	1.071	4.10	217.529	F
B-A	273.05	241.48	0.00	260.09	1.050	9.95	117.671	F
C-A	958.99	958.99	0.00	-	-	-	-	-
C-B	37.43	37.35	0.00	487.03	0.077	0.08	8.006	A
A-B	323.70	323.70	0.00	-	-	-	-	-
A-C	518.58	518.58	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	64.96	60.45	0.00	67.60	0.961	5.22	282.242	F
B-A	273.05	252.19	0.00	259.99	1.050	15.17	199.271	F
C-A	958.99	958.99	0.00	-	-	-	-	-
C-B	37.43	37.43	0.00	487.03	0.077	0.08	8.006	A
A-B	323.70	323.70	0.00	-	-	-	-	-
A-C	518.58	518.58	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	53.04	72.72	0.00	232.21	0.228	0.31	25.279	D
B-A	222.95	272.49	0.00	319.64	0.698	2.78	97.780	F
C-A	783.01	783.01	0.00	-	-	-	-	-
C-B	30.57	30.65	0.00	525.72	0.058	0.06	7.272	A
A-B	264.30	264.30	0.00	-	-	-	-	-
A-C	423.42	423.42	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	44.42	45.21	0.00	459.40	0.097	0.11	8.707	A
B-A	186.71	193.41	0.00	363.06	0.514	1.11	21.974	C
C-A	655.73	655.73	0.00	-	-	-	-	-
C-B	25.60	25.65	0.00	553.69	0.046	0.05	6.817	A
A-B	221.34	221.34	0.00	-	-	-	-	-
A-C	354.59	354.59	0.00	-	-	-	-	-

## (Default Analysis Set) - 2031 Base + Dev, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base + Dev, PM	2031 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	732.76	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description	Arm Type
A	A	A4095 Main Road (E)		Major
B	B	Lower Road		Minor
C	C	A4095 Main Road (W)		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.71		0.00	✓	3.25	90.30		

*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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	9.50	7.20	6.30	3.40	✓	3.00	29	29

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	585.545	0.099	0.250	0.157	0.356
1	B-C	658.267	0.093	0.236	-	-
1	C-B	697.823	0.250	0.250	-	-

*The slopes and intercepts shown above do NOT include any corrections or adjustments.*

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1285.00	100.000
B	ONE HOUR	✓	281.00	100.000
C	ONE HOUR	✓	690.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	329.000	956.000
	B	235.000	0.000	46.000
	C	625.000	65.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.84	0.00	0.16
	C	0.91	0.09	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.75	972.38	11.78	F
B-A	1.69	884.88	58.03	F
C-A	-	-	-	-
C-B	0.21	13.22	0.26	B
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.63	34.22	0.00	365.85	0.095	0.10	10.842	B
B-A	176.92	171.17	0.00	290.20	0.610	1.44	29.032	D
C-A	470.53	470.53	0.00	-	-	-	-	-
C-B	48.94	48.46	0.00	455.72	0.107	0.12	8.830	A
A-B	247.69	247.69	0.00	-	-	-	-	-
A-C	719.73	719.73	0.00	-	-	-	-	-

#### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	41.35	39.97	0.00	128.00	0.323	0.45	40.319	E
B-A	211.26	197.47	0.00	232.67	0.908	4.88	81.622	F
C-A	561.86	561.86	0.00	-	-	-	-	-
C-B	58.43	58.25	0.00	408.73	0.143	0.16	10.266	B
A-B	295.76	295.76	0.00	-	-	-	-	-
A-C	859.42	859.42	0.00	-	-	-	-	-

#### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.65	25.82	0.00	28.90	1.752	6.65	594.633	F
B-A	258.74	151.85	0.00	153.38	1.687	31.61	469.905	F
C-A	688.14	688.14	0.00	-	-	-	-	-
C-B	71.57	71.19	0.00	343.75	0.208	0.26	13.189	B
A-B	362.24	362.24	0.00	-	-	-	-	-
A-C	1052.58	1052.58	0.00	-	-	-	-	-

**Main results: (17:30-17:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.65	30.13	0.00	30.74	1.648	11.78	972.381	F
B-A	258.74	153.06	0.00	153.24	1.688	58.03	868.565	F
C-A	688.14	688.14	0.00	-	-	-	-	-
C-B	71.57	71.56	0.00	343.75	0.208	0.26	13.225	B
A-B	362.24	362.24	0.00	-	-	-	-	-
A-C	1052.58	1052.58	0.00	-	-	-	-	-

**Main results: (17:45-18:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	41.35	42.29	0.00	46.39	0.891	11.55	961.745	F
B-A	211.26	228.49	0.00	232.43	0.909	53.72	884.879	F
C-A	561.86	561.86	0.00	-	-	-	-	-
C-B	58.43	58.80	0.00	408.73	0.143	0.17	10.298	B
A-B	295.76	295.76	0.00	-	-	-	-	-
A-C	859.42	859.42	0.00	-	-	-	-	-

**Main results: (18:00-18:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.63	55.01	0.00	59.78	0.579	6.45	610.815	F
B-A	176.92	284.47	0.00	289.76	0.611	26.83	515.443	F
C-A	470.53	470.53	0.00	-	-	-	-	-
C-B	48.94	49.12	0.00	455.72	0.107	0.12	8.857	A
A-B	247.69	247.69	0.00	-	-	-	-	-
A-C	719.73	719.73	0.00	-	-	-	-	-



# Junctions 8

## PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]  
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**Filename:** A4095\_Lower Road.arc8

**Path:** P:\15000's\15291\Junction Assessments\2031

**Report generation date:** 28/10/2014 16:55:04

- 
- » (Default Analysis Set) - 2014 Base, AM
  - » (Default Analysis Set) - 2014 Base, PM
  - » (Default Analysis Set) - 2031 Base, AM
  - » (Default Analysis Set) - 2031 Base, PM
  - » (Default Analysis Set) - 2031 Base + Dev, AM
  - » (Default Analysis Set) - 2031 Base + Dev, PM

## Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 2014 Base</b>								
Stream B-C	0.32	22.17	0.25	C	1.34	128.37	0.65	F
Stream B-A	4.11	59.21	0.83	F	5.79	108.34	0.90	F
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.06	7.02	0.06	A	0.17	10.54	0.15	B
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
<b>A1 - 2031 Base</b>								
Stream B-C	7.94	485.54	1.24	F	11.73	975.23	1.72	F
Stream B-A	34.26	366.72	1.21	F	57.69	896.23	1.68	F
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.08	7.63	0.07	A	0.27	13.93	0.22	B
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
<b>A1 - 2031 Base + Dev</b>								
Stream B-C	5.99	344.35	1.12	F	12.48	1344.44	1.76	F
Stream B-A	19.05	245.93	1.10	F	61.58	972.88	1.75	F
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.08	8.01	0.08	A	0.26	13.22	0.21	B
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2014 Base, AM" model duration: 07:45 - 09:15

"D2 - 2014 Base, PM" model duration: 16:45 - 18:15

"D9 - 2031 Base, AM" model duration: 07:45 - 09:15

"D10 - 2031 Base, PM" model duration: 16:45 - 18:15

"D11 - 2031 Base + Dev, AM" model duration: 07:45 - 09:15

"D12 - 2031 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 28/10/2014 16:55:01

## File summary

Title	(untitled)
Location	
Site Number	
Date	18/09/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Arcady
Description	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## 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

## (Default Analysis Set) - 2014 Base, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Base, AM	2014 Base	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	49.09	E

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Arm	Name	Description	Arm Type
A	A	A4095 Main Road (E)		Major
B	B	Lower Road		Minor
C	C	A4095 Main Road (W)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.71		0.00	✓	3.25	90.30		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	9.00	5.30	3.58	3.27		2.00	29	29

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	564.255	0.095	0.240	0.151	0.343
1	B-C	660.865	0.094	0.237	-	-
1	C-B	697.823	0.250	0.250	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	561.00	100.000
B	ONE HOUR	✓	292.00	100.000
C	ONE HOUR	✓	743.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	241.000	320.000
	B	244.000	0.000	48.000
	C	715.000	28.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.43	0.57
	B	0.84	0.00	0.16
	C	0.96	0.04	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	22.17	0.32	C
B-A	0.83	59.21	4.11	F
C-A	-	-	-	-
C-B	0.06	7.02	0.06	A
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	36.14	35.83	0.00	499.69	0.072	0.08	7.756	A
B-A	183.70	180.41	0.00	400.35	0.459	0.82	16.139	C
C-A	538.29	538.29	0.00	-	-	-	-	-
C-B	21.08	20.93	0.00	592.13	0.036	0.04	6.301	A
A-B	181.44	181.44	0.00	-	-	-	-	-
A-C	240.91	240.91	0.00	-	-	-	-	-

### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	43.15	43.02	0.00	430.12	0.100	0.11	9.297	A
B-A	219.35	217.08	0.00	368.45	0.595	1.39	23.420	C
C-A	642.77	642.77	0.00	-	-	-	-	-
C-B	25.17	25.14	0.00	571.61	0.044	0.05	6.587	A
A-B	216.65	216.65	0.00	-	-	-	-	-
A-C	287.67	287.67	0.00	-	-	-	-	-

**Main results: (08:15-08:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	52.85	52.21	0.00	243.95	0.217	0.27	18.714	C
B-A	268.65	259.49	0.00	324.19	0.829	3.68	49.789	E
C-A	787.23	787.23	0.00	-	-	-	-	-
C-B	30.83	30.77	0.00	543.24	0.057	0.06	7.024	A
A-B	265.35	265.35	0.00	-	-	-	-	-
A-C	352.33	352.33	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	52.85	52.66	0.00	214.81	0.246	0.32	22.170	C
B-A	268.65	266.94	0.00	324.21	0.829	4.11	59.208	F
C-A	787.23	787.23	0.00	-	-	-	-	-
C-B	30.83	30.83	0.00	543.24	0.057	0.06	7.024	A
A-B	265.35	265.35	0.00	-	-	-	-	-
A-C	352.33	352.33	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	43.15	43.95	0.00	410.94	0.105	0.12	9.831	A
B-A	219.35	229.52	0.00	368.56	0.595	1.56	27.506	D
C-A	642.77	642.77	0.00	-	-	-	-	-
C-B	25.17	25.23	0.00	571.61	0.044	0.05	6.588	A
A-B	216.65	216.65	0.00	-	-	-	-	-
A-C	287.67	287.67	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	36.14	36.29	0.00	494.40	0.073	0.08	7.860	A
B-A	183.70	186.45	0.00	400.39	0.459	0.88	17.035	C
C-A	538.29	538.29	0.00	-	-	-	-	-
C-B	21.08	21.12	0.00	592.13	0.036	0.04	6.304	A
A-B	181.44	181.44	0.00	-	-	-	-	-
A-C	240.91	240.91	0.00	-	-	-	-	-

## (Default Analysis Set) - 2014 Base, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Base, PM	2014 Base	PM		ONE HOUR	16:45	18:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	92.47	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description	Arm Type
A	A	A4095 Main Road (E)		Major
B	B	Lower Road		Minor
C	C	A4095 Main Road (W)		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.71		0.00	✓	3.25	90.30		

*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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	9.00	5.30	3.58	3.27		2.00	29	29

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	564.329	0.095	0.240	0.151	0.344
1	B-C	660.707	0.094	0.237	-	-
1	C-B	697.823	0.250	0.250	-	-

*The slopes and intercepts shown above do NOT include any corrections or adjustments.*

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1081.00	100.000
B	ONE HOUR	✓	227.00	100.000
C	ONE HOUR	✓	500.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	307.000	774.000
	B	190.000	0.000	37.000
	C	447.000	53.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.28	0.72
	B	0.84	0.00	0.16
	C	0.89	0.11	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000



### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.65	128.37	1.34	F
B-A	0.90	108.34	5.79	F
C-A	-	-	-	-
C-B	0.15	10.54	0.17	B
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	27.86	27.59	0.00	435.45	0.064	0.07	8.821	A
B-A	143.04	140.20	0.00	337.57	0.424	0.71	17.998	C
C-A	336.53	336.53	0.00	-	-	-	-	-
C-B	39.90	39.55	0.00	494.15	0.081	0.09	7.913	A
A-B	231.13	231.13	0.00	-	-	-	-	-
A-C	582.71	582.71	0.00	-	-	-	-	-

#### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	33.26	33.13	0.00	357.83	0.093	0.10	11.082	B
B-A	170.81	168.44	0.00	293.41	0.582	1.30	28.268	D
C-A	401.84	401.84	0.00	-	-	-	-	-
C-B	47.65	47.53	0.00	454.62	0.105	0.12	8.841	A
A-B	275.99	275.99	0.00	-	-	-	-	-
A-C	695.81	695.81	0.00	-	-	-	-	-

#### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.74	39.27	0.00	121.86	0.334	0.47	42.895	E
B-A	209.19	195.58	0.00	232.26	0.901	4.71	79.125	F
C-A	492.16	492.16	0.00	-	-	-	-	-
C-B	58.35	58.14	0.00	399.96	0.146	0.17	10.525	B
A-B	338.01	338.01	0.00	-	-	-	-	-
A-C	852.19	852.19	0.00	-	-	-	-	-

**Main results: (17:30-17:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.74	37.27	0.00	62.66	0.650	1.34	128.372	F
B-A	209.19	204.86	0.00	232.17	0.901	5.79	108.338	F
C-A	492.16	492.16	0.00	-	-	-	-	-
C-B	58.35	58.35	0.00	399.96	0.146	0.17	10.537	B
A-B	338.01	338.01	0.00	-	-	-	-	-
A-C	852.19	852.19	0.00	-	-	-	-	-

**Main results: (17:45-18:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	33.26	38.15	0.00	327.80	0.101	0.11	12.628	B
B-A	170.81	187.92	0.00	293.11	0.583	1.51	38.638	E
C-A	401.84	401.84	0.00	-	-	-	-	-
C-B	47.65	47.85	0.00	454.62	0.105	0.12	8.856	A
A-B	275.99	275.99	0.00	-	-	-	-	-
A-C	695.81	695.81	0.00	-	-	-	-	-

**Main results: (18:00-18:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	27.86	28.03	0.00	430.73	0.065	0.07	8.943	A
B-A	143.04	146.04	0.00	337.51	0.424	0.76	19.079	C
C-A	336.53	336.53	0.00	-	-	-	-	-
C-B	39.90	40.02	0.00	494.15	0.081	0.09	7.930	A
A-B	231.13	231.13	0.00	-	-	-	-	-
A-C	582.71	582.71	0.00	-	-	-	-	-

## (Default Analysis Set) - 2031 Base, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base, AM	2031 Base	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	353.43	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Arm	Name	Description	Arm Type
A	A	A4095 Main Road (E)		Major
B	B	Lower Road		Minor
C	C	A4095 Main Road (W)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.71		0.00	✓	3.25	90.30		

*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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	9.00	5.30	3.58	3.27		2.00	29	29

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	564.208	0.095	0.240	0.151	0.343
1	B-C	660.965	0.094	0.237	-	-
1	C-B	697.823	0.250	0.250	-	-

*The slopes and intercepts shown above do NOT include any corrections or adjustments.*

*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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	684.00	100.000
B	ONE HOUR	✓	357.00	100.000
C	ONE HOUR	✓	906.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	294.000	390.000
	B	298.000	0.000	59.000
	C	872.000	34.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.43	0.57
	B	0.83	0.00	0.17
	C	0.96	0.04	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.24	485.54	7.94	F
B-A	1.21	366.72	34.26	F
C-A	-	-	-	-
C-B	0.07	7.63	0.08	A
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	44.42	43.95	0.00	423.15	0.105	0.12	9.482	A
B-A	224.35	218.37	0.00	364.33	0.616	1.50	23.801	C
C-A	656.49	656.49	0.00	-	-	-	-	-
C-B	25.60	25.41	0.00	568.95	0.045	0.05	6.622	A
A-B	221.34	221.34	0.00	-	-	-	-	-
A-C	293.61	293.61	0.00	-	-	-	-	-

### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	53.04	52.44	0.00	248.08	0.214	0.27	18.348	C
B-A	267.90	259.47	0.00	325.27	0.824	3.60	49.293	E
C-A	783.91	783.91	0.00	-	-	-	-	-
C-B	30.57	30.52	0.00	543.94	0.056	0.06	7.011	A
A-B	264.30	264.30	0.00	-	-	-	-	-
A-C	350.60	350.60	0.00	-	-	-	-	-

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	64.96	44.72	0.00	52.35	1.241	5.32	292.311	F
B-A	328.10	264.11	0.00	271.58	1.208	19.60	186.702	F
C-A	960.09	960.09	0.00	-	-	-	-	-
C-B	37.43	37.36	0.00	509.35	0.073	0.08	7.627	A
A-B	323.70	323.70	0.00	-	-	-	-	-
A-C	429.40	429.40	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	64.96	54.50	0.00	57.51	1.129	7.94	485.544	F
B-A	328.10	269.46	0.00	271.04	1.211	34.26	366.721	F
C-A	960.09	960.09	0.00	-	-	-	-	-
C-B	37.43	37.43	0.00	509.35	0.073	0.08	7.627	A
A-B	323.70	323.70	0.00	-	-	-	-	-
A-C	429.40	429.40	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	53.04	62.58	0.00	67.88	0.781	5.55	369.318	F
B-A	267.90	314.97	0.00	324.16	0.826	22.49	324.006	F
C-A	783.91	783.91	0.00	-	-	-	-	-
C-B	30.57	30.64	0.00	543.94	0.056	0.06	7.013	A
A-B	264.30	264.30	0.00	-	-	-	-	-
A-C	350.60	350.60	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	44.42	65.69	0.00	238.32	0.186	0.24	23.398	C
B-A	224.35	306.87	0.00	363.19	0.618	1.86	103.812	F
C-A	656.49	656.49	0.00	-	-	-	-	-
C-B	25.60	25.65	0.00	568.95	0.045	0.05	6.628	A
A-B	221.34	221.34	0.00	-	-	-	-	-
A-C	293.61	293.61	0.00	-	-	-	-	-

## (Default Analysis Set) - 2031 Base, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base, PM	2031 Base	PM		ONE HOUR	16:45	18:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	740.98	F

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description	Arm Type
A	A	A4095 Main Road (E)		Major
B	B	Lower Road		Minor
C	C	A4095 Main Road (W)		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.71		0.00	✓	3.25	90.30		

*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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	9.00	5.30	3.58	3.27		2.00	29	29

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	564.291	0.095	0.240	0.151	0.344
1	B-C	660.787	0.094	0.237	-	-
1	C-B	697.823	0.250	0.250	-	-

*The slopes and intercepts shown above do NOT include any corrections or adjustments.*

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1335.00	100.000
B	ONE HOUR	✓	281.00	100.000
C	ONE HOUR	✓	617.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	379.000	956.000
	B	235.000	0.000	46.000
	C	552.000	65.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.28	0.72
	B	0.84	0.00	0.16
	C	0.89	0.11	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.72	975.23	11.73	F
B-A	1.68	896.23	57.69	F
C-A	-	-	-	-
C-B	0.22	13.93	0.27	B
A-B	-	-	-	-
A-C	-	-	-	-



## Main Results for each time segment

### Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.63	34.18	0.00	340.61	0.102	0.11	11.732	B
B-A	176.92	170.89	0.00	284.30	0.622	1.51	30.363	D
C-A	415.57	415.57	0.00	-	-	-	-	-
C-B	48.94	48.45	0.00	446.30	0.110	0.12	9.038	A
A-B	285.33	285.33	0.00	-	-	-	-	-
A-C	719.73	719.73	0.00	-	-	-	-	-

### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	41.35	39.22	0.00	99.11	0.417	0.64	58.333	F
B-A	211.26	196.69	0.00	229.57	0.920	5.15	85.738	F
C-A	496.24	496.24	0.00	-	-	-	-	-
C-B	58.43	58.24	0.00	397.48	0.147	0.17	10.608	B
A-B	340.71	340.71	0.00	-	-	-	-	-
A-C	859.42	859.42	0.00	-	-	-	-	-

### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.65	26.55	0.00	29.46	1.719	6.67	600.675	F
B-A	258.74	153.13	0.00	154.63	1.673	31.55	468.829	F
C-A	607.76	607.76	0.00	-	-	-	-	-
C-B	71.57	71.16	0.00	329.98	0.217	0.27	13.886	B
A-B	417.29	417.29	0.00	-	-	-	-	-
A-C	1052.58	1052.58	0.00	-	-	-	-	-

### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.65	30.38	0.00	31.01	1.633	11.73	975.230	F
B-A	258.74	154.17	0.00	154.36	1.676	57.69	869.285	F
C-A	607.76	607.76	0.00	-	-	-	-	-
C-B	71.57	71.56	0.00	329.98	0.217	0.27	13.930	B
A-B	417.29	417.29	0.00	-	-	-	-	-
A-C	1052.58	1052.58	0.00	-	-	-	-	-

### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	41.35	41.61	0.00	45.75	0.904	11.67	974.465	F
B-A	211.26	225.16	0.00	229.06	0.922	54.22	896.229	F
C-A	496.24	496.24	0.00	-	-	-	-	-
C-B	58.43	58.83	0.00	397.48	0.147	0.17	10.644	B
A-B	340.71	340.71	0.00	-	-	-	-	-
A-C	859.42	859.42	0.00	-	-	-	-	-

### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.63	53.80	0.00	58.41	0.593	6.88	641.125	F
B-A	176.92	277.72	0.00	282.84	0.626	29.02	544.808	F
C-A	415.57	415.57	0.00	-	-	-	-	-
C-B	48.94	49.14	0.00	446.30	0.110	0.12	9.070	A
A-B	285.33	285.33	0.00	-	-	-	-	-
A-C	719.73	719.73	0.00	-	-	-	-	-

## (Default Analysis Set) - 2031 Base + Dev, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base + Dev, AM	2031 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	239.24	F

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Arm	Name	Description	Arm Type
A	A	A4095 Main Road (E)		Major
B	B	Lower Road		Minor
C	C	A4095 Main Road (W)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.71		0.00	✓	3.25	90.30		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	9.00	5.30	3.58	3.27		2.00	29	29

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	562.776	0.095	0.240	0.151	0.343
1	B-C	664.022	0.094	0.238	-	-
1	C-B	697.823	0.250	0.250	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	765.00	100.000
B	ONE HOUR	✓	307.00	100.000
C	ONE HOUR	✓	905.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	294.000	471.000
	B	248.000	0.000	59.000
	C	871.000	34.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.38	0.62
	B	0.81	0.00	0.19
	C	0.96	0.04	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.12	344.35	5.99	F
B-A	1.10	245.93	19.05	F
C-A	-	-	-	-
C-B	0.08	8.01	0.08	A
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	44.42	43.99	0.00	450.60	0.099	0.11	8.845	A
B-A	186.71	182.33	0.00	348.92	0.535	1.09	21.104	C
C-A	655.73	655.73	0.00	-	-	-	-	-
C-B	25.60	25.40	0.00	553.69	0.046	0.05	6.813	A
A-B	221.34	221.34	0.00	-	-	-	-	-
A-C	354.59	354.59	0.00	-	-	-	-	-

**Main results: (08:00-08:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	53.04	52.71	0.00	327.59	0.162	0.19	13.080	B
B-A	222.95	218.09	0.00	307.19	0.726	2.31	38.414	E
C-A	783.01	783.01	0.00	-	-	-	-	-
C-B	30.57	30.51	0.00	525.72	0.058	0.06	7.269	A
A-B	264.30	264.30	0.00	-	-	-	-	-
A-C	423.42	423.42	0.00	-	-	-	-	-

**Main results: (08:15-08:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	64.96	47.93	0.00	58.07	1.119	4.45	237.744	F
B-A	273.05	235.14	0.00	249.44	1.095	11.79	137.595	F
C-A	958.99	958.99	0.00	-	-	-	-	-
C-B	37.43	37.35	0.00	487.03	0.077	0.08	8.006	A
A-B	323.70	323.70	0.00	-	-	-	-	-
A-C	518.58	518.58	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	64.96	58.80	0.00	64.29	1.010	5.99	344.346	F
B-A	273.05	243.98	0.00	248.78	1.098	19.05	245.932	F
C-A	958.99	958.99	0.00	-	-	-	-	-
C-B	37.43	37.43	0.00	487.03	0.077	0.08	8.006	A
A-B	323.70	323.70	0.00	-	-	-	-	-
A-C	518.58	518.58	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	53.04	72.00	0.00	104.19	0.509	1.25	135.338	F
B-A	222.95	284.00	0.00	305.42	0.730	3.79	150.178	F
C-A	783.01	783.01	0.00	-	-	-	-	-
C-B	30.57	30.65	0.00	525.72	0.058	0.06	7.272	A
A-B	264.30	264.30	0.00	-	-	-	-	-
A-C	423.42	423.42	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	44.42	48.94	0.00	433.29	0.103	0.12	9.474	A
B-A	186.71	197.02	0.00	348.63	0.536	1.21	25.160	D
C-A	655.73	655.73	0.00	-	-	-	-	-
C-B	25.60	25.65	0.00	553.69	0.046	0.05	6.817	A
A-B	221.34	221.34	0.00	-	-	-	-	-
A-C	354.59	354.59	0.00	-	-	-	-	-

# (Default Analysis Set) - 2031 Base + Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base + Dev, PM	2031 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	842.00	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description	Arm Type
A	A	A4095 Main Road (E)		Major
B	B	Lower Road		Minor
C	C	A4095 Main Road (W)		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.71		0.00	✓	3.25	90.30		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	9.00	5.30	3.58	3.27		2.00	29	29

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	564.291	0.095	0.240	0.151	0.344
1	B-C	660.787	0.094	0.237	-	-
1	C-B	697.823	0.250	0.250	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1285.00	100.000
B	ONE HOUR	✓	281.00	100.000
C	ONE HOUR	✓	690.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	329.000	956.000
	B	235.000	0.000	46.000
	C	625.000	65.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.84	0.00	0.16
	C	0.91	0.09	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.76	1344.44	12.48	F
B-A	1.75	972.88	61.58	F
C-A	-	-	-	-
C-B	0.21	13.22	0.26	B
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.63	34.18	0.00	338.43	0.102	0.11	11.816	B
B-A	176.92	170.65	0.00	279.57	0.633	1.57	31.512	D
C-A	470.53	470.53	0.00	-	-	-	-	-
C-B	48.94	48.46	0.00	455.72	0.107	0.12	8.830	A
A-B	247.69	247.69	0.00	-	-	-	-	-
A-C	719.73	719.73	0.00	-	-	-	-	-

### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	41.35	37.70	0.00	73.66	0.561	1.03	93.135	F
B-A	211.26	194.85	0.00	223.92	0.943	5.67	93.339	F
C-A	561.86	561.86	0.00	-	-	-	-	-
C-B	58.43	58.25	0.00	408.73	0.143	0.16	10.266	B
A-B	295.76	295.76	0.00	-	-	-	-	-
A-C	859.42	859.42	0.00	-	-	-	-	-



**Main results: (17:15-17:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.65	26.39	0.00	28.74	1.763	7.09	668.024	F
B-A	258.74	146.49	0.00	147.70	1.752	33.73	522.194	F
C-A	688.14	688.14	0.00	-	-	-	-	-
C-B	71.57	71.19	0.00	343.75	0.208	0.26	13.189	B
A-B	362.24	362.24	0.00	-	-	-	-	-
A-C	1052.58	1052.58	0.00	-	-	-	-	-

**Main results: (17:30-17:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.65	29.09	0.00	29.60	1.711	12.48	1344.443	F
B-A	258.74	147.35	0.00	147.50	1.754	61.58	942.410	F
C-A	688.14	688.14	0.00	-	-	-	-	-
C-B	71.57	71.56	0.00	343.75	0.208	0.26	13.225	B
A-B	362.24	362.24	0.00	-	-	-	-	-
A-C	1052.58	1052.58	0.00	-	-	-	-	-

**Main results: (17:45-18:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	41.35	41.35	0.00	44.58	0.928	12.48	1049.633	F
B-A	211.26	219.93	0.00	223.51	0.945	59.41	972.881	F
C-A	561.86	561.86	0.00	-	-	-	-	-
C-B	58.43	58.80	0.00	408.73	0.143	0.17	10.298	B
A-B	295.76	295.76	0.00	-	-	-	-	-
A-C	859.42	859.42	0.00	-	-	-	-	-

**Main results: (18:00-18:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.63	52.55	0.00	56.76	0.610	8.00	719.248	F
B-A	176.92	273.68	0.00	278.29	0.636	35.22	626.843	F
C-A	470.53	470.53	0.00	-	-	-	-	-
C-B	48.94	49.12	0.00	455.72	0.107	0.12	8.857	A
A-B	247.69	247.69	0.00	-	-	-	-	-
A-C	719.73	719.73	0.00	-	-	-	-	-

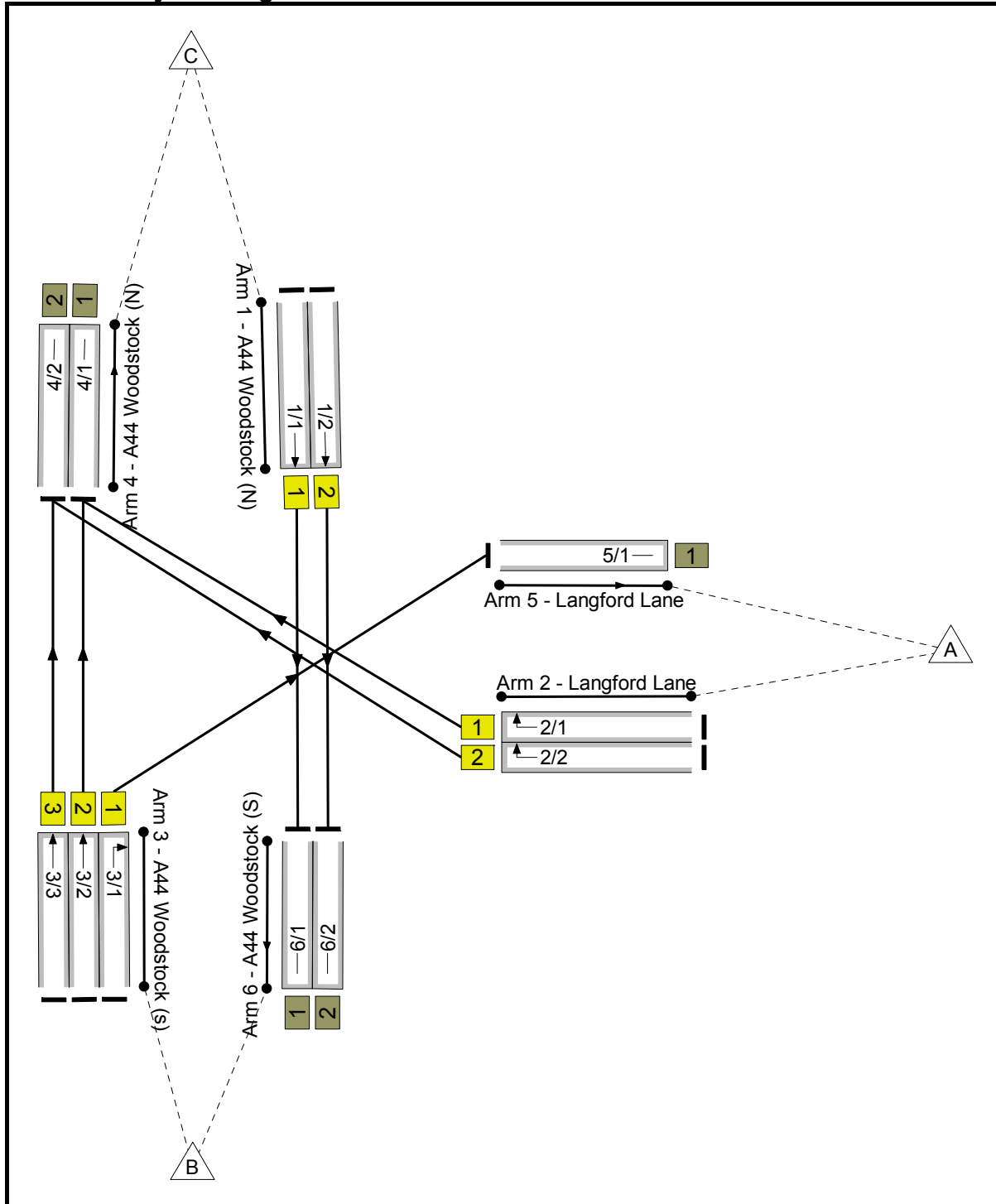
## Appendix L

## Full Input Data And Results

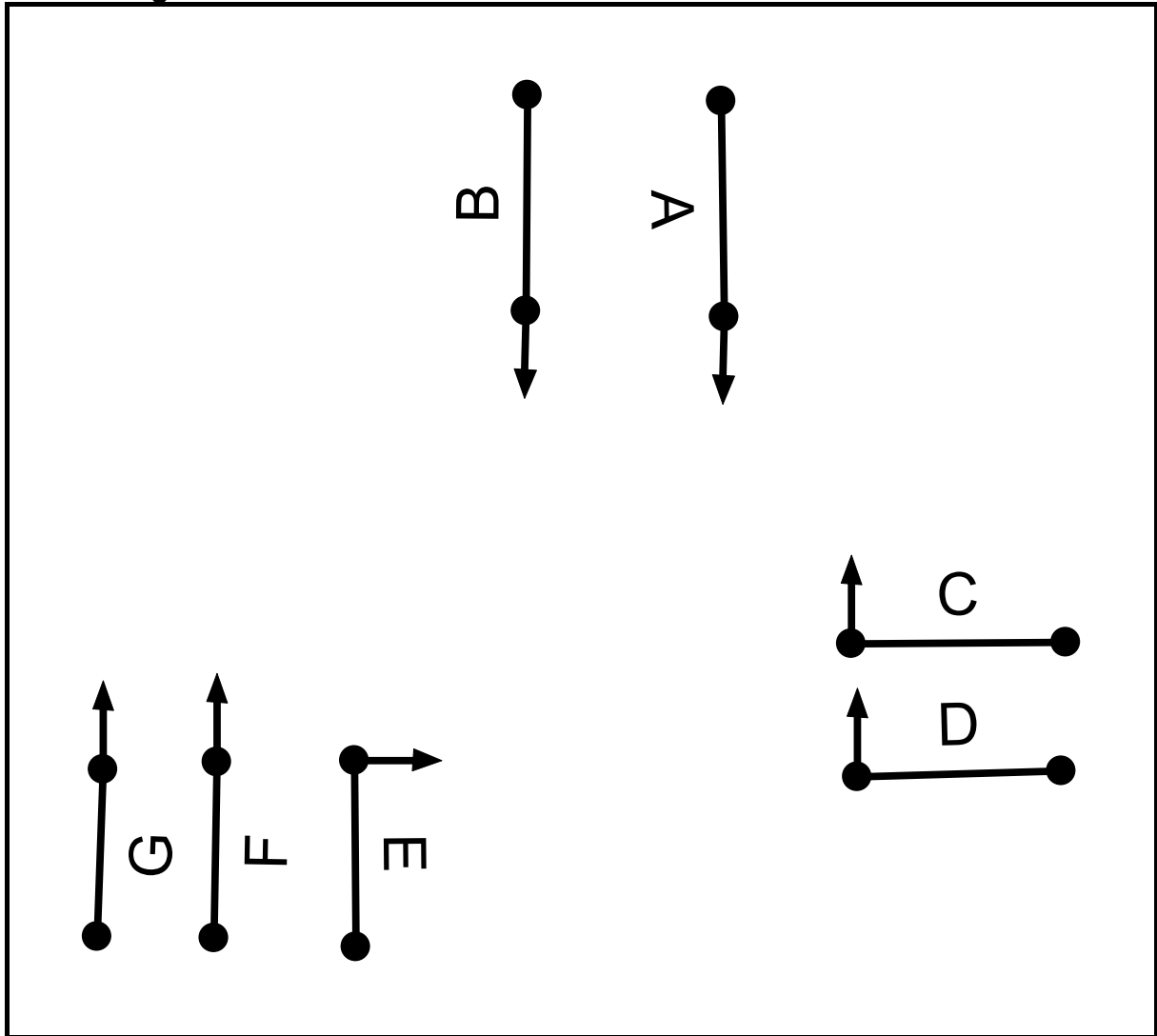
### User and Project Details

<b>Project:</b>	Woodstock East
<b>Title:</b>	
<b>Location:</b>	Langford Lane_A44 Woodstock
<b>File name:</b>	Langford Lane_A44 Woodstock Road.lsgx
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	
<b>Controller:</b>	Generic
<b>SCN:</b>	
<b>Notes:</b>	

### Junction Layout Diagram



**Phase Diagram**



**Phase Input Data**

Phase Name	Phase type	Assoc Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7

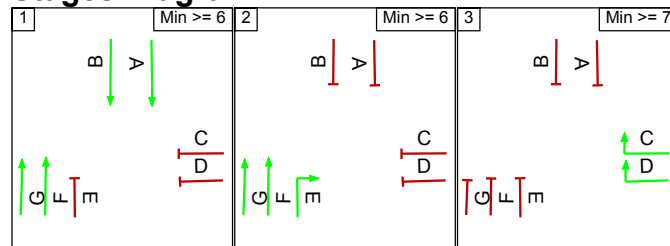
### Phase Intergrens Matrix

	Starting Phase						
	A	B	C	D	E	F	G
Terminating Phase	A	-	5	5	5	-	-
	B	-	5	5	5	-	-
	C	5	5	-	5	6	6
	D	5	5	-	5	6	6
	E	5	5	5	5	-	-
	F	-	-	5	5	-	-
	G	-	-	5	5	-	-

### Phases in Stage

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

### Stages Diagram



### Phase Delays

There are no phase delays defined in this stage stream

### Prohibited Stage Changes

From Stage	To Stage		
	1	2	3
1	-	5	5
2	5	-	5
3	6	6	-

Full Input Data And Results

**Link Input Data**

Arm/ Link	Link Name	Link Type	Num Lanes	Phases	Start Disp.	End Disp.
1/1	A44 Woodstock (N) Ahead	U	1	B	2	3
1/2	A44 Woodstock (N) Ahead	U	1	A	2	3
2/1	Langford Lane Right	U	1	C	2	3
2/2	Langford Lane Right	U	1	D	2	3
3/1	A44 Woodstock (s) Right	U	1	E	2	3
3/2	A44 Woodstock (s) Ahead	U	1	F	2	3
3/3	A44 Woodstock (s) Ahead	U	1	G	2	3
4/1	A44 Woodstock (N)	U	1		2	3
4/2	A44 Woodstock (N)	U	1		2	3
5/1	Langford Lane	U	1		2	3
6/1	A44 Woodstock (S)	U	1		2	3
6/2	A44 Woodstock (S)	U	1		2	3

Full Input Data And Results

**Give-Way Link Input Data**



**Lane Input Data**

Arm/ Lane	Link Num	Physical Length (PCU)	Expected Usage (PCU)	Sat Flow Type	User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)
1/1 (A44 Woodstock (N) Lane 1)	Link 2 (A44 Woodstock (N) Ahead)	Inf	Inf	User	1800	3.25	0.00	Y	Arm 6 Ahead (A44 Woodstock (S))	Inf
1/2 (A44 Woodstock (N) Lane 2)	Link 1 (A44 Woodstock (N) Ahead)	Inf	Inf	User	1800	3.25	0.00	Y	Arm 6 Ahead (A44 Woodstock (S))	Inf
2/1 (Langford Lane Lane 1)	Link 2 (Langford Lane Right)	Inf	Inf	User	1800	3.25	0.00	Y	Arm 4 Right (A44 Woodstock (N))	Inf
2/2 (Langford Lane Lane 2)	Link 1 (Langford Lane Right)	Inf	Inf	User	1800	3.25	0.00	Y	Arm 4 Right (A44 Woodstock (N))	Inf
3/1 (A44 Woodstock (s) Lane 1)	Link 3 (A44 Woodstock (s) Ahead)	Inf	Inf	User	1800	3.25	0.00	Y	Arm 4 Ahead (A44 Woodstock (N))	Inf
3/2 (A44 Woodstock (s) Lane 2)	Link 2 (A44 Woodstock (s) Ahead)	Inf	Inf	User	1800	3.25	0.00	Y	Arm 4 Ahead (A44 Woodstock (N))	Inf
3/3 (A44 Woodstock (s) Lane 3)	Link 1 (A44 Woodstock (s) Right)	Inf	Inf	User	1800	3.25	0.00	Y	Arm 5 Right (Langford Lane)	Inf
4/1 (A44 Woodstock (N) Lane 1)	Link 2 (A44 Woodstock (N))	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
4/2 (A44 Woodstock (N) Lane 2)	Link 1 (A44 Woodstock (N))	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
5/1 (Langford Lane Lane 1)	Link 1 (Langford Lane)	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		

Full Input Data And Results

6/1 (A44 Woodstock (S) Lane 1)	Link 2 (A44 Woodstock (S))	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
6/2 (A44 Woodstock (S) Lane 2)	Link 1 (A44 Woodstock (S))	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: '2014 Base AM'	08:00	09:00	01:00	
2: '2014 Base PM'	17:00	18:00	01:00	
3: '2031 Base AM'	08:00	09:00	01:00	
4: '2031 Base PM'	17:00	18:00	01:00	
5: '2031 Base + Dev AM'	08:00	09:00	01:00	
6: '2031 Base + Dev PM'	17:00	18:00	01:00	

**Flow Group 1: '2014 Base AM'**

**Traffic Flow Matrix**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	0	156	156
	B	326	0	667	993
	C	0	1075	0	1075
	Tot.	326	1075	823	2224

## Full Input Data And Results

### Link Traffic Flows

Arm/Link	Flow Group 1: 2014 Base AM
1/1	538
1/2	538
2/1	78
2/2	78
3/1	326
3/2	334
3/3	334
4/1	412
4/2	412
5/1	326
6/1	538
6/2	538

**Lane Saturation Flows**

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A44 Woodstock (N) Lane 1)							1800
1/2 (A44 Woodstock (N) Lane 2)							1800
2/1 (Langford Lane Lane 1)							1800
2/2 (Langford Lane Lane 2)							1800
3/1 (A44 Woodstock (s) Lane 1)							1800
3/2 (A44 Woodstock (s) Lane 2)							1800
3/3 (A44 Woodstock (s) Lane 3)							1800
4/1 (A44 Woodstock (N) Lane 1)							Inf
4/2 (A44 Woodstock (N) Lane 2)							Inf
5/1 (Langford Lane Lane 1)							Inf
6/1 (A44 Woodstock (S) Lane 1)							Inf
6/2 (A44 Woodstock (S) Lane 2)							Inf

**Flow Group 2: '2014 Base PM'**

**Traffic Flow Matrix**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	0	362	362
	B	188	0	1034	1222
	C	0	664	0	664
	Tot.	188	664	1396	2248

## Full Input Data And Results

### Link Traffic Flows

Arm/Link	Flow Group 2: 2014 Base PM
1/1	332
1/2	332
2/1	181
2/2	181
3/1	188
3/2	517
3/3	517
4/1	698
4/2	698
5/1	188
6/1	332
6/2	332

**Lane Saturation Flows**

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A44 Woodstock (N) Lane 1)							1800
1/2 (A44 Woodstock (N) Lane 2)							1800
2/1 (Langford Lane Lane 1)							1800
2/2 (Langford Lane Lane 2)							1800
3/1 (A44 Woodstock (s) Lane 1)							1800
3/2 (A44 Woodstock (s) Lane 2)							1800
3/3 (A44 Woodstock (s) Lane 3)							1800
4/1 (A44 Woodstock (N) Lane 1)							Inf
4/2 (A44 Woodstock (N) Lane 2)							Inf
5/1 (Langford Lane Lane 1)							Inf
6/1 (A44 Woodstock (S) Lane 1)							Inf
6/2 (A44 Woodstock (S) Lane 2)							Inf

**Flow Group 3: '2031 Base AM'**

**Traffic Flow Matrix**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	0	190	190
	B	397	0	813	1210
	C	0	1311	0	1311
	Tot.	397	1311	1003	2711

**Link Traffic Flows**

<b>Arm/Link</b>	<b>Flow Group 3: 2031 Base AM</b>
1/1	656
1/2	656
2/1	95
2/2	95
3/1	397
3/2	407
3/3	407
4/1	502
4/2	502
5/1	397
6/1	656
6/2	656

**Lane Saturation Flows**

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A44 Woodstock (N) Lane 1)							1800
1/2 (A44 Woodstock (N) Lane 2)							1800
2/1 (Langford Lane Lane 1)							1800
2/2 (Langford Lane Lane 2)							1800
3/1 (A44 Woodstock (s) Lane 1)							1800
3/2 (A44 Woodstock (s) Lane 2)							1800
3/3 (A44 Woodstock (s) Lane 3)							1800
4/1 (A44 Woodstock (N) Lane 1)							Inf
4/2 (A44 Woodstock (N) Lane 2)							Inf
5/1 (Langford Lane Lane 1)							Inf
6/1 (A44 Woodstock (S) Lane 1)							Inf
6/2 (A44 Woodstock (S) Lane 2)							Inf

**Flow Group 4: '2031 Base PM'**

**Traffic Flow Matrix**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	0	447	447
	B	232	0	1277	1509
	C	0	820	0	820
	Tot.	232	820	1724	2776



## Full Input Data And Results

### Link Traffic Flows

Arm/Link	Flow Group 4: 2031 Base PM
1/1	410
1/2	410
2/1	224
2/2	224
3/1	232
3/2	639
3/3	639
4/1	862
4/2	862
5/1	232
6/1	410
6/2	410

**Lane Saturation Flows**

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A44 Woodstock (N) Lane 1)							1800
1/2 (A44 Woodstock (N) Lane 2)							1800
2/1 (Langford Lane Lane 1)							1800
2/2 (Langford Lane Lane 2)							1800
3/1 (A44 Woodstock (s) Lane 1)							1800
3/2 (A44 Woodstock (s) Lane 2)							1800
3/3 (A44 Woodstock (s) Lane 3)							1800
4/1 (A44 Woodstock (N) Lane 1)							Inf
4/2 (A44 Woodstock (N) Lane 2)							Inf
5/1 (Langford Lane Lane 1)							Inf
6/1 (A44 Woodstock (S) Lane 1)							Inf
6/2 (A44 Woodstock (S) Lane 2)							Inf

**Flow Group 5: '2031 Base + Dev AM'**

**Traffic Flow Matrix**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	0	208	208
	B	397	0	886	1283
	C	0	1240	0	1240
	Tot.	397	1240	1094	2731

## Full Input Data And Results

### Link Traffic Flows

Arm/Link	Flow Group 5: 2031 Base + Dev AM
1/1	620
1/2	620
2/1	104
2/2	104
3/1	397
3/2	443
3/3	443
4/1	547
4/2	547
5/1	397
6/1	620
6/2	620

**Lane Saturation Flows**

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A44 Woodstock (N) Lane 1)							1800
1/2 (A44 Woodstock (N) Lane 2)							1800
2/1 (Langford Lane Lane 1)							1800
2/2 (Langford Lane Lane 2)							1800
3/1 (A44 Woodstock (s) Lane 1)							1800
3/2 (A44 Woodstock (s) Lane 2)							1800
3/3 (A44 Woodstock (s) Lane 3)							1800
4/1 (A44 Woodstock (N) Lane 1)							Inf
4/2 (A44 Woodstock (N) Lane 2)							Inf
5/1 (Langford Lane Lane 1)							Inf
6/1 (A44 Woodstock (S) Lane 1)							Inf
6/2 (A44 Woodstock (S) Lane 2)							Inf

**Flow Group 6: '2031 Base + Dev PM'**

**Traffic Flow Matrix**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	0	487	487
	B	232	0	1210	1442
	C	0	928	0	928
	Tot.	232	928	1697	2857

### Link Traffic Flows

Arm/Link	Flow Group 6: 2031 Base + Dev PM
1/1	464
1/2	464
2/1	244
2/2	244
3/1	232
3/2	605
3/3	605
4/1	849
4/2	849
5/1	232
6/1	464
6/2	464

### Lane Saturation Flows

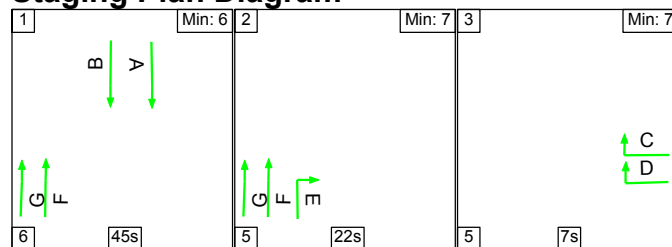
Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A44 Woodstock (N) Lane 1)							1800
1/2 (A44 Woodstock (N) Lane 2)							1800
2/1 (Langford Lane Lane 1)							1800
2/2 (Langford Lane Lane 2)							1800
3/1 (A44 Woodstock (s) Lane 1)							1800
3/2 (A44 Woodstock (s) Lane 2)							1800
3/3 (A44 Woodstock (s) Lane 3)							1800
4/1 (A44 Woodstock (N) Lane 1)							Inf
4/2 (A44 Woodstock (N) Lane 2)							Inf
5/1 (Langford Lane Lane 1)							Inf
6/1 (A44 Woodstock (S) Lane 1)							Inf
6/2 (A44 Woodstock (S) Lane 2)							Inf

### Scenario 1: '2014 Base AM'

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 1: '2014 Base AM'

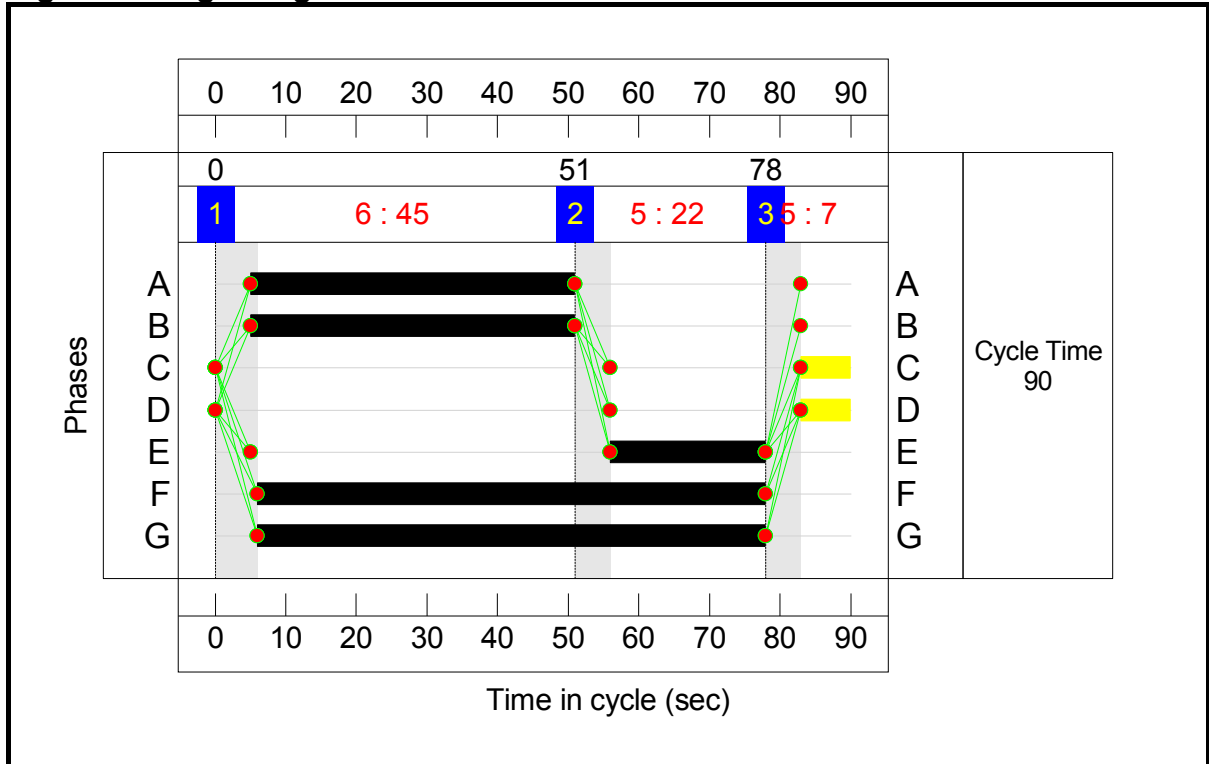
### Staging Plan Diagram



### Stage Timings

Stage	1	2	3
Duration	45	22	7
Change Point	0	51	78

### Signal Timings Diagram

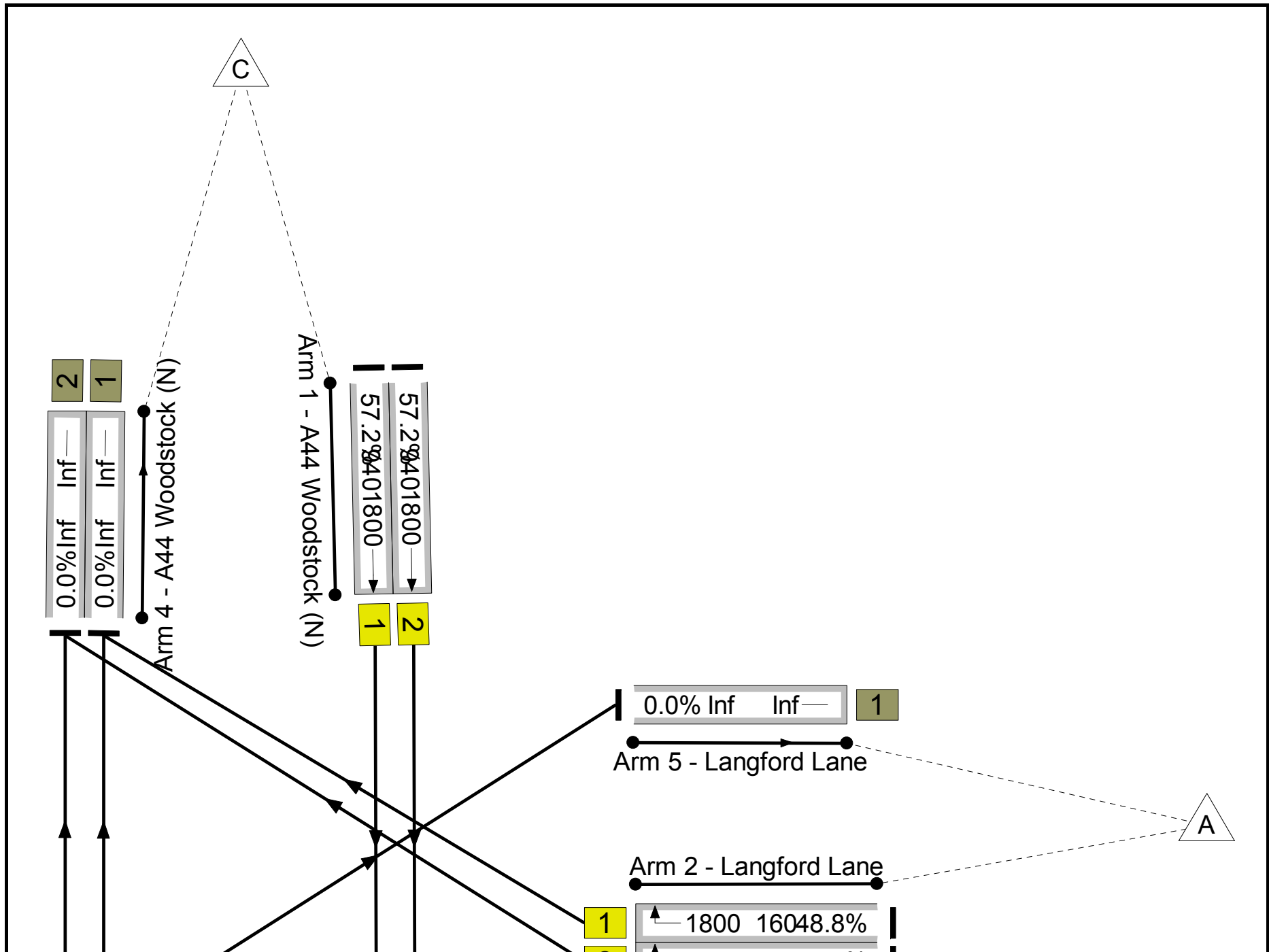


Full Input Data And Results

**Junction Layout Diagram**



Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

**Link Results**

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A44 Woodstock (N) Ahead	U	N/A	N/A	B		1	46	-	538	1800	1800	940	57.2
1/2	A44 Woodstock (N) Ahead	U	N/A	N/A	A		1	46	-	538	1800	1800	940	57.2
2/1	Langford Lane Right	U	N/A	N/A	C		1	7	-	78	1800	1800	160	48.8
2/2	Langford Lane Right	U	N/A	N/A	D		1	7	-	78	1800	1800	160	48.8
3/1	A44 Woodstock (s) Right	U	N/A	N/A	E		1	22	-	326	1800	1800	460	70.9
3/2	A44 Woodstock (s) Ahead	U	N/A	N/A	F		1	72	-	334	1800	1800	1460	22.8
3/3	A44 Woodstock (s) Ahead	U	N/A	N/A	G		1	72	-	334	1800	1800	1460	22.8
4/1	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	412	Inf	Inf	Inf	0.0
4/2	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	412	Inf	Inf	Inf	0.0
5/1	Langford Lane	U	N/A	N/A	-		-	-	-	326	Inf	Inf	Inf	0.0
6/1	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	538	Inf	Inf	Inf	0.0
6/2	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	538	Inf	Inf	Inf	0.0

Full Input Data And Results

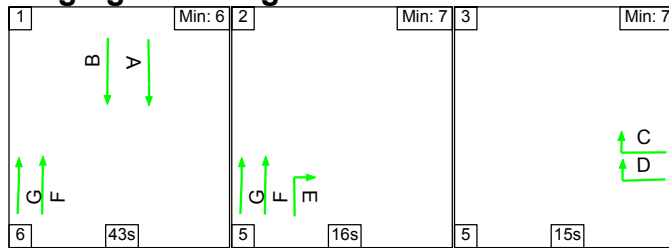
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
1/1	538	538	-	-	-	2.2	0.7	-	2.9	19.1	9.1	0.7	9.8
1/2	538	538	-	-	-	2.2	0.7	-	2.9	19.1	9.1	0.7	9.8
2/1	78	78	-	-	-	0.8	0.5	-	1.3	60.8	1.8	0.5	2.3
2/2	78	78	-	-	-	0.8	0.5	-	1.3	60.8	1.8	0.5	2.3
3/1	326	326	-	-	-	2.8	1.2	-	4.0	43.7	7.3	1.2	8.5
3/2	334	334	-	-	-	0.2	0.1	-	0.3	3.6	1.9	0.1	2.0
3/3	334	334	-	-	-	0.2	0.1	-	0.3	3.6	1.9	0.1	2.0
4/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
PRC for Signalled Links (%):			27.0		Total Delay for Signalled Links (pcuHr):			12.95					
PRC Over All Links (%):			27.0		Total Delay Over All Links(pcuHr):			12.95		Cycle Time (s): 90			

**Scenario 2: '2014 Base PM'**

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 2: '2014 Base PM'

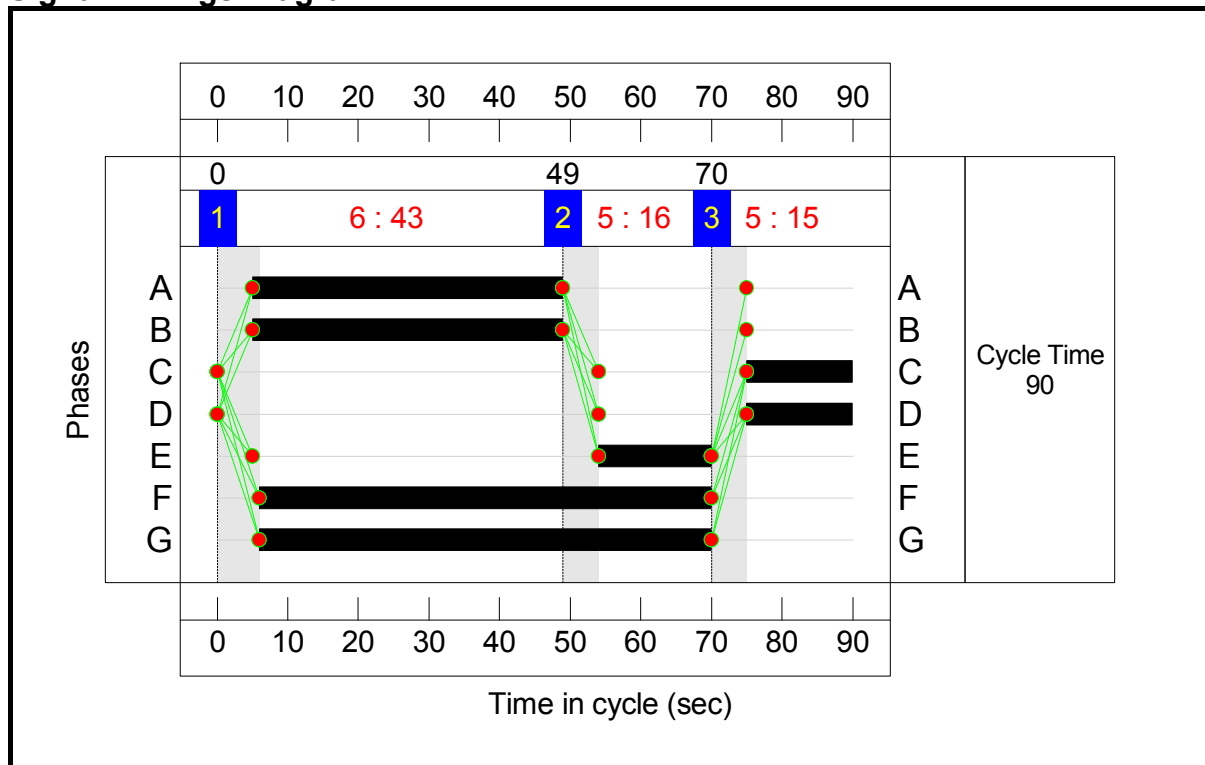
**Staging Plan Diagram**



**Stage Timings**

Stage	1	2	3
Duration	43	16	15
Change Point	0	49	70

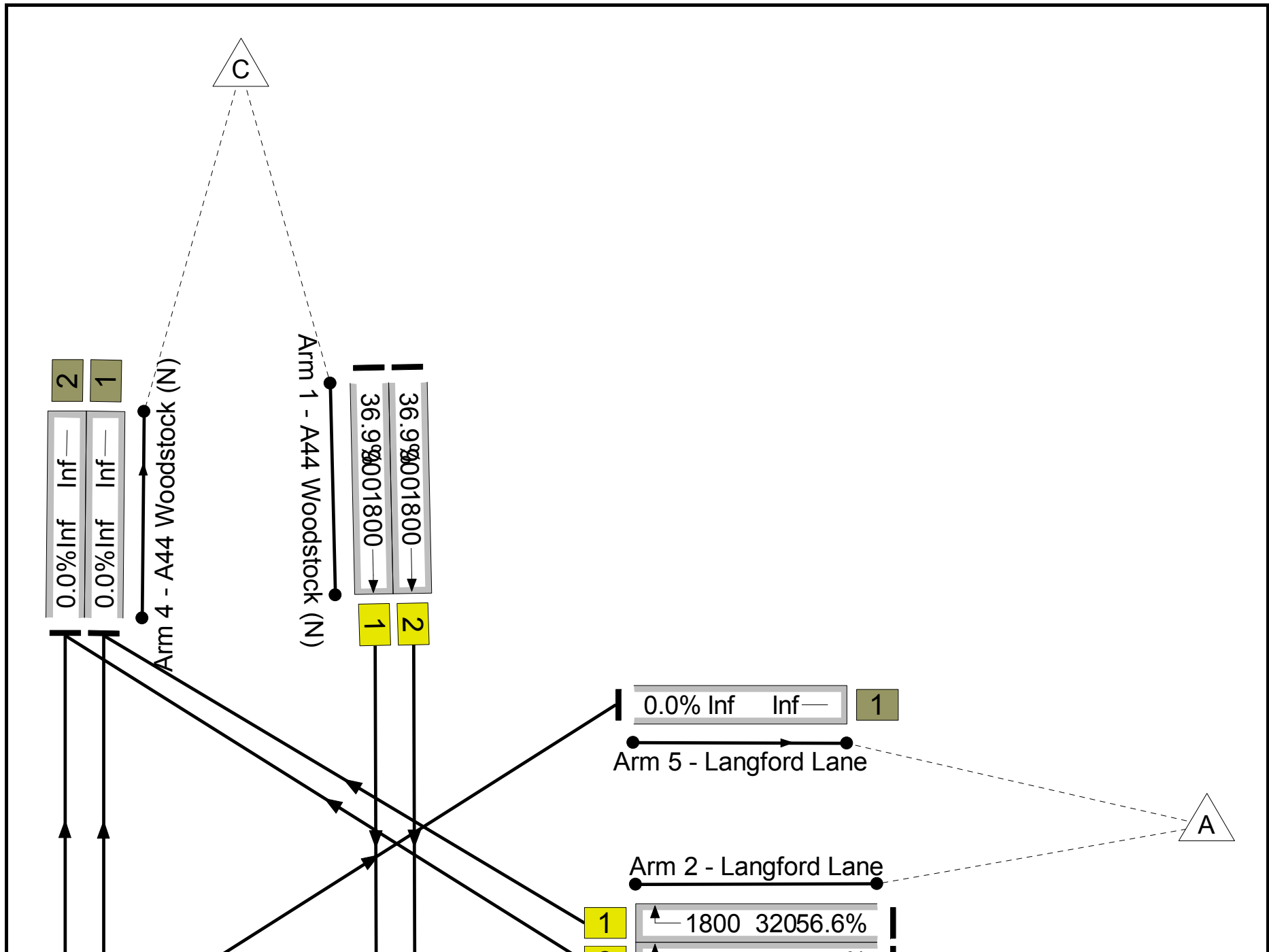
**Signal Timings Diagram**



Full Input Data And Results

**Junction Layout Diagram**

Full Input Data And Results



Full Input Data And Results



Full Input Data And Results

**Link Results**

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A44 Woodstock (N) Ahead	U	N/A	N/A	B		1	44	-	332	1800	1800	900	36.9
1/2	A44 Woodstock (N) Ahead	U	N/A	N/A	A		1	44	-	332	1800	1800	900	36.9
2/1	Langford Lane Right	U	N/A	N/A	C		1	15	-	181	1800	1800	320	56.6
2/2	Langford Lane Right	U	N/A	N/A	D		1	15	-	181	1800	1800	320	56.6
3/1	A44 Woodstock (s) Right	U	N/A	N/A	E		1	16	-	188	1800	1800	340	55.3
3/2	A44 Woodstock (s) Ahead	U	N/A	N/A	F		1	64	-	517	1800	1800	1300	39.8
3/3	A44 Woodstock (s) Ahead	U	N/A	N/A	G		1	64	-	517	1800	1800	1300	39.8
4/1	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	698	Inf	Inf	Inf	0.0
4/2	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	698	Inf	Inf	Inf	0.0
5/1	Langford Lane	U	N/A	N/A	-		-	-	-	188	Inf	Inf	Inf	0.0
6/1	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	332	Inf	Inf	Inf	0.0
6/2	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	332	Inf	Inf	Inf	0.0

Full Input Data And Results

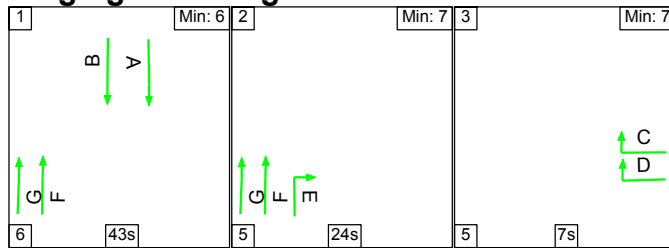
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	332	332	-	-	-	1.3	0.3	-	1.6	17.0	5.1	0.3	5.4	
1/2	332	332	-	-	-	1.3	0.3	-	1.6	17.0	5.1	0.3	5.4	
2/1	181	181	-	-	-	1.7	0.6	-	2.3	46.7	4.1	0.6	4.8	
2/2	181	181	-	-	-	1.7	0.6	-	2.3	46.7	4.1	0.6	4.8	
3/1	188	188	-	-	-	1.7	0.6	-	2.3	44.8	4.2	0.6	4.8	
3/2	517	517	-	-	-	0.7	0.3	-	1.0	7.2	5.0	0.3	5.4	
3/3	517	517	-	-	-	0.7	0.3	-	1.0	7.2	5.0	0.3	5.4	
4/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
PRC for Signalled Links (%):			59.1		Total Delay for Signalled Links (pcuHr):			12.22						
PRC Over All Links (%):			59.1		Total Delay Over All Links(pcuHr):			12.22		Cycle Time (s): 90				

**Scenario 3: '2031 Base AM'**

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 3: '2031 Base AM'

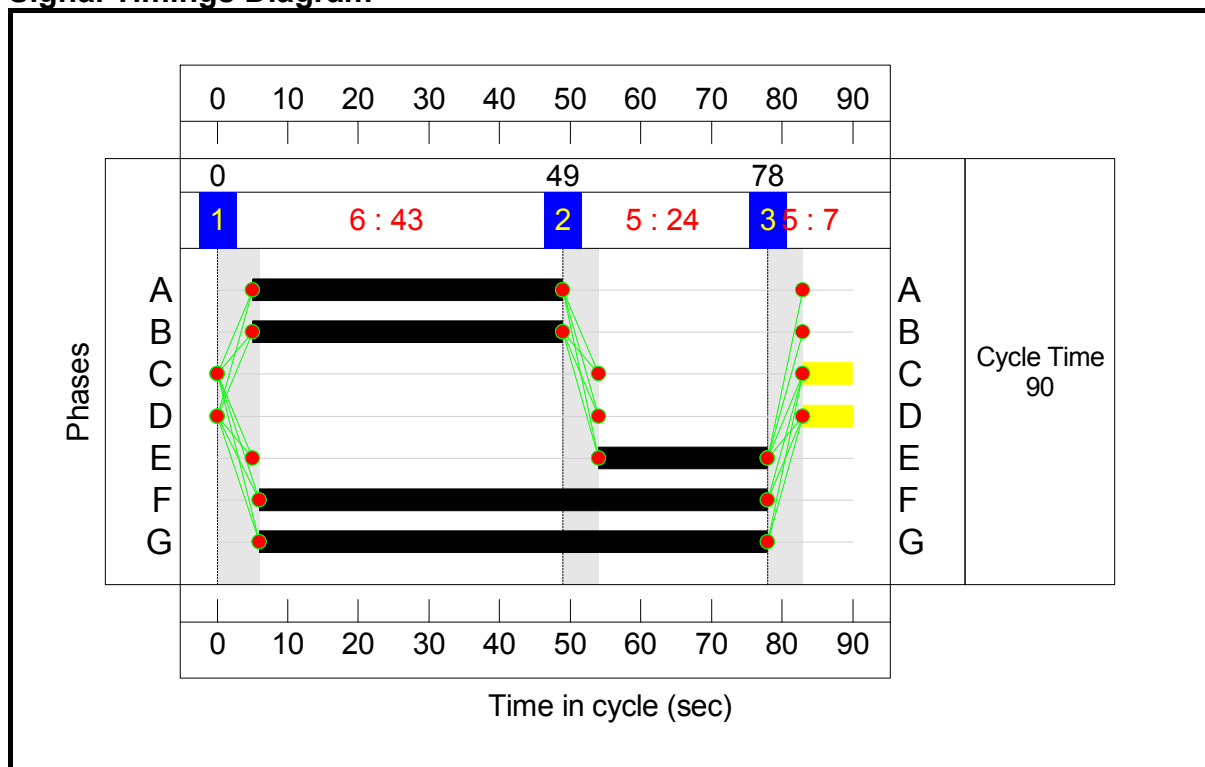
**Staging Plan Diagram**



**Stage Timings**

Stage	1	2	3
Duration	43	24	7
Change Point	0	49	78

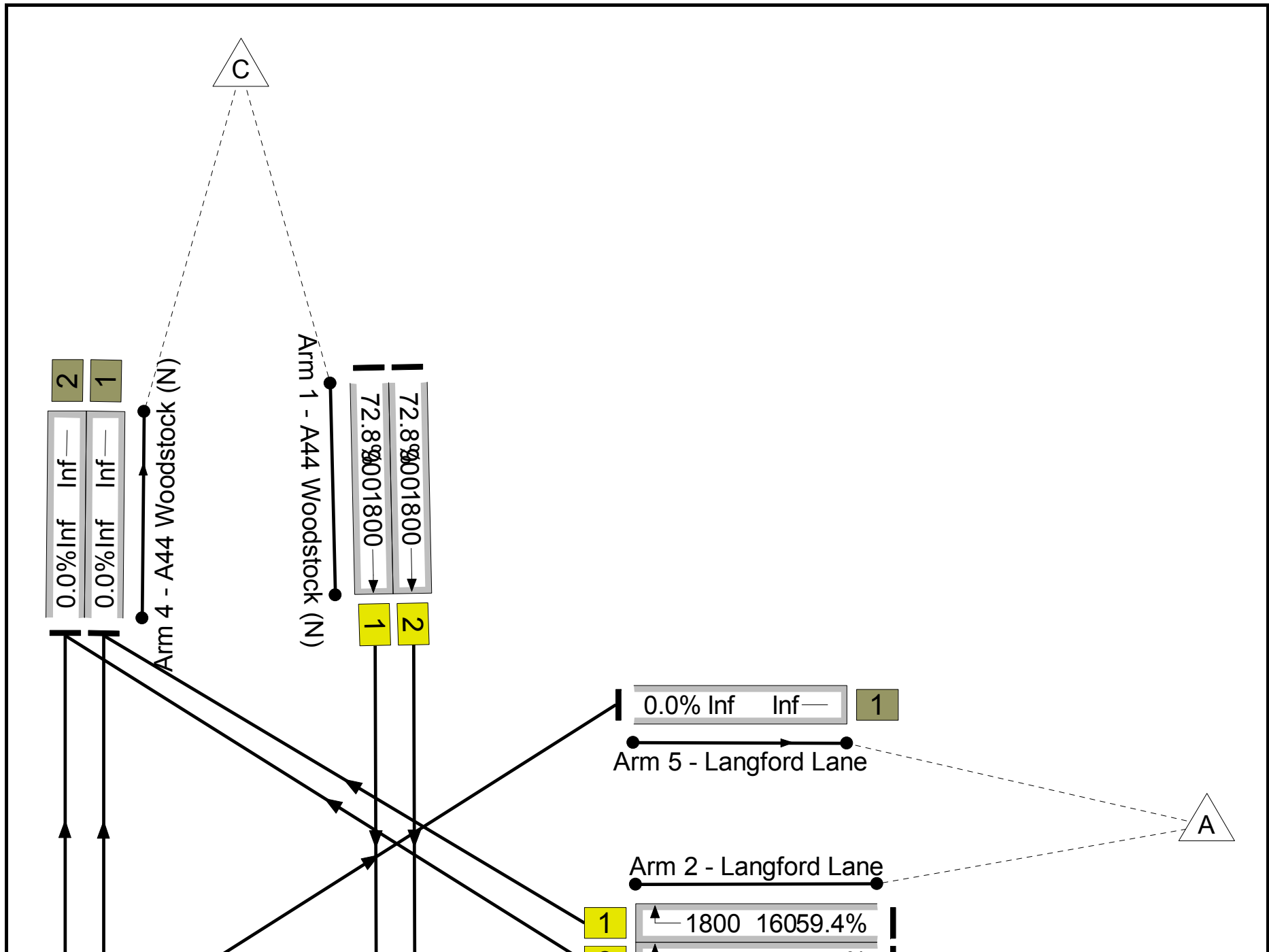
**Signal Timings Diagram**



Full Input Data And Results

**Junction Layout Diagram**

Full Input Data And Results



## Full Input Data And Results

Full Input Data And Results

**Link Results**

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A44 Woodstock (N) Ahead	U	N/A	N/A	B		1	44	-	656	1800	1800	900	72.8
1/2	A44 Woodstock (N) Ahead	U	N/A	N/A	A		1	44	-	656	1800	1800	900	72.8
2/1	Langford Lane Right	U	N/A	N/A	C		1	7	-	95	1800	1800	160	59.4
2/2	Langford Lane Right	U	N/A	N/A	D		1	7	-	95	1800	1800	160	59.4
3/1	A44 Woodstock (s) Right	U	N/A	N/A	E		1	24	-	397	1800	1800	500	79.4
3/2	A44 Woodstock (s) Ahead	U	N/A	N/A	F		1	72	-	407	1800	1800	1460	27.8
3/3	A44 Woodstock (s) Ahead	U	N/A	N/A	G		1	72	-	407	1800	1800	1460	27.8
4/1	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	502	Inf	Inf	Inf	0.0
4/2	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	502	Inf	Inf	Inf	0.0
5/1	Langford Lane	U	N/A	N/A	-		-	-	-	397	Inf	Inf	Inf	0.0
6/1	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	656	Inf	Inf	Inf	0.0
6/2	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	656	Inf	Inf	Inf	0.0

Full Input Data And Results

Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
1/1	655	655	-	-	-	3.2	1.3	-	4.5	25.0	12.7	1.3	14.1
1/2	655	655	-	-	-	3.2	1.3	-	4.5	25.0	12.7	1.3	14.1
2/1	95	95	-	-	-	1.0	0.7	-	1.8	66.6	2.3	0.7	3.0
2/2	95	95	-	-	-	1.0	0.7	-	1.8	66.6	2.3	0.7	3.0
3/1	397	397	-	-	-	3.3	1.9	-	5.2	47.0	9.2	1.9	11.0
3/2	407	407	-	-	-	0.2	0.2	-	0.4	3.8	2.4	0.2	2.6
3/3	407	407	-	-	-	0.2	0.2	-	0.4	3.8	2.4	0.2	2.6
4/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
PRC for Signalled Links (%):			13.4	Total Delay for Signalled Links (pcuHr):			18.64						
PRC Over All Links (%):			13.4	Total Delay Over All Links(pcuHr):			18.64	Cycle Time (s): 90					

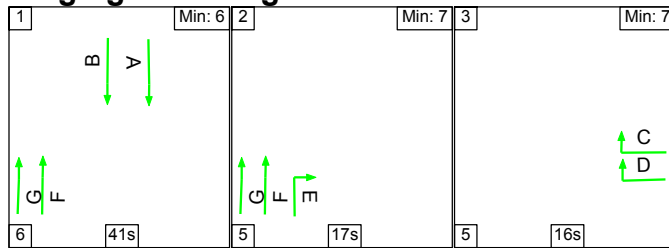


**Scenario 4: '2031 Base PM'**

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 4: '2031 Base PM'

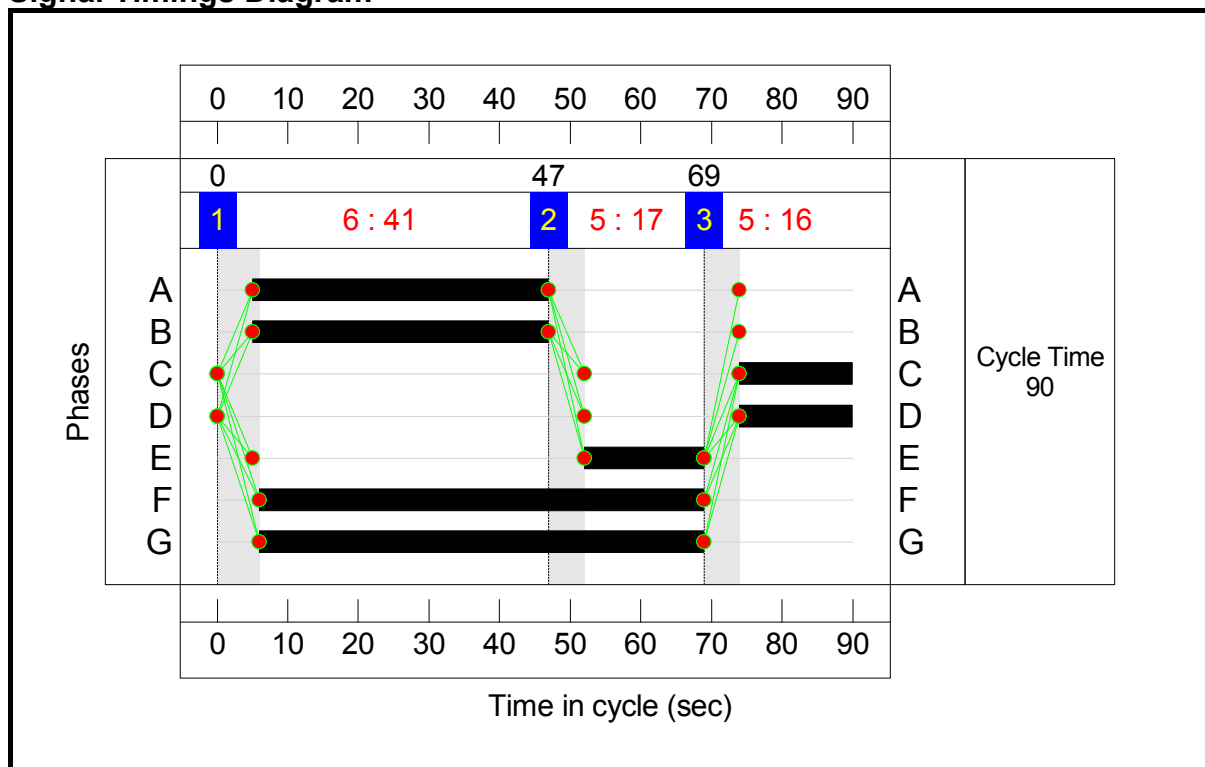
**Staging Plan Diagram**



**Stage Timings**

Stage	1	2	3
Duration	41	17	16
Change Point	0	47	69

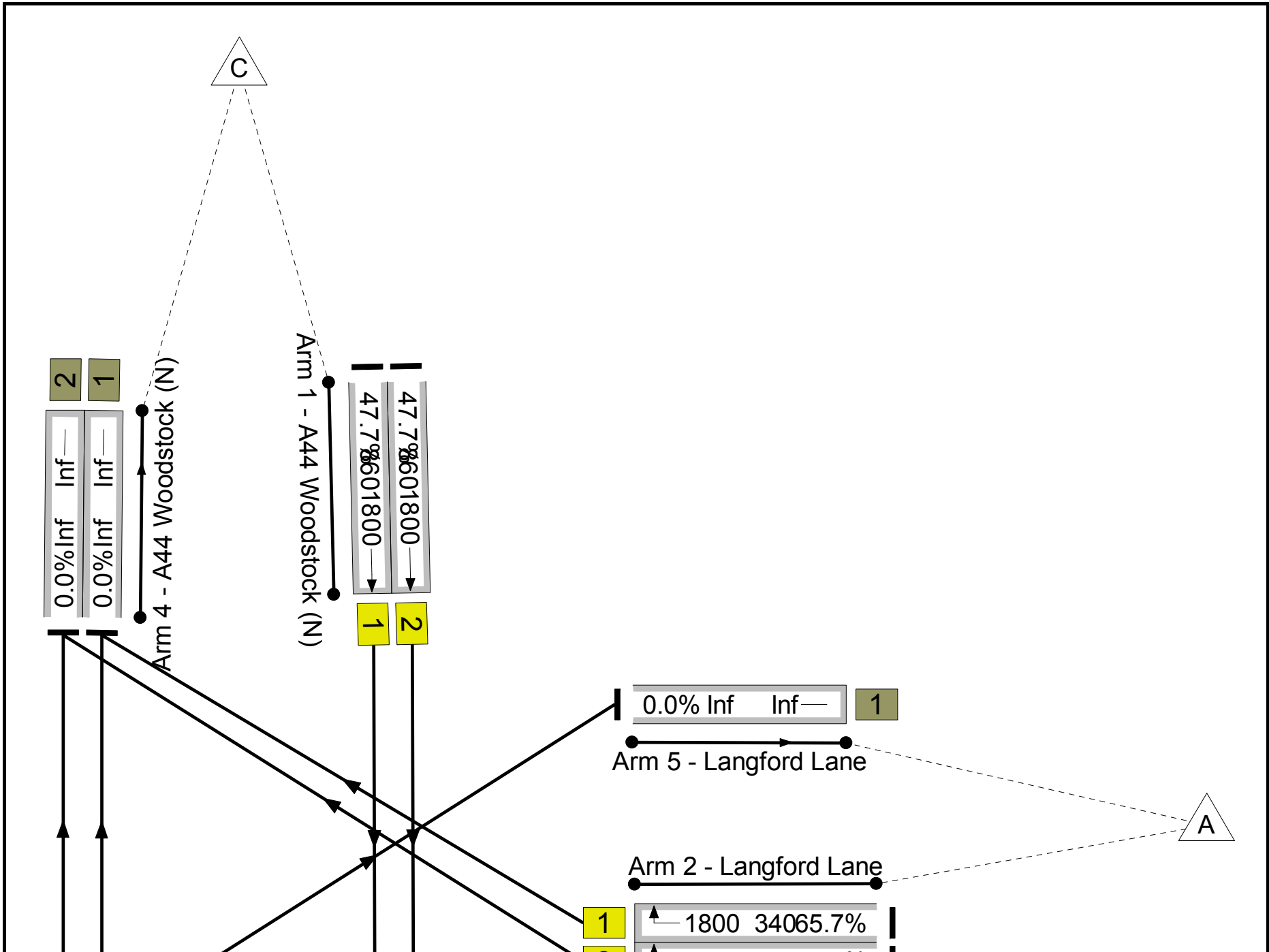
**Signal Timings Diagram**



Full Input Data And Results

**Junction Layout Diagram**

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

**Link Results**

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A44 Woodstock (N) Ahead	U	N/A	N/A	B		1	42	-	410	1800	1800	860	47.7
1/2	A44 Woodstock (N) Ahead	U	N/A	N/A	A		1	42	-	410	1800	1800	860	47.7
2/1	Langford Lane Right	U	N/A	N/A	C		1	16	-	224	1800	1800	340	65.7
2/2	Langford Lane Right	U	N/A	N/A	D		1	16	-	224	1800	1800	340	65.7
3/1	A44 Woodstock (s) Right	U	N/A	N/A	E		1	17	-	232	1800	1800	360	64.4
3/2	A44 Woodstock (s) Ahead	U	N/A	N/A	F		1	63	-	639	1800	1800	1280	49.9
3/3	A44 Woodstock (s) Ahead	U	N/A	N/A	G		1	63	-	639	1800	1800	1280	49.9
4/1	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	862	Inf	Inf	Inf	0.0
4/2	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	862	Inf	Inf	Inf	0.0
5/1	Langford Lane	U	N/A	N/A	-		-	-	-	232	Inf	Inf	Inf	0.0
6/1	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	410	Inf	Inf	Inf	0.0
6/2	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	410	Inf	Inf	Inf	0.0

Full Input Data And Results

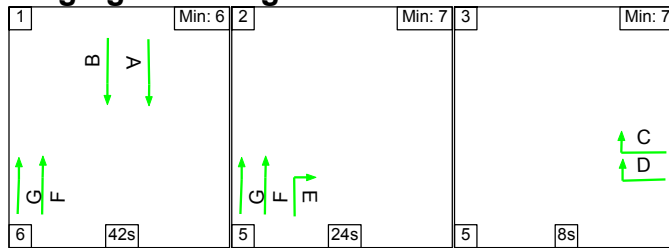
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
1/1	410	410	-	-	-	1.8	0.5	-	2.3	19.9	6.8	0.5	7.3
1/2	410	410	-	-	-	1.8	0.5	-	2.3	19.9	6.8	0.5	7.3
2/1	223	223	-	-	-	2.1	0.9	-	3.0	49.0	5.2	0.9	6.1
2/2	223	223	-	-	-	2.1	0.9	-	3.0	49.0	5.2	0.9	6.1
3/1	232	232	-	-	-	2.1	0.9	-	3.0	46.9	5.3	0.9	6.2
3/2	638	638	-	-	-	1.0	0.5	-	1.5	8.6	7.1	0.5	7.6
3/3	638	638	-	-	-	1.0	0.5	-	1.5	8.6	7.1	0.5	7.6
4/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
PRC for Signalled Links (%):			36.9		Total Delay for Signalled Links (pcuHr):			16.70					
PRC Over All Links (%):			36.9		Total Delay Over All Links(pcuHr):			16.70		Cycle Time (s): 90			

**Scenario 5: '2031 Base + Dev AM'**

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 5: '2031 Base + Dev AM'

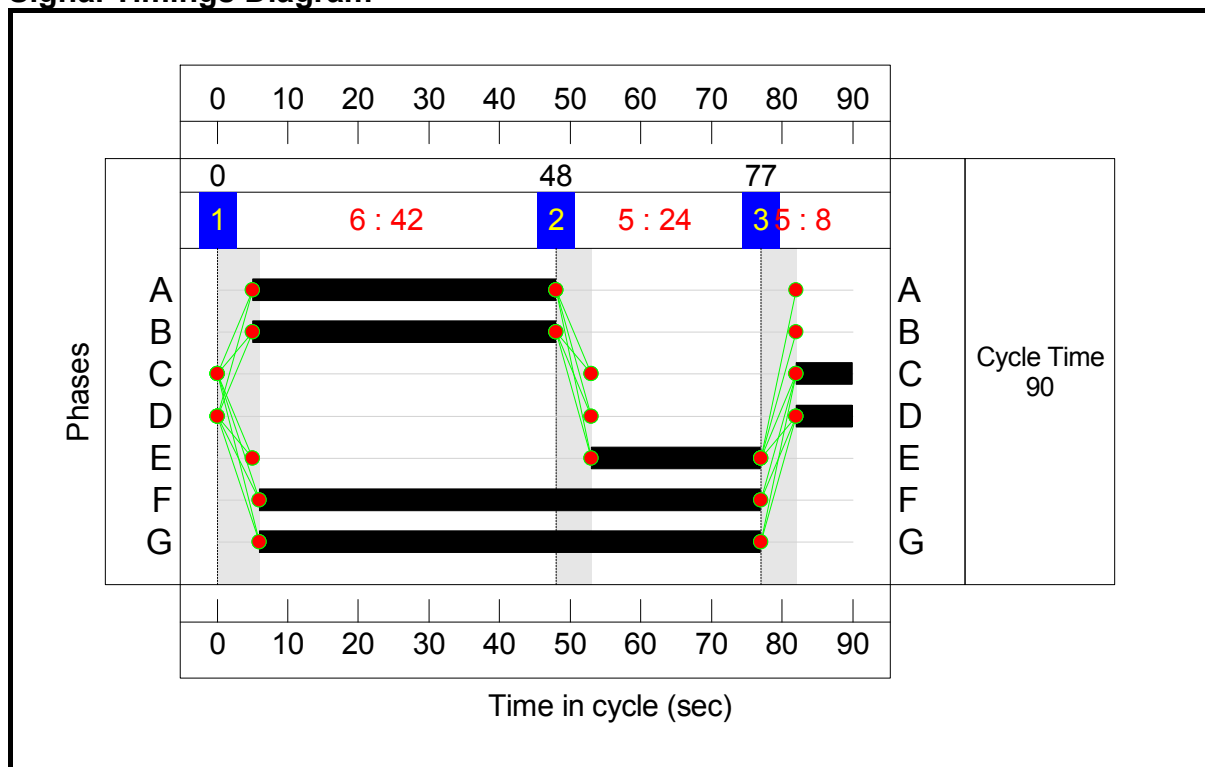
**Staging Plan Diagram**



**Stage Timings**

Stage	1	2	3
Duration	42	24	8
Change Point	0	48	77

**Signal Timings Diagram**

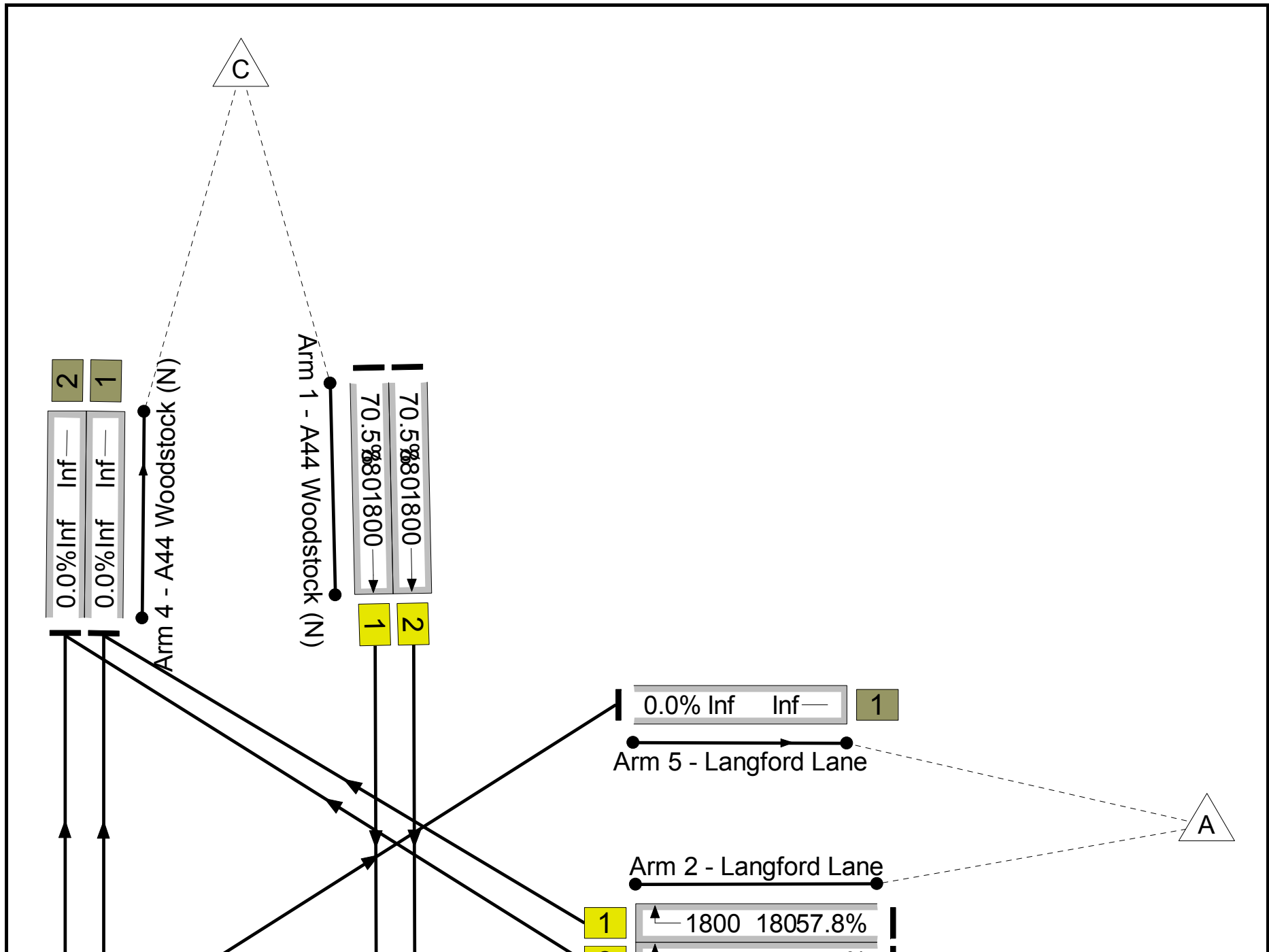


Full Input Data And Results

**Junction Layout Diagram**



Full Input Data And Results



Full Input Data And Results

Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
N/A	B		1	43	-	620	1800	1800	880	70.5
N/A	A		1	43	-	620	1800	1800	880	70.5
N/A	C		1	8	-	104	1800	1800	180	57.8
N/A	D		1	8	-	104	1800	1800	180	57.8
N/A	E		1	24	-	397	1800	1800	500	79.4
N/A	F		1	71	-	443	1800	1800	1440	30.8
N/A	G		1	71	-	443	1800	1800	1440	30.8
N/A	-		-	-	-	547	Inf	Inf	Inf	0.0
N/A	-		-	-	-	547	Inf	Inf	Inf	0.0
N/A	-		-	-	-	397	Inf	Inf	Inf	0.0
N/A	-		-	-	-	620	Inf	Inf	Inf	0.0

Full Input Data And Results

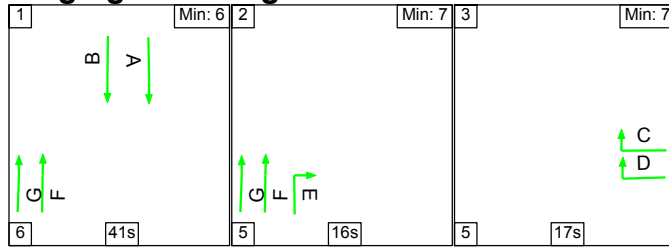
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
1/1	620	620	-	-	-	3.1	1.2	-	4.3	24.8	12.1	1.2	13.2
1/2	620	620	-	-	-	3.1	1.2	-	4.3	24.8	12.1	1.2	13.2
2/1	104	104	-	-	-	1.1	0.7	-	1.8	62.0	2.5	0.7	3.1
2/2	104	104	-	-	-	1.1	0.7	-	1.8	62.0	2.5	0.7	3.1
3/1	397	397	-	-	-	3.3	1.9	-	5.2	47.0	9.2	1.9	11.0
3/2	443	443	-	-	-	0.3	0.2	-	0.5	4.2	2.8	0.2	3.1
3/3	443	443	-	-	-	0.3	0.2	-	0.5	4.2	2.8	0.2	3.1
4/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
PRC for Signalled Links (%):			13.4	Total Delay for Signalled Links (pcuHr):			18.33						
PRC Over All Links (%):			13.4	Total Delay Over All Links(pcuHr):			18.33	Cycle Time (s): 90					

**Scenario 6: '2031 Base + Dev PM'**

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 6: '2031 Base + Dev PM'

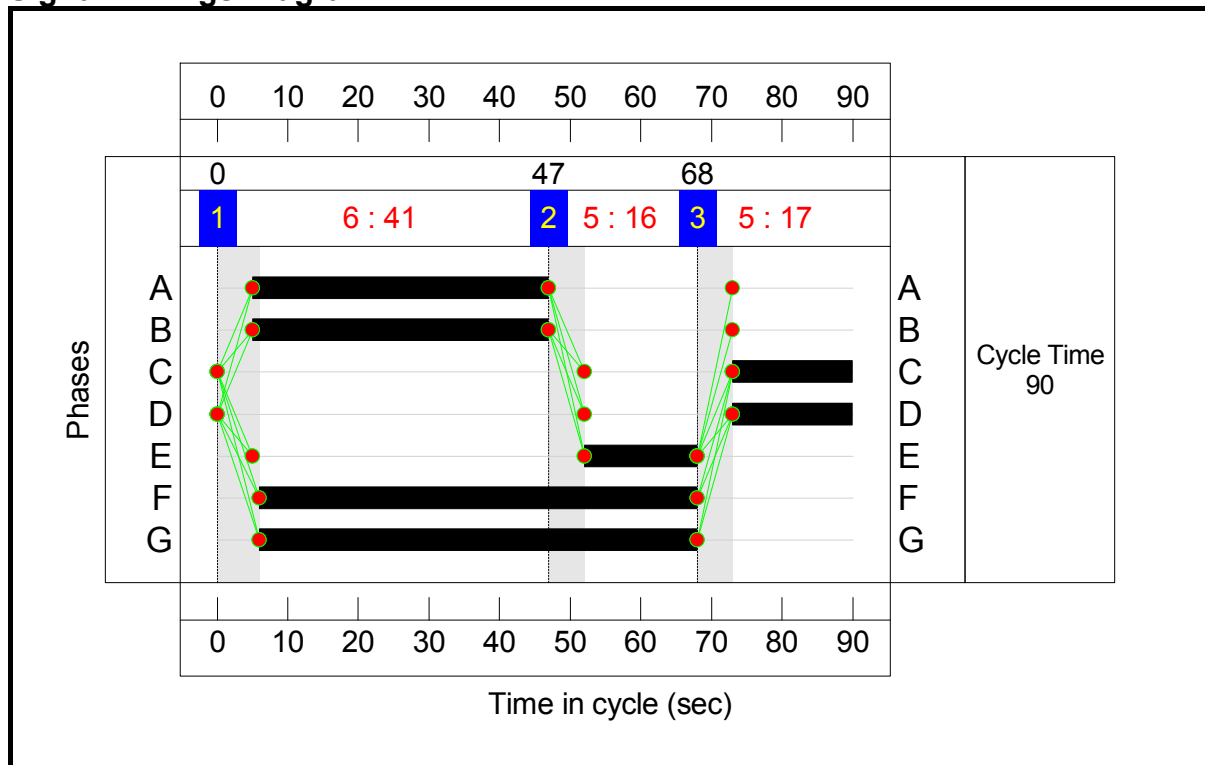
**Staging Plan Diagram**



**Stage Timings**

Stage	1	2	3
Duration	41	16	17
Change Point	0	47	68

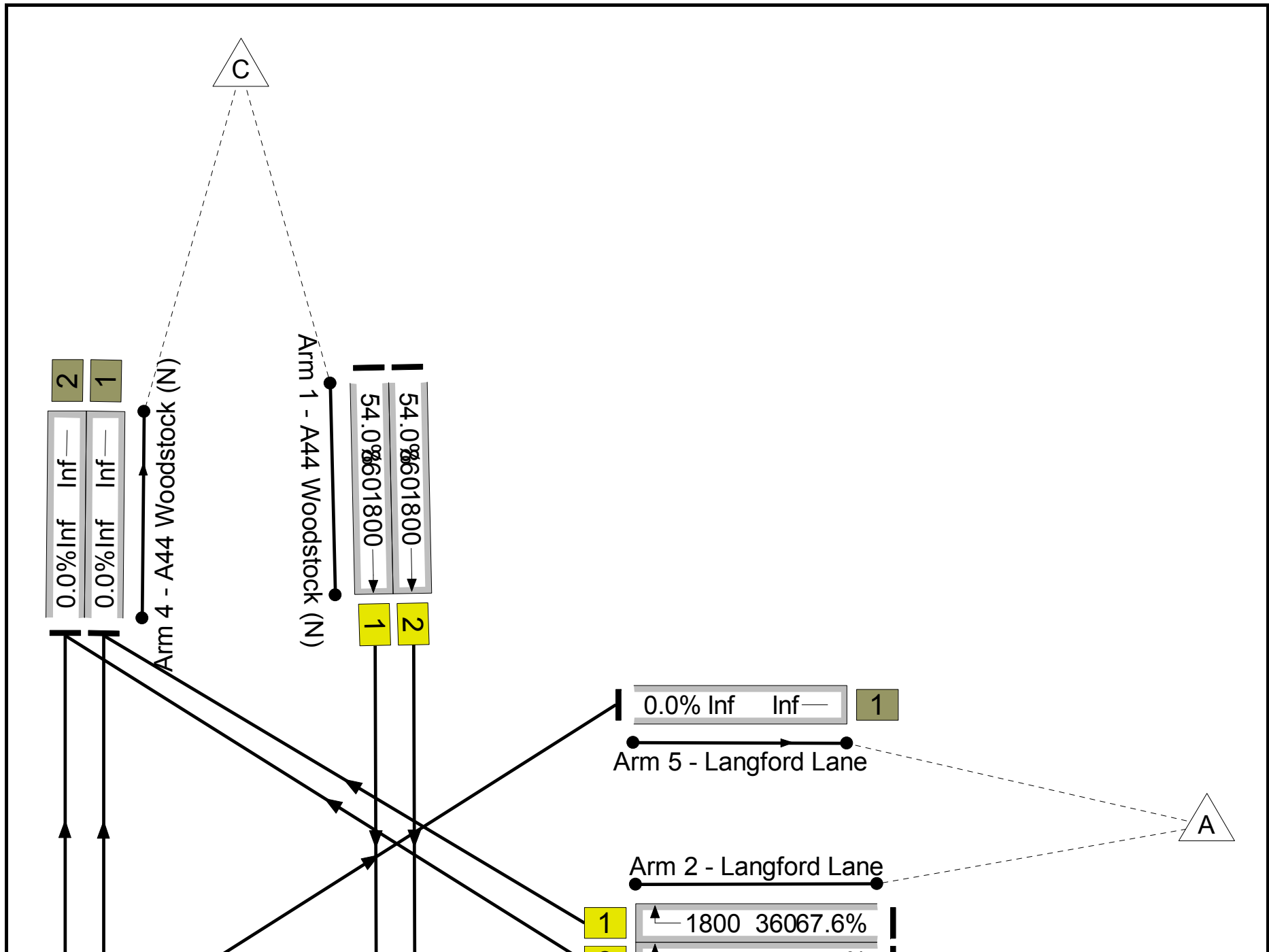
**Signal Timings Diagram**



Full Input Data And Results

**Junction Layout Diagram**

Full Input Data And Results



Full Input Data And Results



Full Input Data And Results

**Link Results**

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A44 Woodstock (N) Ahead	U	N/A	N/A	B		1	42	-	464	1800	1800	860	54.0
1/2	A44 Woodstock (N) Ahead	U	N/A	N/A	A		1	42	-	464	1800	1800	860	54.0
2/1	Langford Lane Right	U	N/A	N/A	C		1	17	-	244	1800	1800	360	67.6
2/2	Langford Lane Right	U	N/A	N/A	D		1	17	-	244	1800	1800	360	67.6
3/1	A44 Woodstock (s) Right	U	N/A	N/A	E		1	16	-	232	1800	1800	340	68.2
3/2	A44 Woodstock (s) Ahead	U	N/A	N/A	F		1	62	-	605	1800	1800	1260	48.0
3/3	A44 Woodstock (s) Ahead	U	N/A	N/A	G		1	62	-	605	1800	1800	1260	48.0
4/1	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	849	Inf	Inf	Inf	0.0
4/2	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	849	Inf	Inf	Inf	0.0
5/1	Langford Lane	U	N/A	N/A	-		-	-	-	232	Inf	Inf	Inf	0.0
6/1	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	464	Inf	Inf	Inf	0.0
6/2	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	464	Inf	Inf	Inf	0.0

Full Input Data And Results

Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	464	464	-	-	-	2.1	0.6	-	2.7	21.1	8.1	0.6	8.7	
1/2	464	464	-	-	-	2.1	0.6	-	2.7	21.1	8.1	0.6	8.7	
2/1	244	244	-	-	-	2.3	1.0	-	3.3	48.5	5.6	1.0	6.6	
2/2	244	244	-	-	-	2.3	1.0	-	3.3	48.5	5.6	1.0	6.6	
3/1	232	232	-	-	-	2.2	1.1	-	3.2	50.3	5.3	1.1	6.4	
3/2	605	605	-	-	-	1.0	0.5	-	1.5	8.8	6.7	0.5	7.2	
3/3	605	605	-	-	-	1.0	0.5	-	1.5	8.8	6.7	0.5	7.2	
4/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
PRC for Signalled Links (%):			31.9	Total Delay for Signalled Links (pcuHr):			18.21							
PRC Over All Links (%):			31.9	Total Delay Over All Links(pcuHr):			18.21	Cycle Time (s): 90						

## Appendix M

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
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Filename: A44 Woodstock Rd\_Spring Hill Road.arc8  
 Path: P:\15000's\15291\Junction Assessments\2031  
 Report generation date: 28/10/2014 17:11:29

- » (Default Analysis Set) - 2014 Base, AM
- » (Default Analysis Set) - 2014 Base, PM
- » (Default Analysis Set) - 2031 Base, AM
- » (Default Analysis Set) - 2031 Base, PM
- » (Default Analysis Set) - 2031 Base + Dev, AM
- » (Default Analysis Set) - 2031 Base + Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2014 Base								
Arm 1	3.64	11.26	0.79	B	15.36	39.44	0.96	E
Arm 2	0.04	6.85	0.04	A	0.14	10.13	0.12	B
Arm 3	3.48	10.34	0.78	B	4.14	12.31	0.81	B
A1 - 2031 Base								
Arm 1	17.87	46.33	0.97	E	159.10	359.78	1.19	F
Arm 2	0.06	9.53	0.06	A	0.20	11.96	0.17	B
Arm 3	14.66	37.15	0.95	E	29.89	69.06	1.01	F
A1 - 2031 Base + Dev								
Arm 1	37.88	84.82	1.02	F	119.26	251.68	1.14	F
Arm 2	0.07	10.16	0.06	B	0.20	11.92	0.17	B
Arm 3	8.50	22.64	0.91	C	77.49	151.18	1.09	F

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

- "D1 - 2014 Base, AM" model duration: 07:45 - 09:15
- "D2 - 2014 Base, PM" model duration: 16:45 - 18:15
- "D9 - 2031 Base, AM" model duration: 07:45 - 09:15
- "D10 - 2031 Base, PM" model duration: 16:45 - 18:15
- "D11 - 2031 Base + Dev, AM" model duration: 07:45 - 09:15
- "D12 - 2031 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 28/10/2014 17:11:26

## File summary

<b>Title</b>	A44/ Spring Hill Road
<b>Location</b>	Woodstock
<b>Site Number</b>	
<b>Date</b>	26/08/2014
<b>Version</b>	
<b>Status</b>	
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	15291
<b>Enumerator</b>	
<b>Description</b>	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## 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

# (Default Analysis Set) - 2014 Base, AM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, AM	2014 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				10.76	B

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Arm	Name	Description
1	1	A44 Woodstock Road	
2	2	Spring Hill Road	
3	3	A44 Woodstock Road	

### Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.30	5.50	7.00	28.00	37.00	28.00	
2	2.75	5.73	7.00	32.20	37.00	30.00	
3	4.30	5.50	13.20	28.00	37.00	30.00	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.628	1569.852
2		(calculated)	(calculated)	0.561	1238.001
3		(calculated)	(calculated)	0.634	1606.701

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1084.00	100.000
2	ONE HOUR	✓	18.00	100.000
3	ONE HOUR	✓	1125.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	19.000	18.000	1047.000
	2	11.000	0.000	7.000
	3	1041.000	28.000	56.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.02	0.02	0.97
	2	0.61	0.00	0.39
	3	0.93	0.02	0.05

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.79	11.26	3.64	B	994.70	1492.05	190.92	7.68	2.12	190.94	7.68
2	0.04	6.85	0.04	A	16.52	24.78	2.39	5.78	0.03	2.39	5.78
3	0.78	10.34	3.48	B	1032.32	1548.48	185.60	7.19	2.06	185.63	7.19

## Main Results for each time segment

### Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	816.09	204.02	811.58	802.02	62.90	0.00	1530.33	1501.97	0.533	0.00	1.13	4.978	A
2	13.55	3.39	13.48	34.44	840.04	0.00	767.01	369.48	0.018	0.00	0.02	4.777	A
3	846.96	211.74	842.47	831.05	22.46	0.00	1592.47	1446.95	0.532	0.00	1.12	4.771	A

### Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	974.49	243.62	972.03	960.55	75.34	0.00	1522.52	1501.97	0.640	1.13	1.74	6.509	A
2	16.18	4.05	16.16	41.25	1006.12	0.00	673.89	369.48	0.024	0.02	0.02	5.472	A
3	1011.35	252.84	1008.98	995.36	26.91	0.00	1589.65	1446.95	0.636	1.12	1.72	6.173	A

### Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1193.51	298.38	1186.28	1172.81	91.98	0.00	1512.06	1501.97	0.789	1.74	3.55	10.812	B
2	19.82	4.95	19.77	50.36	1227.91	0.00	549.54	369.48	0.036	0.02	0.04	6.795	A
3	1238.65	309.66	1231.92	1214.80	32.87	0.00	1585.87	1446.95	0.781	1.72	3.40	9.982	A

### Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1193.51	298.38	1193.13	1178.89	92.46	0.00	1511.76	1501.97	0.789	3.55	3.64	11.262	B
2	19.82	4.95	19.82	50.63	1234.96	0.00	545.59	369.48	0.036	0.04	0.04	6.846	A
3	1238.65	309.66	1238.33	1221.75	33.02	0.00	1585.78	1446.95	0.781	3.40	3.48	10.335	B

### Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	974.49	243.62	981.81	969.25	76.02	0.00	1522.09	1501.97	0.640	3.64	1.81	6.752	A
2	16.18	4.05	16.23	41.64	1016.19	0.00	668.24	369.48	0.024	0.04	0.02	5.523	A
3	1011.35	252.84	1018.14	1005.29	27.13	0.00	1589.51	1446.95	0.636	3.48	1.78	6.372	A



**Main results: (09:00-09:15)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	816.09	204.02	818.72	808.71	63.43	0.00	1530.00	1501.97	0.533	1.81	1.16	5.081	A
2	13.55	3.39	13.58	34.74	847.42	0.00	762.87	369.48	0.018	0.02	0.02	4.806	A
3	846.96	211.74	849.49	838.35	22.65	0.00	1592.35	1446.95	0.532	1.78	1.15	4.862	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (07:45-08:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	16.28	1.09	4.978	A	A
2	0.26	0.02	4.777	A	A
3	16.22	1.08	4.771	A	A

**Queueing Delay results: (08:00-08:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	25.10	1.67	6.509	A	A
2	0.36	0.02	5.472	A	A
3	24.76	1.65	6.173	A	A

**Queueing Delay results: (08:15-08:30)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	48.80	3.25	10.812	B	B
2	0.54	0.04	6.795	A	A
3	47.04	3.14	9.982	A	A

**Queueing Delay results: (08:30-08:45)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	54.11	3.61	11.262	B	B
2	0.56	0.04	6.846	A	A
3	51.72	3.45	10.335	B	B

**Queueing Delay results: (08:45-09:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	28.69	1.91	6.752	A	A
2	0.38	0.03	5.523	A	A
3	28.07	1.87	6.372	A	A

**Queueing Delay results: (09:00-09:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	17.93	1.20	5.081	A	A
2	0.28	0.02	4.806	A	A
3	17.79	1.19	4.862	A	A

# (Default Analysis Set) - 2014 Base, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, PM	2014 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				26.76	D

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description
1	1	A44 Woodstock Road	
2	2	Spring Hill Road	
3	3	A44 Woodstock Road	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.30	5.50	7.00	28.00	37.00	28.00	
2	2.75	5.73	7.00	32.20	37.00	30.00	
3	4.30	5.50	13.20	28.00	37.00	30.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.628	1569.852
2		(calculated)	(calculated)	0.561	1238.001
3		(calculated)	(calculated)	0.634	1606.701

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1350.00	100.000
2	ONE HOUR	✓	45.00	100.000
3	ONE HOUR	✓	1133.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	79.000	14.000	1257.000
	2	20.000	0.000	25.000
	3	1106.000	4.000	23.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.06	0.01	0.93
	2	0.44	0.00	0.56
	3	0.98	0.00	0.02

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.96	39.44	15.36	E	1238.78	1858.18	535.86	17.30	5.95	535.93	17.31
2	0.12	10.13	0.14	B	41.29	61.94	8.01	7.76	0.09	8.01	7.76
3	0.81	12.31	4.14	B	1039.66	1559.49	210.23	8.09	2.34	210.25	8.09

## Main Results for each time segment

### Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1016.35	254.09	1008.99	902.01	20.21	0.00	1557.15	1548.18	0.653	0.00	1.84	6.484	A
2	33.88	8.47	33.67	13.46	1015.74	0.00	668.49	362.50	0.051	0.00	0.05	5.669	A
3	852.98	213.25	848.21	975.40	74.01	0.00	1559.81	1447.21	0.547	0.00	1.19	5.027	A

### Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1213.62	303.41	1207.42	1080.20	24.21	0.00	1554.64	1548.18	0.781	1.84	3.39	10.184	B
2	40.45	10.11	40.36	16.11	1215.52	0.00	556.48	362.50	0.073	0.05	0.08	6.975	A
3	1018.54	254.64	1015.81	1167.29	88.59	0.00	1550.57	1447.21	0.657	1.19	1.88	6.697	A

**Main results: (17:15-17:30)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1486.38	371.59	1449.21	1316.12	29.52	0.00	1551.30	1548.18	0.958	3.39	12.68	28.281	D
2	49.55	12.39	49.33	19.40	1459.33	0.00	419.78	362.50	0.118	0.08	0.13	9.710	A
3	1247.46	311.86	1238.92	1401.93	106.73	0.00	1539.07	1447.21	0.811	1.88	4.01	11.669	B

**Main results: (17:30-17:45)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1486.38	371.59	1475.69	1325.57	29.71	0.00	1551.18	1548.18	0.958	12.68	15.36	39.437	E
2	49.55	12.39	49.52	19.71	1485.70	0.00	405.00	362.50	0.122	0.13	0.14	10.127	B
3	1247.46	311.86	1246.92	1426.86	108.37	0.00	1538.04	1447.21	0.811	4.01	4.14	12.305	B

**Main results: (17:45-18:00)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1213.62	303.41	1260.01	1094.60	24.48	0.00	1554.47	1548.18	0.781	15.36	3.76	13.943	B
2	40.45	10.11	40.67	16.69	1267.79	0.00	527.18	362.50	0.077	0.14	0.08	7.404	A
3	1018.54	254.64	1027.27	1216.65	91.81	0.00	1548.53	1447.21	0.658	4.14	1.96	7.016	A

**Main results: (18:00-18:15)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1016.35	254.09	1023.71	910.56	20.40	0.00	1557.04	1548.18	0.653	3.76	1.92	6.842	A
2	33.88	8.47	34.00	13.64	1030.47	0.00	660.24	362.50	0.051	0.08	0.05	5.749	A
3	852.98	213.25	855.94	989.45	75.02	0.00	1559.17	1447.21	0.547	1.96	1.22	5.142	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	26.05	1.74	6.484	A	A
2	0.77	0.05	5.669	A	A
3	17.17	1.14	5.027	A	A

**Queueing Delay results: (17:00-17:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	47.01	3.13	10.184	B	B
2	1.14	0.08	6.975	A	A
3	26.92	1.79	6.697	A	A

**Queueing Delay results: (17:15-17:30)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	143.86	9.59	28.281	D	C
2	1.92	0.13	9.710	A	A
3	54.55	3.64	11.669	B	B

### Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	212.63	14.18	39.437	E	D
2	2.05	0.14	10.127	B	B
3	61.38	4.09	12.305	B	B

### Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	75.98	5.07	13.943	B	B
2	1.29	0.09	7.404	A	A
3	31.23	2.08	7.016	A	A

### Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	30.33	2.02	6.842	A	A
2	0.84	0.06	5.749	A	A
3	18.99	1.27	5.142	A	A

## (Default Analysis Set) - 2031 Base, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base, AM	2031 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				41.40	E

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description
1	1	A44 Woodstock Road	
2	2	Spring Hill Road	
3	3	A44 Woodstock Road	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.30	5.50	7.00	28.00	37.00	28.00	
2	2.75	5.73	7.00	32.20	37.00	30.00	
3	4.30	5.50	13.20	28.00	37.00	30.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.628	1569.852
2		(calculated)	(calculated)	0.561	1238.001
3		(calculated)	(calculated)	0.634	1606.701

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1322.00	100.000
2	ONE HOUR	✓	22.00	100.000
3	ONE HOUR	✓	1371.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	23.000	22.000	1277.000
	2	13.000	0.000	9.000
	3	1269.000	34.000	68.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.02	0.02	0.97
	2	0.59	0.00	0.41
	3	0.93	0.02	0.05

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.97	46.33	17.87	E	1213.09	1819.64	589.75	19.45	6.55	589.82	19.45
2	0.06	9.53	0.06	A	20.19	30.28	3.76	7.45	0.04	3.76	7.45
3	0.95	37.15	14.66	E	1258.05	1887.08	518.53	16.49	5.76	518.60	16.49



## Main Results for each time segment

### Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	995.27	248.82	987.87	975.56	76.25	0.00	1521.94	1501.99	0.654	0.00	1.85	6.652	A
2	16.56	4.14	16.46	41.86	1022.27	0.00	664.84	369.51	0.025	0.00	0.03	5.552	A
3	1032.16	258.04	1024.90	1011.81	26.91	0.00	1589.65	1451.79	0.649	0.00	1.81	6.297	A

### Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1188.45	297.11	1181.92	1167.43	91.25	0.00	1512.52	1501.99	0.786	1.85	3.48	10.678	B
2	19.78	4.94	19.73	50.08	1223.09	0.00	552.24	369.51	0.036	0.03	0.04	6.760	A
3	1232.50	308.13	1226.45	1210.60	32.22	0.00	1586.28	1451.79	0.777	1.81	3.33	9.837	A

### Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1455.55	363.89	1413.01	1403.01	109.65	0.00	1500.96	1501.99	0.970	3.48	14.12	31.451	D
2	24.22	6.06	24.13	60.06	1462.59	0.00	417.96	369.51	0.058	0.04	0.06	9.139	A
3	1509.50	377.37	1473.82	1447.88	38.84	0.00	1582.09	1451.79	0.954	3.33	12.25	27.052	D

### Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1455.55	363.89	1440.53	1427.63	111.59	0.00	1499.74	1501.99	0.971	14.12	17.87	46.331	E
2	24.22	6.06	24.21	61.17	1490.95	0.00	402.06	369.51	0.060	0.06	0.06	9.527	A
3	1509.50	377.37	1499.85	1475.79	39.37	0.00	1581.76	1451.79	0.954	12.25	14.66	37.154	E

### Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1188.45	297.11	1244.23	1214.86	94.96	0.00	1510.19	1501.99	0.787	17.87	3.93	16.031	C
2	19.78	4.94	19.87	52.36	1286.84	0.00	516.50	369.51	0.038	0.06	0.04	7.252	A
3	1232.50	308.13	1276.43	1273.32	33.39	0.00	1585.54	1451.79	0.777	14.66	3.67	13.137	B

### Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	995.27	248.82	1003.25	989.26	77.32	0.00	1521.27	1501.99	0.654	3.93	1.93	7.051	A
2	16.56	4.14	16.62	42.47	1038.10	0.00	655.96	369.51	0.025	0.04	0.03	5.632	A
3	1032.16	258.04	1039.30	1027.44	27.27	0.00	1589.42	1451.79	0.649	3.67	1.89	6.628	A

## Queueing Delay Results for each time segment

### Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	26.15	1.74	6.652	A	A
2	0.37	0.02	5.552	A	A
3	25.73	1.72	6.297	A	A

**Queueing Delay results: (08:00-08:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	48.09	3.21	10.678	B	B
2	0.54	0.04	6.760	A	A
3	46.23	3.08	9.837	A	A

**Queueing Delay results: (08:15-08:30)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	155.80	10.39	31.451	D	C
2	0.89	0.06	9.139	A	A
3	140.15	9.34	27.052	D	C

**Queueing Delay results: (08:30-08:45)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	242.71	16.18	46.331	E	D
2	0.94	0.06	9.527	A	A
3	204.00	13.60	37.154	E	D

**Queueing Delay results: (08:45-09:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	86.34	5.76	16.031	C	B
2	0.62	0.04	7.252	A	A
3	72.58	4.84	13.137	B	B

**Queueing Delay results: (09:00-09:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	30.66	2.04	7.051	A	A
2	0.40	0.03	5.632	A	A
3	29.83	1.99	6.628	A	A

## (Default Analysis Set) - 2031 Base, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base, PM	2031 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				223.27	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description
1	1	A44 Woodstock Road	
2	2	Spring Hill Road	
3	3	A44 Woodstock Road	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.30	5.50	7.00	28.00	37.00	28.00	
2	2.75	5.73	7.00	32.20	37.00	30.00	
3	4.30	5.50	13.20	28.00	37.00	30.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.628	1569.852
2		(calculated)	(calculated)	0.561	1238.001
3		(calculated)	(calculated)	0.634	1606.701

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1667.00	100.000
2	ONE HOUR	✓	56.00	100.000
3	ONE HOUR	✓	1399.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	98.000	17.000	1552.000
	2	25.000	0.000	31.000
	3	1366.000	5.000	28.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.06	0.01	0.93
	2	0.45	0.00	0.55
	3	0.98	0.00	0.02

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	1.19	359.78	159.10	F	1529.67	2294.50	6812.81	178.15	75.70	6925.97	181.11
2	0.17	11.96	0.20	B	51.39	77.08	13.62	10.60	0.15	13.63	10.61
3	1.01	69.06	29.89	F	1283.75	1925.62	876.96	27.33	9.74	877.06	27.33

## Main Results for each time segment

### Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1255.01	313.75	1239.27	1111.82	24.65	0.00	1554.37	1548.41	0.807	0.00	3.93	10.937	B
2	42.16	10.54	41.82	16.37	1247.55	0.00	538.53	362.46	0.078	0.00	0.08	7.243	A
3	1053.24	263.31	1044.94	1197.85	91.53	0.00	1548.71	1446.50	0.680	0.00	2.07	7.035	A

### Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1498.60	374.65	1459.13	1327.92	29.47	0.00	1551.34	1548.41	0.966	3.93	13.80	30.446	D
2	50.34	12.59	50.13	19.34	1469.25	0.00	414.22	362.46	0.122	0.08	0.14	9.884	A
3	1257.67	314.42	1249.23	1411.22	108.16	0.00	1538.17	1446.50	0.818	2.07	4.19	12.109	B

### Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1835.40	458.85	1542.67	1557.28	34.77	0.00	1548.01	1548.41	1.186	13.80	86.98	126.259	F
2	61.66	15.41	61.40	21.00	1556.43	0.00	365.34	362.46	0.169	0.14	0.20	11.835	B
3	1540.33	385.08	1473.94	1499.73	118.10	0.00	1531.87	1446.50	1.006	4.19	20.78	40.674	E

### Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1835.40	458.85	1546.92	1586.87	35.47	0.00	1547.56	1548.41	1.186	86.98	159.10	291.863	F
2	61.66	15.41	61.65	21.15	1561.25	0.00	362.64	362.46	0.170	0.20	0.20	11.960	B
3	1540.33	385.08	1503.88	1504.43	118.46	0.00	1531.64	1446.50	1.006	20.78	29.89	69.056	F

### Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1498.60	374.65	1540.06	1438.31	32.01	0.00	1549.74	1548.41	0.967	159.10	148.74	359.782	F
2	50.34	12.59	50.51	20.56	1551.52	0.00	368.10	362.46	0.137	0.20	0.16	11.341	B
3	1257.67	314.42	1357.23	1488.94	113.09	0.00	1535.05	1446.50	0.819	29.89	5.00	28.357	D

**Main results: (18:00-18:15)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1255.01	313.75	1543.70	1148.85	25.11	0.00	1554.08	1548.41	0.808	148.74	76.57	264.215	F
2	42.16	10.54	42.28	19.55	1549.26	0.00	369.36	362.46	0.114	0.16	0.13	11.010	B
3	1053.24	263.31	1064.33	1481.91	109.63	0.00	1537.24	1446.50	0.685	5.00	2.23	7.782	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	52.50	3.50	10.937	B	B
2	1.22	0.08	7.243	A	A
3	29.17	1.94	7.035	A	A

**Queueing Delay results: (17:00-17:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	155.06	10.34	30.446	D	C
2	1.99	0.13	9.884	A	A
3	56.88	3.79	12.109	B	B

**Queueing Delay results: (17:15-17:30)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	760.73	50.72	126.259	F	F
2	2.90	0.19	11.835	B	B
3	211.50	14.10	40.674	E	D

**Queueing Delay results: (17:30-17:45)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1845.90	123.06	291.863	F	F
2	3.03	0.20	11.960	B	B
3	383.34	25.56	69.056	F	E

**Queueing Delay results: (17:45-18:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2308.83	153.92	359.782	F	F
2	2.48	0.17	11.341	B	B
3	160.16	10.68	28.357	D	C

**Queueing Delay results: (18:00-18:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1689.79	112.65	264.215	F	F
2	2.01	0.13	11.010	B	B
3	35.92	2.39	7.782	A	A

# (Default Analysis Set) - 2031 Base + Dev, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base + Dev, AM	2031 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				54.44	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description
1	1	A44 Woodstock Road	
2	2	Spring Hill Road	
3	3	A44 Woodstock Road	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.30	5.50	7.00	28.00	37.00	28.00	
2	2.75	5.73	7.00	32.20	37.00	30.00	
3	4.30	5.50	13.20	28.00	37.00	30.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.628	1569.852
2		(calculated)	(calculated)	0.561	1238.001
3		(calculated)	(calculated)	0.634	1606.701

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1394.00	100.000
2	ONE HOUR	✓	22.00	100.000
3	ONE HOUR	✓	1301.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	23.000	22.000	1349.000
	2	13.000	0.000	9.000
	3	1199.000	34.000	68.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.02	0.02	0.97
	2	0.59	0.00	0.41
	3	0.92	0.03	0.05



# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	1.02	84.82	37.88	F	1279.16	1918.74	1069.85	33.45	11.89	1069.96	33.46
2	0.06	10.16	0.07	B	20.19	30.28	4.07	8.06	0.05	4.07	8.06
3	0.91	22.64	8.50	C	1193.82	1790.73	356.51	11.95	3.96	356.56	11.95

## Main Results for each time segment

### Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1049.48	262.37	1040.82	923.75	76.30	0.00	1521.91	1498.28	0.690	0.00	2.16	7.357	A
2	16.56	4.14	16.46	41.86	1075.26	0.00	635.12	368.62	0.026	0.00	0.03	5.819	A
3	979.46	244.87	973.15	1064.82	26.90	0.00	1589.66	1453.02	0.616	0.00	1.58	5.781	A

### Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1253.18	313.29	1243.95	1105.88	91.34	0.00	1512.46	1498.28	0.829	2.16	4.47	12.969	B
2	19.78	4.94	19.73	50.08	1285.21	0.00	517.41	368.62	0.038	0.03	0.04	7.233	A
3	1169.57	292.39	1165.04	1272.76	32.18	0.00	1586.31	1453.02	0.737	1.58	2.71	8.452	A

**Main results: (08:15-08:30)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1534.82	383.71	1454.22	1339.65	110.71	0.00	1500.29	1498.28	1.023	4.47	24.62	46.638	E
2	24.22	6.06	24.12	59.85	1505.08	0.00	394.13	368.62	0.061	0.04	0.06	9.727	A
3	1432.43	358.11	1412.12	1490.95	38.25	0.00	1582.47	1453.02	0.905	2.71	7.79	19.173	C

**Main results: (08:30-08:45)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1534.82	383.71	1481.79	1356.25	112.08	0.00	1499.43	1498.28	1.024	24.62	37.88	84.822	F
2	24.22	6.06	24.21	60.75	1533.13	0.00	378.41	368.62	0.064	0.06	0.07	10.163	B
3	1432.43	358.11	1429.57	1518.58	38.75	0.00	1582.14	1453.02	0.905	7.79	8.50	22.642	C

**Main results: (08:45-09:00)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1253.18	313.29	1382.51	1133.01	93.45	0.00	1511.14	1498.28	0.829	37.88	5.55	41.582	E
2	19.78	4.94	19.86	52.97	1422.98	0.00	440.16	368.62	0.045	0.07	0.05	8.568	A
3	1169.57	292.39	1191.91	1408.30	34.54	0.00	1584.81	1453.02	0.738	8.50	2.92	9.646	A

**Main results: (09:00-09:15)**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1049.48	262.37	1062.53	934.78	77.19	0.00	1521.35	1498.28	0.690	5.55	2.28	8.059	A
2	16.56	4.14	16.64	42.50	1097.22	0.00	622.81	368.62	0.027	0.05	0.03	5.939	A
3	979.46	244.87	984.60	1086.50	27.37	0.00	1589.36	1453.02	0.616	2.92	1.63	6.004	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (07:45-08:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	30.32	2.02	7.357	A	A
2	0.39	0.03	5.819	A	A
3	22.52	1.50	5.781	A	A

**Queueing Delay results: (08:00-08:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	60.29	4.02	12.969	B	B
2	0.58	0.04	7.233	A	A
3	38.25	2.55	8.452	A	A

**Queueing Delay results: (08:15-08:30)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	241.27	16.08	46.638	E	D
2	0.94	0.06	9.727	A	A
3	97.22	6.48	19.173	C	B

**Queueing Delay results: (08:30-08:45)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	471.68	31.45	84.822	F	F
2	1.00	0.07	10.163	B	B
3	123.13	8.21	22.642	C	C

**Queueing Delay results: (08:45-09:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	229.18	15.28	41.582	E	D
2	0.73	0.05	8.568	A	A
3	49.78	3.32	9.646	A	A

**Queueing Delay results: (09:00-09:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	37.12	2.47	8.059	A	A
2	0.42	0.03	5.939	A	A
3	25.61	1.71	6.004	A	A

## (Default Analysis Set) - 2031 Base + Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base + Dev, PM	2031 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

## Junction Network

**Junctions**

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				199.57	F

**Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description
1	1	A44 Woodstock Road	
2	2	Spring Hill Road	
3	3	A44 Woodstock Road	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.30	5.50	7.00	28.00	37.00	28.00	
2	2.75	5.73	7.00	32.20	37.00	30.00	
3	4.30	5.50	13.20	28.00	37.00	30.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.628	1569.852
2		(calculated)	(calculated)	0.561	1238.001
3		(calculated)	(calculated)	0.634	1606.701

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1601.00	100.000
2	ONE HOUR	✓	56.00	100.000
3	ONE HOUR	✓	1507.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	98.000	17.000	1486.000
	2	25.000	0.000	31.000
	3	1474.000	5.000	28.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.06	0.01	0.93
	2	0.45	0.00	0.55
	3	0.98	0.00	0.02

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	1.14	251.68	119.26	F	1469.11	2203.66	4528.39	123.30	50.32	4531.32	123.38
2	0.17	11.92	0.20	B	51.39	77.08	13.35	10.39	0.15	13.35	10.39
3	1.09	151.18	77.49	F	1382.85	2074.27	2438.71	70.54	27.10	2438.89	70.55

## Main Results for each time segment

### Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1205.32	301.33	1192.15	1191.00	24.61	0.00	1554.39	1549.99	0.775	0.00	3.29	9.617	A
2	42.16	10.54	41.84	16.39	1200.38	0.00	564.97	363.14	0.075	0.00	0.08	6.876	A
3	1134.55	283.64	1123.96	1150.56	91.65	0.00	1548.63	1443.86	0.733	0.00	2.65	8.284	A

### Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1439.27	359.82	1414.54	1419.34	29.34	0.00	1551.42	1549.99	0.928	3.29	9.47	22.942	C
2	50.34	12.59	50.15	19.47	1424.41	0.00	439.36	363.14	0.115	0.08	0.13	9.244	A
3	1354.76	338.69	1339.70	1365.59	108.98	0.00	1537.65	1443.86	0.881	2.65	6.41	16.998	C

### Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1762.73	440.68	1538.84	1597.39	33.04	0.00	1549.09	1549.99	1.138	9.47	65.45	97.163	F
2	61.66	15.41	61.38	21.35	1550.53	0.00	368.65	363.14	0.167	0.13	0.20	11.705	B
3	1659.24	414.81	1508.83	1490.31	121.60	0.00	1529.66	1443.86	1.085	6.41	44.01	70.573	F

### Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1762.73	440.68	1547.50	1614.16	33.40	0.00	1548.87	1549.99	1.138	65.45	119.26	221.298	F
2	61.66	15.41	61.64	21.49	1559.41	0.00	363.67	363.14	0.170	0.20	0.20	11.919	B
3	1659.24	414.81	1525.32	1498.80	122.24	0.00	1529.24	1443.86	1.085	44.01	77.49	151.180	F

### Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1439.27	359.82	1536.15	1596.75	33.14	0.00	1549.03	1549.99	0.929	119.26	95.03	251.681	F
2	50.34	12.59	50.51	21.33	1547.96	0.00	370.09	363.14	0.136	0.20	0.16	11.270	B
3	1354.76	338.69	1513.30	1481.89	116.58	0.00	1532.83	1443.86	0.884	77.49	37.86	139.631	F

### Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1205.32	301.33	1536.16	1359.04	27.90	0.00	1552.32	1549.99	0.776	95.03	12.32	130.138	F
2	42.16	10.54	42.28	20.54	1543.52	0.00	372.58	363.14	0.113	0.16	0.13	10.902	B
3	1134.55	283.64	1274.04	1472.89	112.91	0.00	1535.16	1443.86	0.739	37.86	2.99	21.891	C

## Queueing Delay Results for each time segment

### Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	44.73	2.98	9.617	A	A
2	1.16	0.08	6.876	A	A
3	36.62	2.44	8.284	A	A

**Queueing Delay results: (17:00-17:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	114.72	7.65	22.942	C	C
2	1.86	0.12	9.244	A	A
3	82.69	5.51	16.998	C	B

**Queueing Delay results: (17:15-17:30)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	570.86	38.06	97.163	F	F
2	2.86	0.19	11.705	B	B
3	393.95	26.26	70.573	F	E

**Queueing Delay results: (17:30-17:45)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1385.73	92.38	221.298	F	F
2	3.01	0.20	11.919	B	B
3	912.46	60.83	151.180	F	F

**Queueing Delay results: (17:45-18:00)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1607.17	107.14	251.681	F	F
2	2.46	0.16	11.270	B	B
3	865.12	57.67	139.631	F	F

**Queueing Delay results: (18:00-18:15)**

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	805.18	53.68	130.138	F	F
2	1.99	0.13	10.902	B	B
3	147.87	9.86	21.891	C	C

## Appendix N

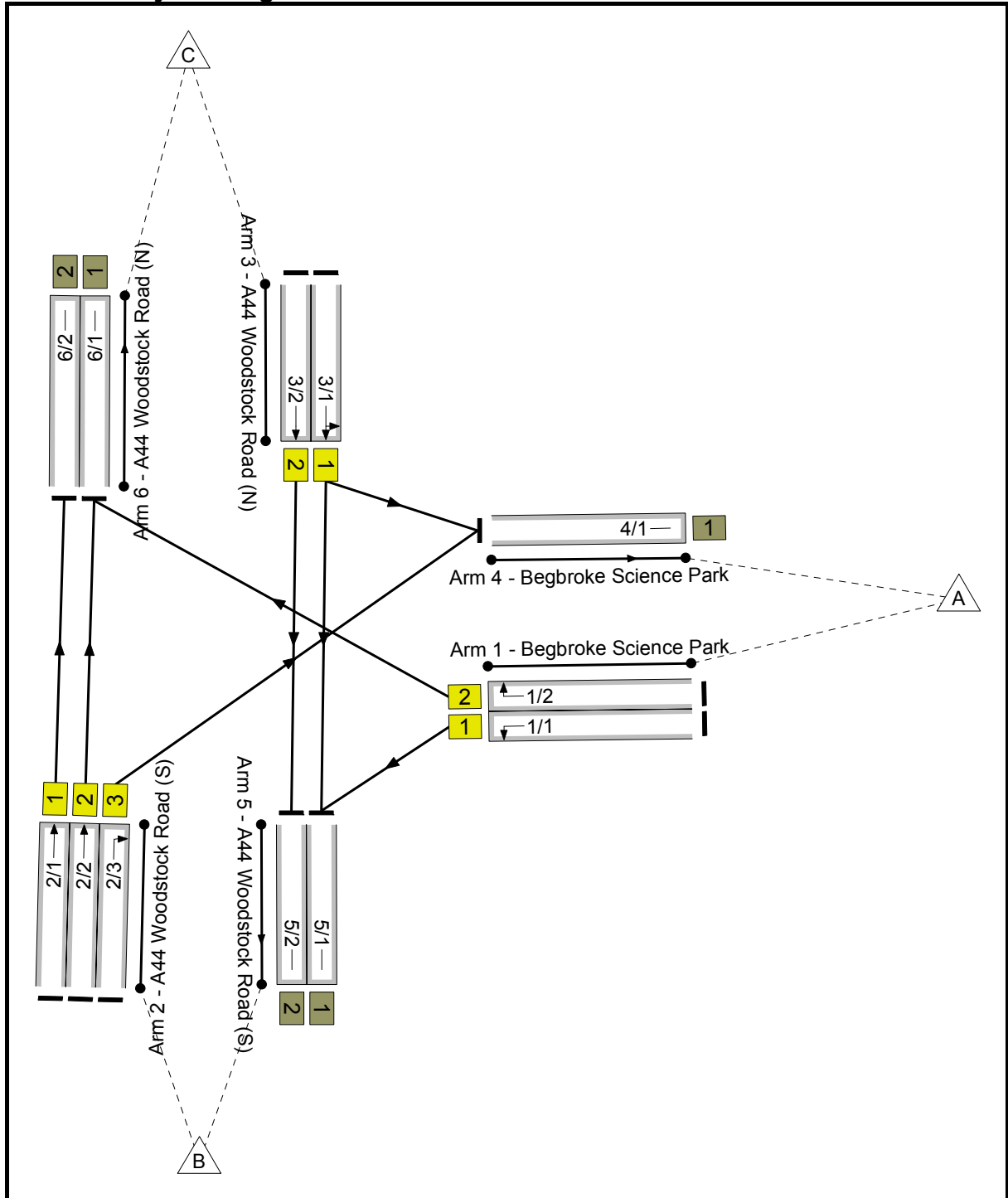


## Full Input Data And Results

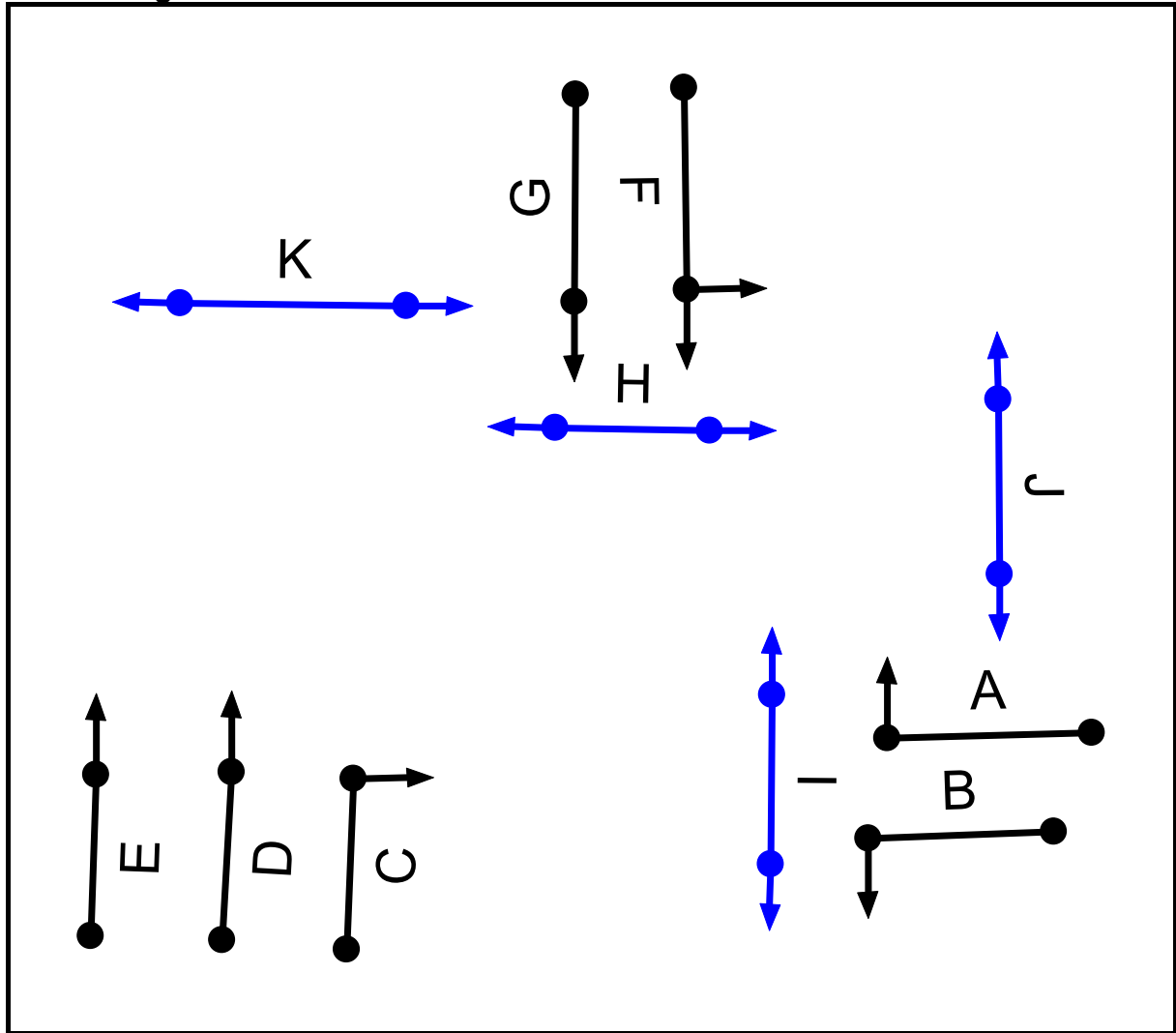
### User and Project Details

<b>Project:</b>	<b>Woodstock East</b>
<b>Title:</b>	
<b>Location:</b>	Begbroke Science Park_A44
<b>File name:</b>	A44_Begbroke Science Park.lsgx
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	
<b>Controller:</b>	Generic
<b>SCN:</b>	
<b>Notes:</b>	

### Junction Layout Diagram



**Phase Diagram**



**Phase Input Data**

Phase Name	Phase type	Assoc Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7
K	Pedestrian		7	7

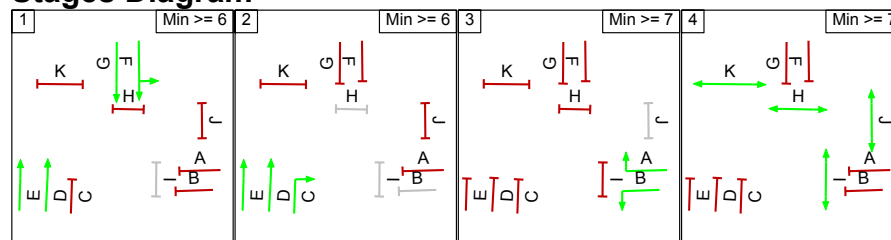
### Phase Intergrens Matrix

	Starting Phase										
	A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A	-	5	6	6	5	5	6	5	-	6
	B	-	-	-	-	5	5	-	5	-	-
	C	5	-	-	-	5	5	-	-	6	-
	D	5	-	-	-	-	-	-	-	-	6
	E	5	-	-	-	-	-	-	-	-	6
	F	5	5	5	-	-	-	6	-	6	-
	G	5	5	5	-	-	-	6	-	-	-
	H	10	-	-	-	-	10	10	-	-	-
	I	10	10	-	-	-	-	-	-	-	-
	J	-	-	10	-	-	10	-	-	-	-
	K	10	-	-	10	10	-	-	-	-	-

### Phases in Stage

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

### Stages Diagram



### Phase Delays

There are no phase delays defined in this stage stream

**Prohibited Stage Changes**

		To Stage			
		1	2	3	4
From Stage	1		5	5	6
	2	5		5	6
	3	6	6		6
	4	10	10	10	

**Link Input Data**

Arm/Link	Link Name	Link Type	Num Lanes	Phases	Start Disp.	End Disp.
1/1	Begbroke Science Park Left	U	1	B	2	3
1/2	Begbroke Science Park Right	U	1	A	2	3
2/1	A44 Woodstock Road (S) Ahead	U	1	E	2	3
2/2	A44 Woodstock Road (S) Ahead	U	1	D	2	3
2/3	A44 Woodstock Road (S) Right	U	1	C	2	3
3/1	A44 Woodstock Road (N) Left Ahead	U	1	F	2	3
3/2	A44 Woodstock Road (N) Ahead	U	1	G	2	3
4/1	Begbroke Science Park	U	1		2	3
5/1	A44 Woodstock Road (S)	U	1		2	3
5/2	A44 Woodstock Road (S)	U	1		2	3
6/1	A44 Woodstock Road (N)	U	1		2	3
6/2	A44 Woodstock Road (N)	U	1		2	3

Full Input Data And Results

**Give-Way Link Input Data**

## Lane Input Data

Arm/ Lane	Link Num	Physical Length (PCU)	Expected Usage (PCU)	Sat Flow Type	User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)
1/1 (Begbroke Science Park Lane 1)	Link 1 (Begbroke Science Park Left)	Inf	Inf	Geom	1800	3.00	0.00	N	Arm 5 Left (A44 Woodstock Road (S))	21.00
1/2 (Begbroke Science Park Lane 2)	Link 2 (Begbroke Science Park Right)	Inf	Inf	Geom	1800	3.00	0.00	Y	Arm 6 Right (A44 Woodstock Road (N))	31.00
2/1 (A44 Woodstock Road (S) Lane 1)	Link 1 (A44 Woodstock Road (S) Ahead)	Inf	Inf	Geom	1800	3.00	0.00	Y	Arm 6 Ahead (A44 Woodstock Road (N))	Inf
2/2 (A44 Woodstock Road (S) Lane 2)	Link 2 (A44 Woodstock Road (S) Ahead)	Inf	Inf	Geom	1800	3.00	0.00	N	Arm 6 Ahead (A44 Woodstock Road (N))	Inf
2/3 (A44 Woodstock Road (S) Lane 3)	Link 3 (A44 Woodstock Road (S) Right)	Inf	Inf	Geom	1800	3.00	0.00	Y	Arm 4 Right (Begbroke Science Park)	21.00
3/1 (A44 Woodstock Road (N) Lane 1)	Link 1 (A44 Woodstock Road (N) Left Ahead)	Inf	Inf	Geom	1800	3.00	0.00	N	Arm 4 Left (Begbroke Science Park)  Arm 5 Ahead (A44 Woodstock Road (S))	21.00  Inf
3/2 (A44 Woodstock Road (N) Lane 2)	Link 2 (A44 Woodstock Road (N) Ahead)	Inf	Inf	Geom	1800	3.00	0.00	Y	Arm 5 Ahead (A44 Woodstock Road (S))	Inf
4/1 (Begbroke Science Park Lane 1)	Link 1 (Begbroke Science Park)	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
5/1 (A44 Woodstock Road (S) Lane 1)	Link 1 (A44 Woodstock Road (S))	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		

Full Input Data And Results

5/2 (A44 Woodstock Road (S) Lane 2)	Link 2 (A44 Woodstock Road (S))	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
6/1 (A44 Woodstock Road (N) Lane 1)	Link 2 (A44 Woodstock Road (N))	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
6/2 (A44 Woodstock Road (N) Lane 2)	Link 1 (A44 Woodstock Road (N))	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: '2014 Base AM'	08:00	09:00	01:00	
2: '2014 Base PM'	17:00	18:00	01:00	
3: '2031 Base AM'	08:00	09:00	01:00	
4: '2031 Base PM'	17:00	18:00	01:00	
5: '2031 Base + Dev AM'	08:00	09:00	01:00	
6: ' 2031 Base + Dev PM'	17:00	18:00	01:00	

**Flow Group 1: '2014 Base AM'**

**Traffic Flow Matrix**

**Desired Flow :**

	Destination				
	A	B	C	Tot.	
Origin	A	0	15	15	30
	B	82	0	1084	1166
	C	82	1041	0	1123
	Tot.	164	1056	1099	2319



### Link Traffic Flows

Arm/Link	Flow Group 1: 2014 Base AM
1/1	15
1/2	15
2/1	542
2/2	542
2/3	82
3/1	562
3/2	562
4/1	164
5/1	495
5/2	562
6/1	557
6/2	542

**Lane Saturation Flows**

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Begbroke Science Park Lane 1)	3.00	0.00	N	Arm 5 Left (A44 Woodstock Road (S))	21.00	100.0 %	1918
1/2 (Begbroke Science Park Lane 2)	3.00	0.00	Y	Arm 6 Right (A44 Woodstock Road (N))	31.00	100.0 %	1827
2/1 (A44 Woodstock Road (S) Lane 1)	3.00	0.00	Y	Arm 6 Ahead (A44 Woodstock Road (N))	Inf	100.0 %	1915
2/2 (A44 Woodstock Road (S) Lane 2)	3.00	0.00	N	Arm 6 Ahead (A44 Woodstock Road (N))	Inf	100.0 %	2055
2/3 (A44 Woodstock Road (S) Lane 3)	3.00	0.00	Y	Arm 4 Right (Begbroke Science Park)	21.00	100.0 %	1787
3/1 (A44 Woodstock Road (N) Lane 1)	3.00	0.00	N	Arm 4 Left (Begbroke Science Park)	21.00	14.6 %	2034
				Arm 5 Ahead (A44 Woodstock Road (S))	Inf	85.4 %	
3/2 (A44 Woodstock Road (N) Lane 2)	3.00	0.00	Y	Arm 5 Ahead (A44 Woodstock Road (S))	Inf	100.0 %	1915
4/1 (Begbroke Science Park Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
5/1 (A44 Woodstock Road (S) Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
5/2 (A44 Woodstock Road (S) Lane 2)				Infinite Saturation Flow (on Exit Link)			Inf
6/1 (A44 Woodstock Road (N) Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
6/2 (A44 Woodstock Road (N) Lane 2)				Infinite Saturation Flow (on Exit Link)			Inf

**Flow Group 2: '2014 Base PM'**

**Traffic Flow Matrix**

**Desired Flow :**

	Destination				Tot.
	A	B	C	Tot.	
Origin	A	0	74	74	148
	B	2	0	1350	1352
	C	2	1106	0	1108
	Tot.	4	1180	1424	2608

**Link Traffic Flows**

Arm/Link	Flow Group 2: 2014 Base PM
1/1	74
1/2	74
2/1	675
2/2	675
2/3	2
3/1	554
3/2	554
4/1	4
5/1	626
5/2	554
6/1	749
6/2	675

**Lane Saturation Flows**

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Begbroke Science Park Lane 1)	3.00	0.00	N	Arm 5 Left (A44 Woodstock Road (S))	21.00	100.0 %	1918
1/2 (Begbroke Science Park Lane 2)	3.00	0.00	Y	Arm 6 Right (A44 Woodstock Road (N))	31.00	100.0 %	1827
2/1 (A44 Woodstock Road (S) Lane 1)	3.00	0.00	Y	Arm 6 Ahead (A44 Woodstock Road (N))	Inf	100.0 %	1915
2/2 (A44 Woodstock Road (S) Lane 2)	3.00	0.00	N	Arm 6 Ahead (A44 Woodstock Road (N))	Inf	100.0 %	2055
2/3 (A44 Woodstock Road (S) Lane 3)	3.00	0.00	Y	Arm 4 Right (Begbroke Science Park)	21.00	100.0 %	1787
3/1 (A44 Woodstock Road (N) Lane 1)	3.00	0.00	N	Arm 4 Left (Begbroke Science Park)	21.00	0.4 %	2054
				Arm 5 Ahead (A44 Woodstock Road (S))	Inf	99.6 %	
3/2 (A44 Woodstock Road (N) Lane 2)	3.00	0.00	Y	Arm 5 Ahead (A44 Woodstock Road (S))	Inf	100.0 %	1915
4/1 (Begbroke Science Park Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
5/1 (A44 Woodstock Road (S) Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
5/2 (A44 Woodstock Road (S) Lane 2)				Infinite Saturation Flow (on Exit Link)			Inf
6/1 (A44 Woodstock Road (N) Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
6/2 (A44 Woodstock Road (N) Lane 2)				Infinite Saturation Flow (on Exit Link)			Inf

**Flow Group 3: '2031 Base AM'**

**Traffic Flow Matrix**

**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	18	18	36
	B	100	0	1322	1422
	C	100	1269	0	1369
	Tot.	200	1287	1340	2827

**Link Traffic Flows**

Arm/Link	Flow Group 3: 2031 Base AM
1/1	18
1/2	18
2/1	661
2/2	661
2/3	100
3/1	685
3/2	685
4/1	200
5/1	603
5/2	685
6/1	679
6/2	661

**Lane Saturation Flows**

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Begbroke Science Park Lane 1)	3.00	0.00	N	Arm 5 Left (A44 Woodstock Road (S))	21.00	100.0 %	1918
1/2 (Begbroke Science Park Lane 2)	3.00	0.00	Y	Arm 6 Right (A44 Woodstock Road (N))	31.00	100.0 %	1827
2/1 (A44 Woodstock Road (S) Lane 1)	3.00	0.00	Y	Arm 6 Ahead (A44 Woodstock Road (N))	Inf	100.0 %	1915
2/2 (A44 Woodstock Road (S) Lane 2)	3.00	0.00	N	Arm 6 Ahead (A44 Woodstock Road (N))	Inf	100.0 %	2055
2/3 (A44 Woodstock Road (S) Lane 3)	3.00	0.00	Y	Arm 4 Right (Begbroke Science Park)	21.00	100.0 %	1787
3/1 (A44 Woodstock Road (N) Lane 1)	3.00	0.00	N	Arm 4 Left (Begbroke Science Park)	21.00	14.6 %	2034
				Arm 5 Ahead (A44 Woodstock Road (S))	Inf	85.4 %	
3/2 (A44 Woodstock Road (N) Lane 2)	3.00	0.00	Y	Arm 5 Ahead (A44 Woodstock Road (S))	Inf	100.0 %	1915
4/1 (Begbroke Science Park Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
5/1 (A44 Woodstock Road (S) Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
5/2 (A44 Woodstock Road (S) Lane 2)				Infinite Saturation Flow (on Exit Link)			Inf
6/1 (A44 Woodstock Road (N) Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
6/2 (A44 Woodstock Road (N) Lane 2)				Infinite Saturation Flow (on Exit Link)			Inf

**Flow Group 4: '2031 Base PM'**

**Traffic Flow Matrix**

**Desired Flow :**

	Destination				Tot.
	A	B	C	Tot.	
Origin	A	0	91	91	182
	B	2	0	1667	1669
	C	2	1366	0	1368
	Tot.	4	1457	1758	3219

**Link Traffic Flows**

Arm/Link	Flow Group 4: 2031 Base PM
1/1	91
1/2	91
2/1	834
2/2	834
2/3	2
3/1	684
3/2	684
4/1	4
5/1	773
5/2	684
6/1	925
6/2	834

**Lane Saturation Flows**

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Begbroke Science Park Lane 1)	3.00	0.00	N	Arm 5 Left (A44 Woodstock Road (S))	21.00	100.0 %	1918
1/2 (Begbroke Science Park Lane 2)	3.00	0.00	Y	Arm 6 Right (A44 Woodstock Road (N))	31.00	100.0 %	1827
2/1 (A44 Woodstock Road (S) Lane 1)	3.00	0.00	Y	Arm 6 Ahead (A44 Woodstock Road (N))	Inf	100.0 %	1915
2/2 (A44 Woodstock Road (S) Lane 2)	3.00	0.00	N	Arm 6 Ahead (A44 Woodstock Road (N))	Inf	100.0 %	2055
2/3 (A44 Woodstock Road (S) Lane 3)	3.00	0.00	Y	Arm 4 Right (Begbroke Science Park)	21.00	100.0 %	1787
3/1 (A44 Woodstock Road (N) Lane 1)	3.00	0.00	N	Arm 4 Left (Begbroke Science Park)	21.00	0.3 %	2055
				Arm 5 Ahead (A44 Woodstock Road (S))	Inf	99.7 %	
3/2 (A44 Woodstock Road (N) Lane 2)	3.00	0.00	Y	Arm 5 Ahead (A44 Woodstock Road (S))	Inf	100.0 %	1915
4/1 (Begbroke Science Park Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
5/1 (A44 Woodstock Road (S) Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
5/2 (A44 Woodstock Road (S) Lane 2)				Infinite Saturation Flow (on Exit Link)			Inf
6/1 (A44 Woodstock Road (N) Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
6/2 (A44 Woodstock Road (N) Lane 2)				Infinite Saturation Flow (on Exit Link)			Inf



**Flow Group 5: '2031 Base + Dev AM'**

**Traffic Flow Matrix**

**Desired Flow :**

	Destination				Tot.
	A	B	C	Tot.	
Origin	A	0	18	18	36
	B	100	0	1394	1494
	C	100	1199	0	1299
	Tot.	200	1217	1412	2829

**Link Traffic Flows**

Arm/Link	Flow Group 5: 2031 Base + Dev AM
1/1	18
1/2	18
2/1	697
2/2	697
2/3	100
3/1	650
3/2	650
4/1	200
5/1	568
5/2	650
6/1	715
6/2	697

**Lane Saturation Flows**

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Begbroke Science Park Lane 1)	3.00	0.00	N	Arm 5 Left (A44 Woodstock Road (S))	21.00	100.0 %	1918
1/2 (Begbroke Science Park Lane 2)	3.00	0.00	Y	Arm 6 Right (A44 Woodstock Road (N))	31.00	100.0 %	1827
2/1 (A44 Woodstock Road (S) Lane 1)	3.00	0.00	Y	Arm 6 Ahead (A44 Woodstock Road (N))	Inf	100.0 %	1915
2/2 (A44 Woodstock Road (S) Lane 2)	3.00	0.00	N	Arm 6 Ahead (A44 Woodstock Road (N))	Inf	100.0 %	2055
2/3 (A44 Woodstock Road (S) Lane 3)	3.00	0.00	Y	Arm 4 Right (Begbroke Science Park)	21.00	100.0 %	1787
3/1 (A44 Woodstock Road (N) Lane 1)	3.00	0.00	N	Arm 4 Left (Begbroke Science Park)	21.00	15.4 %	2033
				Arm 5 Ahead (A44 Woodstock Road (S))	Inf	84.6 %	
3/2 (A44 Woodstock Road (N) Lane 2)	3.00	0.00	Y	Arm 5 Ahead (A44 Woodstock Road (S))	Inf	100.0 %	1915
4/1 (Begbroke Science Park Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
5/1 (A44 Woodstock Road (S) Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
5/2 (A44 Woodstock Road (S) Lane 2)				Infinite Saturation Flow (on Exit Link)			Inf
6/1 (A44 Woodstock Road (N) Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
6/2 (A44 Woodstock Road (N) Lane 2)				Infinite Saturation Flow (on Exit Link)			Inf

**Flow Group 6: ' 2031 Base + Dev PM'**

**Traffic Flow Matrix**

**Desired Flow :**

	Destination				Tot.
	A	B	C	Tot.	
Origin	A	0	91	91	182
	B	2	0	1601	1603
	C	2	1474	0	1476
	Tot.	4	1565	1692	3261

**Link Traffic Flows**

Arm/Link	Flow Group 6: 2031 Base + Dev PM
1/1	91
1/2	91
2/1	801
2/2	801
2/3	2
3/1	738
3/2	738
4/1	4
5/1	827
5/2	738
6/1	892
6/2	801

**Lane Saturation Flows**

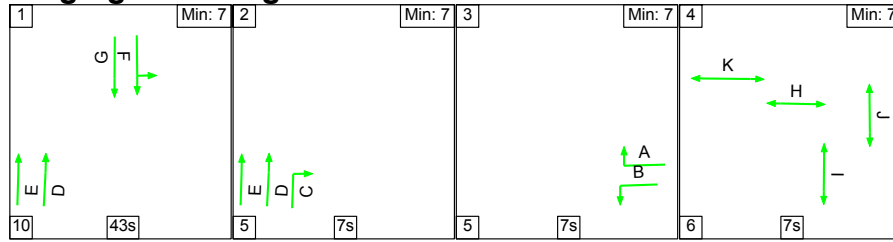
Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Begbroke Science Park Lane 1)	3.00	0.00	N	Arm 5 Left (A44 Woodstock Road (S))	21.00	100.0 %	1918
1/2 (Begbroke Science Park Lane 2)	3.00	0.00	Y	Arm 6 Right (A44 Woodstock Road (N))	31.00	100.0 %	1827
2/1 (A44 Woodstock Road (S) Lane 1)	3.00	0.00	Y	Arm 6 Ahead (A44 Woodstock Road (N))	Inf	100.0 %	1915
2/2 (A44 Woodstock Road (S) Lane 2)	3.00	0.00	N	Arm 6 Ahead (A44 Woodstock Road (N))	Inf	100.0 %	2055
2/3 (A44 Woodstock Road (S) Lane 3)	3.00	0.00	Y	Arm 4 Right (Begbroke Science Park)	21.00	100.0 %	1787
3/1 (A44 Woodstock Road (N) Lane 1)	3.00	0.00	N	Arm 4 Left (Begbroke Science Park)	21.00	0.3 %	2055
				Arm 5 Ahead (A44 Woodstock Road (S))	Inf	99.7 %	
3/2 (A44 Woodstock Road (N) Lane 2)	3.00	0.00	Y	Arm 5 Ahead (A44 Woodstock Road (S))	Inf	100.0 %	1915
4/1 (Begbroke Science Park Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
5/1 (A44 Woodstock Road (S) Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
5/2 (A44 Woodstock Road (S) Lane 2)				Infinite Saturation Flow (on Exit Link)			Inf
6/1 (A44 Woodstock Road (N) Lane 1)				Infinite Saturation Flow (on Exit Link)			Inf
6/2 (A44 Woodstock Road (N) Lane 2)				Infinite Saturation Flow (on Exit Link)			Inf

**Scenario 1: '2014 Base AM'**

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 1: '2014 Base AM'

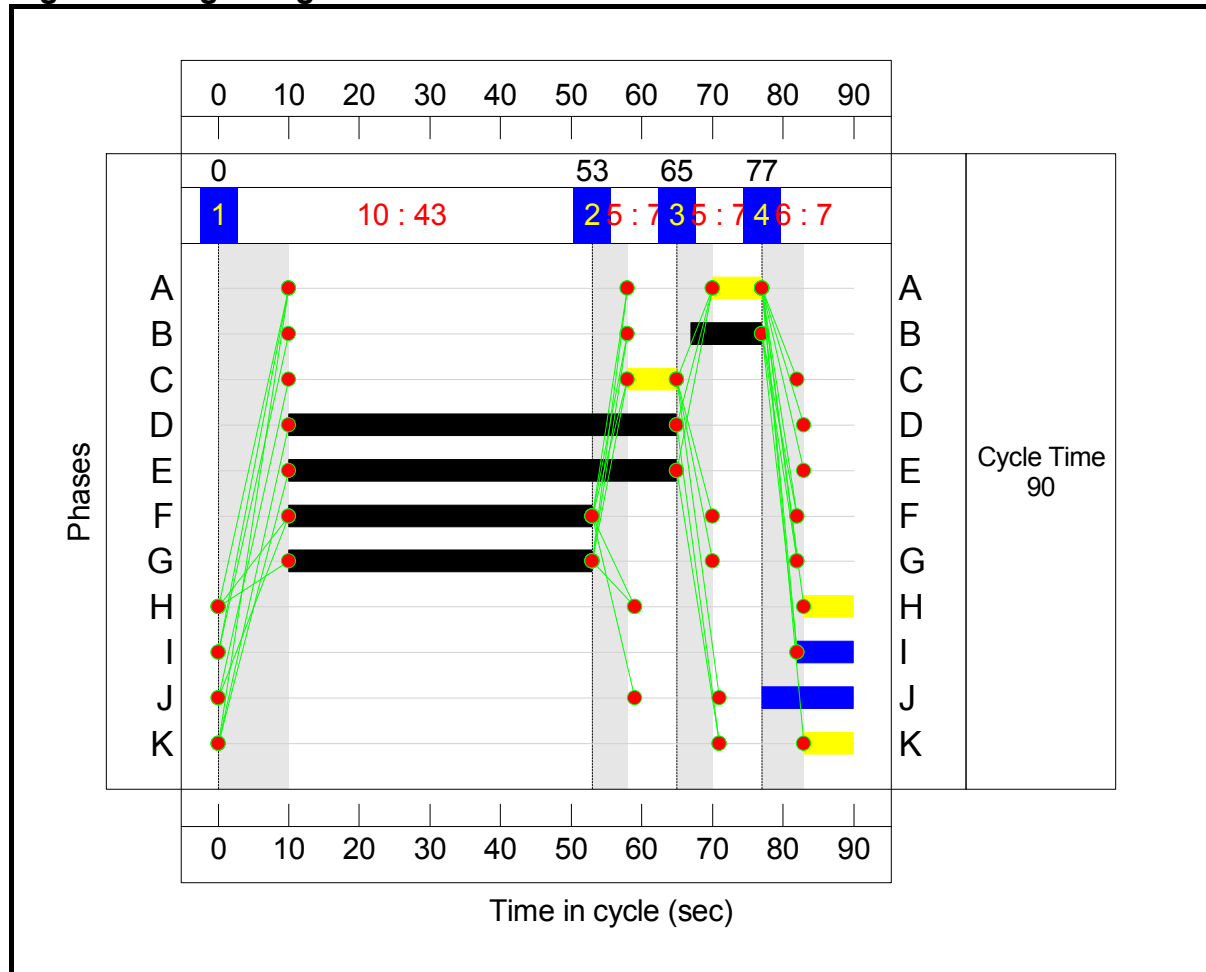
**Staging Plan Diagram**



**Stage Timings**

Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	53	65	77

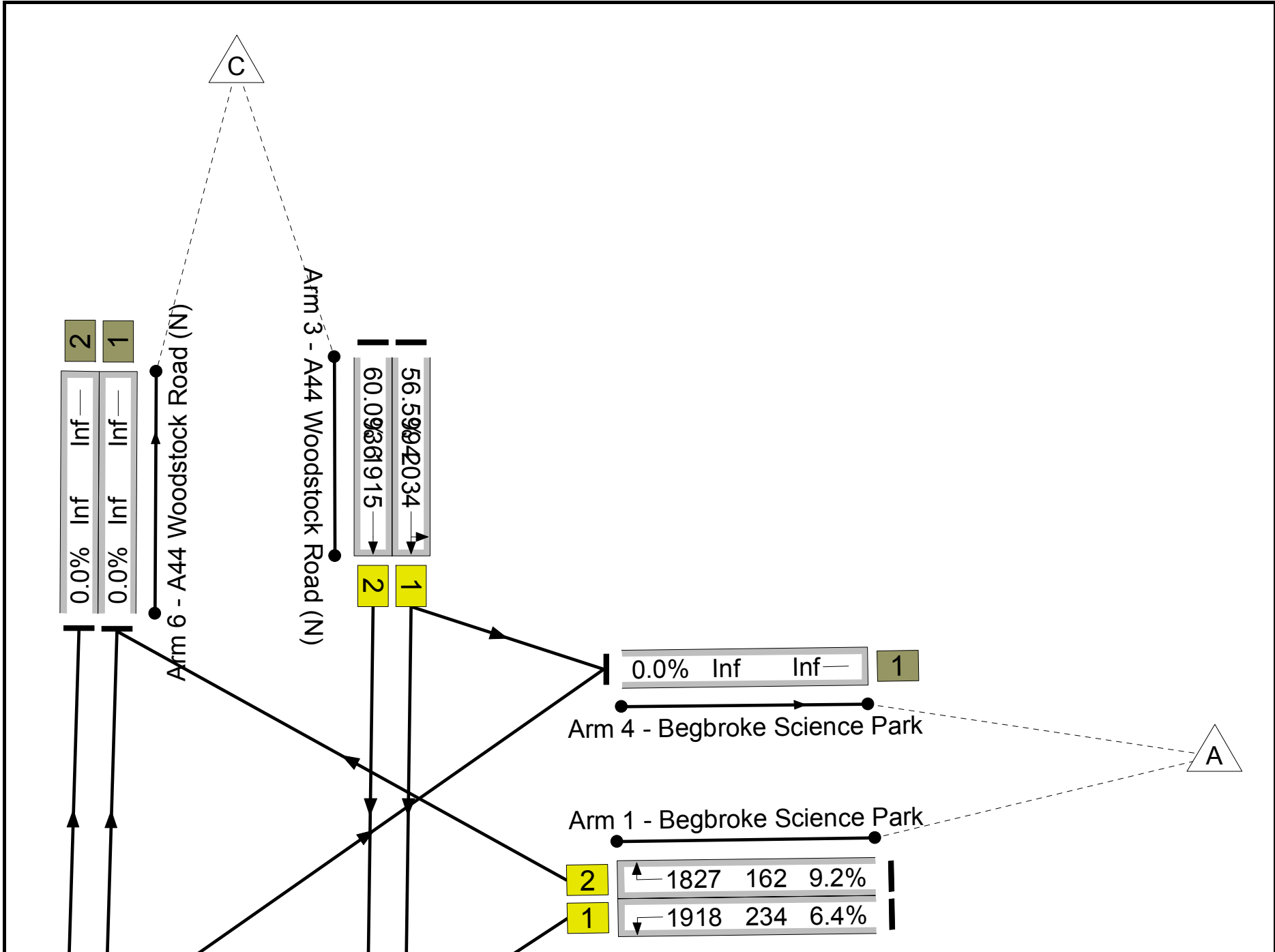
**Signal Timings Diagram**



Full Input Data And Results

**Junction Layout Diagram**

Full Input Data And Results



Full Input Data And Results



Full Input Data And Results

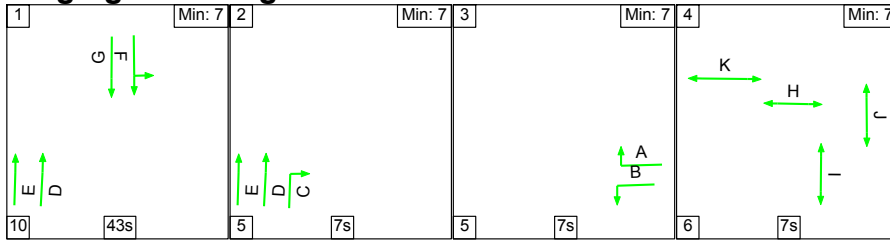
**Link Results**

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Begbroke Science Park Left	U	N/A	N/A	B		1	10	-	15	1918	1918	234	6.4
1/2	Begbroke Science Park Right	U	N/A	N/A	A		1	7	-	15	1827	1827	162	9.2
2/1	A44 Woodstock Road (S) Ahead	U	N/A	N/A	E		1	55	-	542	1915	1915	1192	45.5
2/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	D		1	55	-	542	2055	2055	1279	42.4
2/3	A44 Woodstock Road (S) Right	U	N/A	N/A	C		1	7	-	82	1787	1787	159	51.6
3/1	A44 Woodstock Road (N) Left Ahead	U	N/A	N/A	F		1	43	-	562	2034	2034	994	56.5
3/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	G		1	43	-	562	1915	1915	936	60.0
4/1	Begbroke Science Park	U	N/A	N/A	-		-	-	-	164	Inf	Inf	Inf	0.0
5/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	495	Inf	Inf	Inf	0.0
5/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	Inf	0.0

Full Input Data And Results

6/1	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	557	Inf	Inf	Inf	0.0
6/2	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	542	Inf	Inf	Inf	0.0
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
1/1	15	15	-	-	-	0.1	0.0	-	0.2	43.3	0.3	0.0	0.4
1/2	15	15	-	-	-	0.2	0.1	-	0.2	50.0	0.3	0.1	0.4
2/1	542	542	-	-	-	1.3	0.4	-	1.8	11.7	7.1	0.4	7.5
2/2	542	542	-	-	-	1.3	0.4	-	1.7	11.2	6.9	0.4	7.3
2/3	82	82	-	-	-	0.9	0.5	-	1.4	62.3	1.9	0.5	2.5
3/1	561	561	-	-	-	2.5	0.6	-	3.2	20.4	9.8	0.6	10.5
3/2	561	561	-	-	-	2.6	0.7	-	3.3	21.4	10.1	0.7	10.9
4/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
PRC for Signalled Links (%):			50.1	Total Delay for Signalled Links (pcuHr):			11.77						
PRC Over All Links (%):			50.1	Total Delay Over All Links (pcuHr):			11.77	Cycle Time (s):		90			

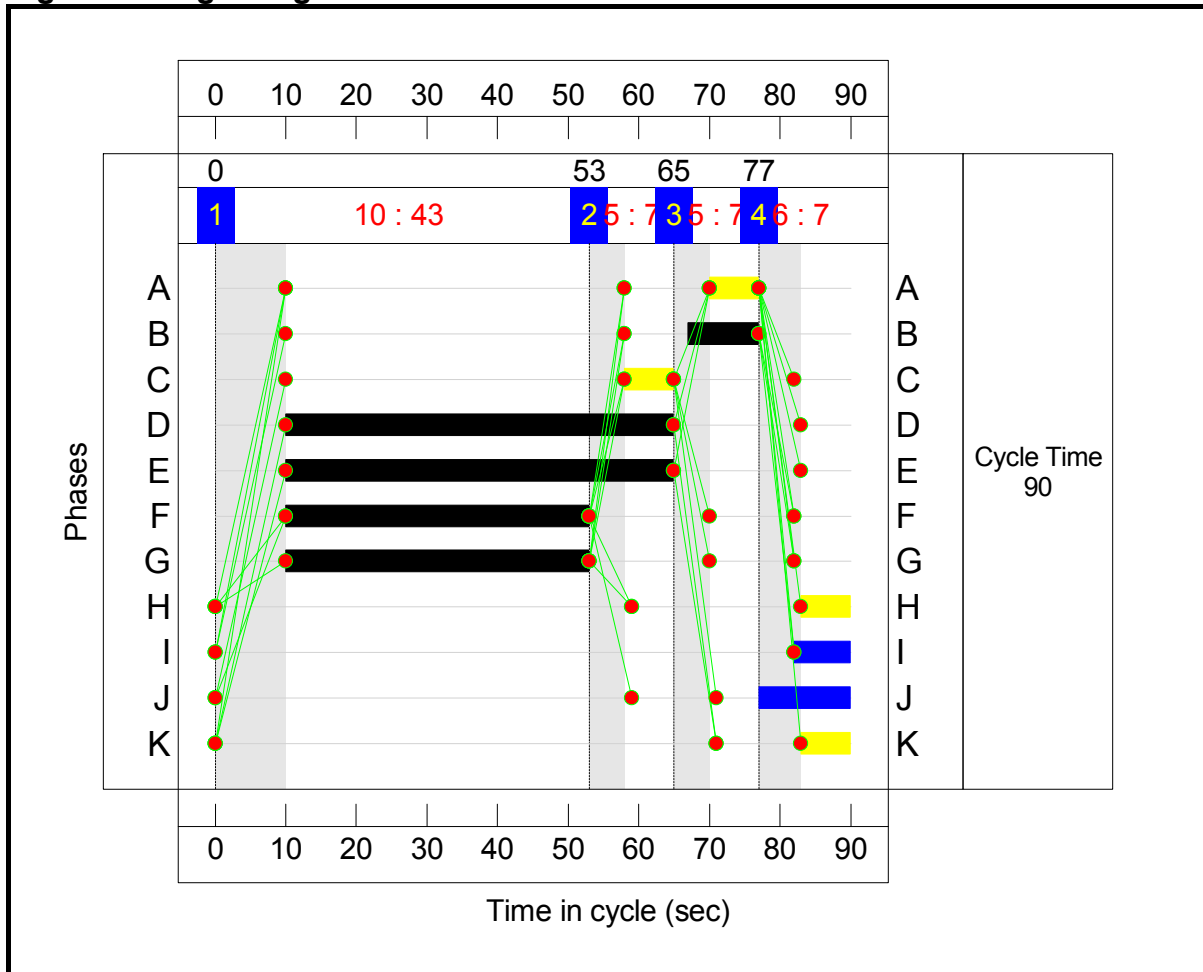
**Scenario 2: '2014 Base PM'**  
 Staging Plan 1: 'Staging Plan No. 1'  
 Flow Group 2: '2014 Base PM'  
**Staging Plan Diagram**



**Stage Timings**

Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	53	65	77

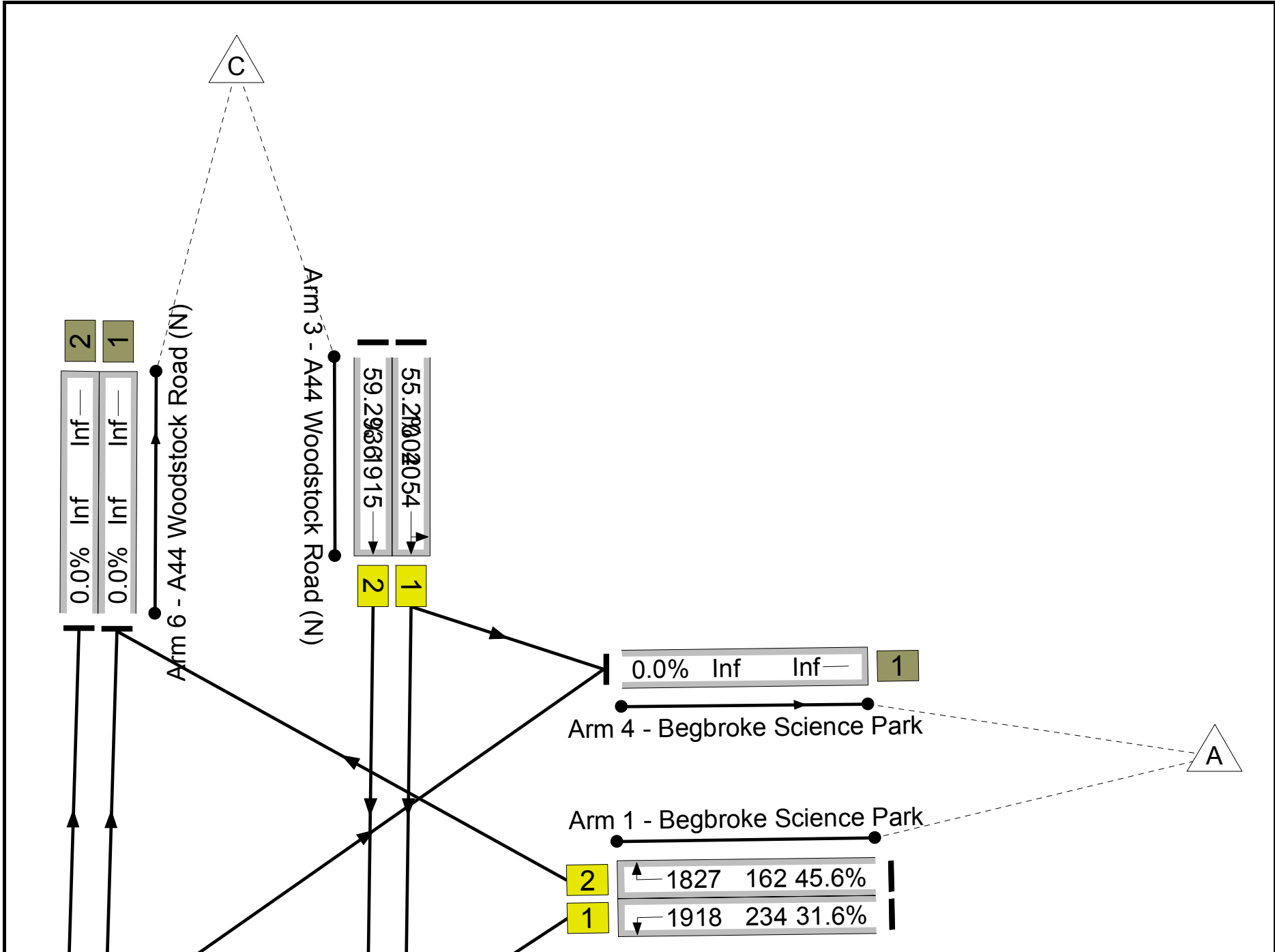
**Signal Timings Diagram**



Full Input Data And Results

**Junction Layout Diagram**

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

**Link Results**

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Begbroke Science Park Left	U	N/A	N/A	B		1	10	-	74	1918	1918	234	31.6
1/2	Begbroke Science Park Right	U	N/A	N/A	A		1	7	-	74	1827	1827	162	45.6
2/1	A44 Woodstock Road (S) Ahead	U	N/A	N/A	E		1	55	-	675	1915	1915	1192	56.6
2/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	D		1	55	-	675	2055	2055	1279	52.8
2/3	A44 Woodstock Road (S) Right	U	N/A	N/A	C		1	7	-	2	1787	1787	159	1.3
3/1	A44 Woodstock Road (N) Left Ahead	U	N/A	N/A	F		1	43	-	554	2054	2054	1004	55.2
3/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	G		1	43	-	554	1915	1915	936	59.2
4/1	Begbroke Science Park	U	N/A	N/A	-		-	-	-	4	Inf	Inf	Inf	0.0
5/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	626	Inf	Inf	Inf	0.0
5/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	554	Inf	Inf	Inf	0.0

Full Input Data And Results

6/1	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	749	Inf	Inf	Inf	0.0
6/2	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	675	Inf	Inf	Inf	0.0
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
1/1	74	74	-	-	-	0.7	0.2	-	1.0	47.3	1.7	0.2	1.9
1/2	74	74	-	-	-	0.8	0.4	-	1.2	59.1	1.7	0.4	2.2
2/1	675	675	-	-	-	1.9	0.7	-	2.5	13.4	9.8	0.7	10.4
2/2	675	675	-	-	-	1.8	0.6	-	2.4	12.5	9.4	0.6	9.9
2/3	2	2	-	-	-	0.0	0.0	-	0.0	49.3	0.0	0.0	0.1
3/1	554	554	-	-	-	2.5	0.6	-	3.1	20.1	9.5	0.6	10.2
3/2	554	554	-	-	-	2.5	0.7	-	3.3	21.2	9.8	0.7	10.6
4/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
PRC for Signalled Links (%):			52.1	Total Delay for Signalled Links (pcuHr):			13.44						
PRC Over All Links (%):			52.1	Total Delay Over All Links(pcuHr):			13.44	Cycle Time (s): 90					

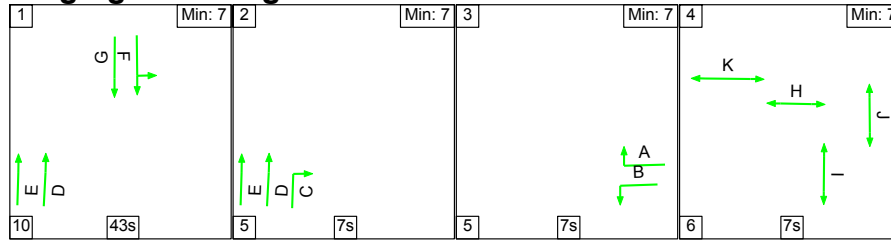


**Scenario 3: '2031 Base AM'**

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 3: '2031 Base AM'

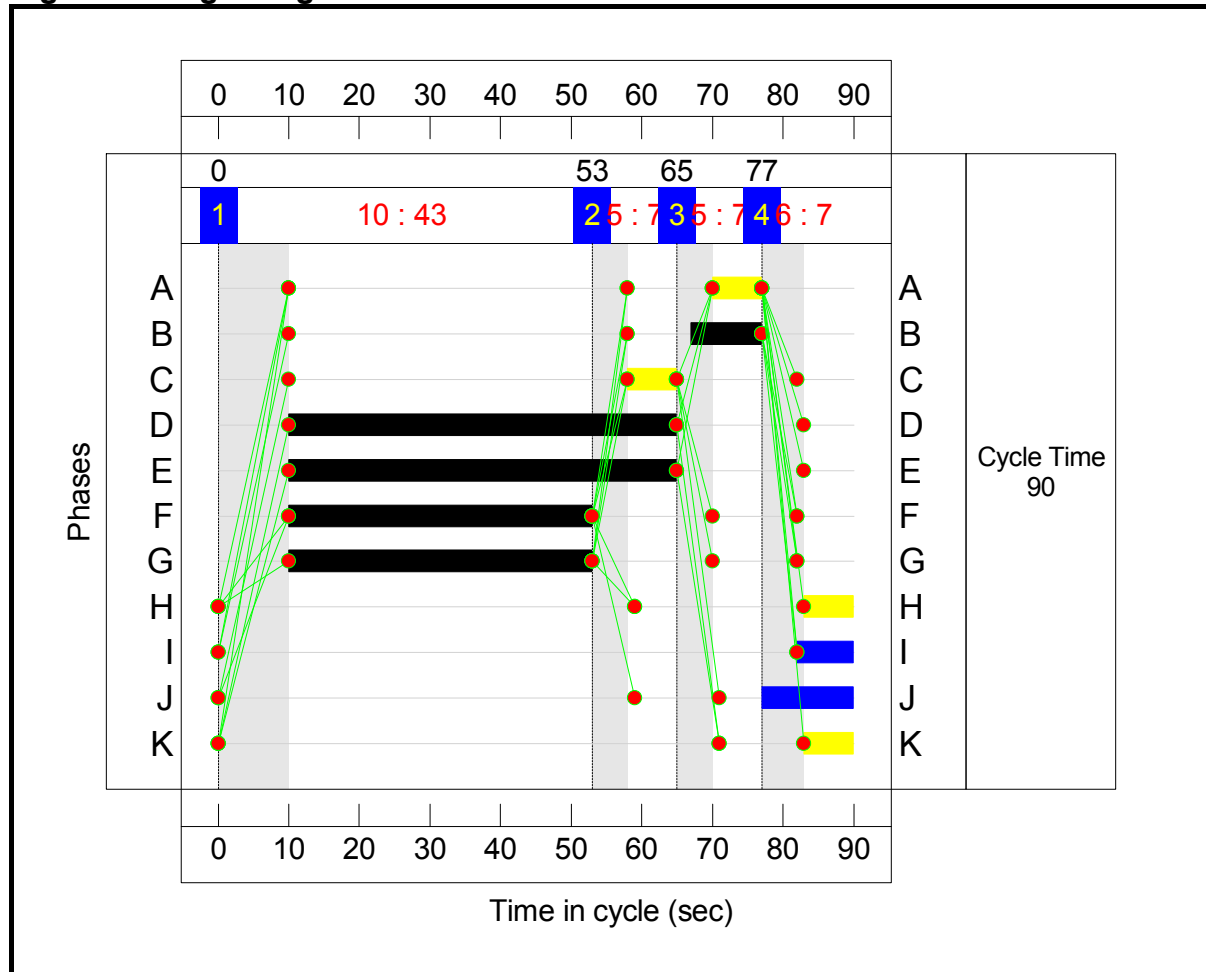
**Staging Plan Diagram**



**Stage Timings**

Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	53	65	77

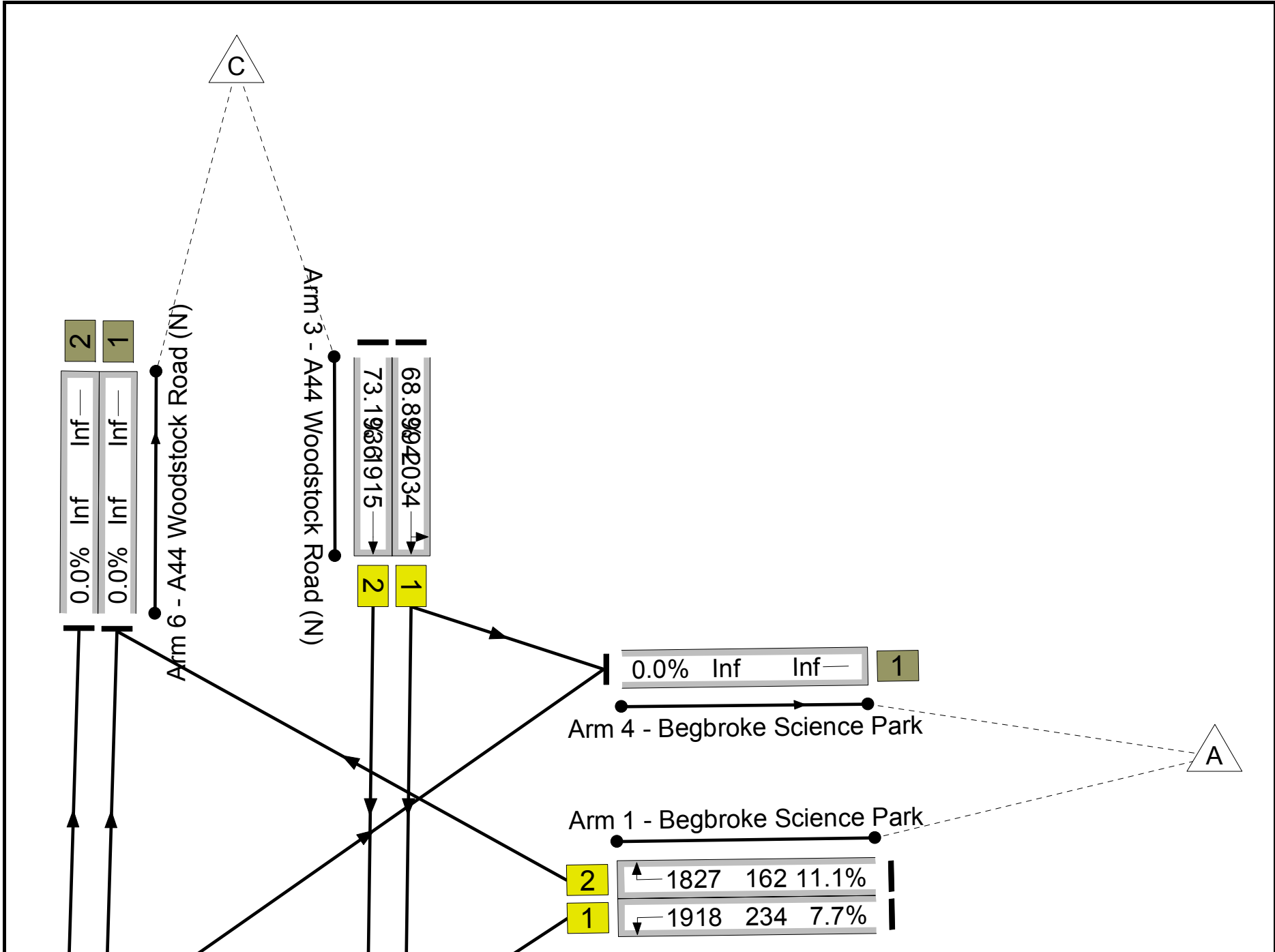
**Signal Timings Diagram**



Full Input Data And Results

**Junction Layout Diagram**

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

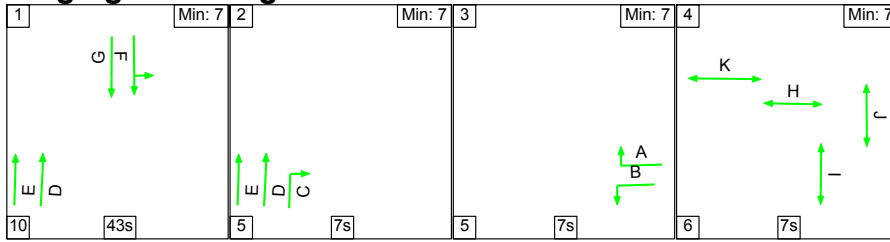
**Link Results**

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Begbroke Science Park Left	U	N/A	N/A	B		1	10	-	18	1918	1918	234	7.7
1/2	Begbroke Science Park Right	U	N/A	N/A	A		1	7	-	18	1827	1827	162	11.1
2/1	A44 Woodstock Road (S) Ahead	U	N/A	N/A	E		1	55	-	661	1915	1915	1192	55.5
2/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	D		1	55	-	661	2055	2055	1279	51.7
2/3	A44 Woodstock Road (S) Right	U	N/A	N/A	C		1	7	-	100	1787	1787	159	63.0
3/1	A44 Woodstock Road (N) Left Ahead	U	N/A	N/A	F		1	43	-	685	2034	2034	994	68.8
3/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	G		1	43	-	685	1915	1915	936	73.1
4/1	Begbroke Science Park	U	N/A	N/A	-		-	-	-	200	Inf	Inf	Inf	0.0
5/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	603	Inf	Inf	Inf	0.0
5/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	685	Inf	Inf	Inf	0.0

Full Input Data And Results

6/1	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	679	Inf	Inf	Inf	0.0	
6/2	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	661	Inf	Inf	Inf	0.0	
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	18	18	-	-	-	0.2	0.0	-	0.2	43.4	0.4	0.0	0.4	
1/2	18	18	-	-	-	0.2	0.1	-	0.3	50.3	0.4	0.1	0.5	
2/1	661	661	-	-	-	1.8	0.6	-	2.4	13.2	9.4	0.6	10.0	
2/2	661	661	-	-	-	1.7	0.5	-	2.3	12.4	9.2	0.5	9.7	
2/3	100	100	-	-	-	1.1	0.8	-	1.9	69.3	2.4	0.8	3.2	
3/1	685	685	-	-	-	3.4	1.1	-	4.5	23.5	13.1	1.1	14.2	
3/2	685	685	-	-	-	3.5	1.3	-	4.8	25.4	13.5	1.3	14.8	
4/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
PRC for Signalled Links (%):			23.1	Total Delay for Signalled Links (pcuHr):			16.38							
PRC Over All Links (%):			23.1	Total Delay Over All Links (pcuHr):			16.38	Cycle Time (s):		90				

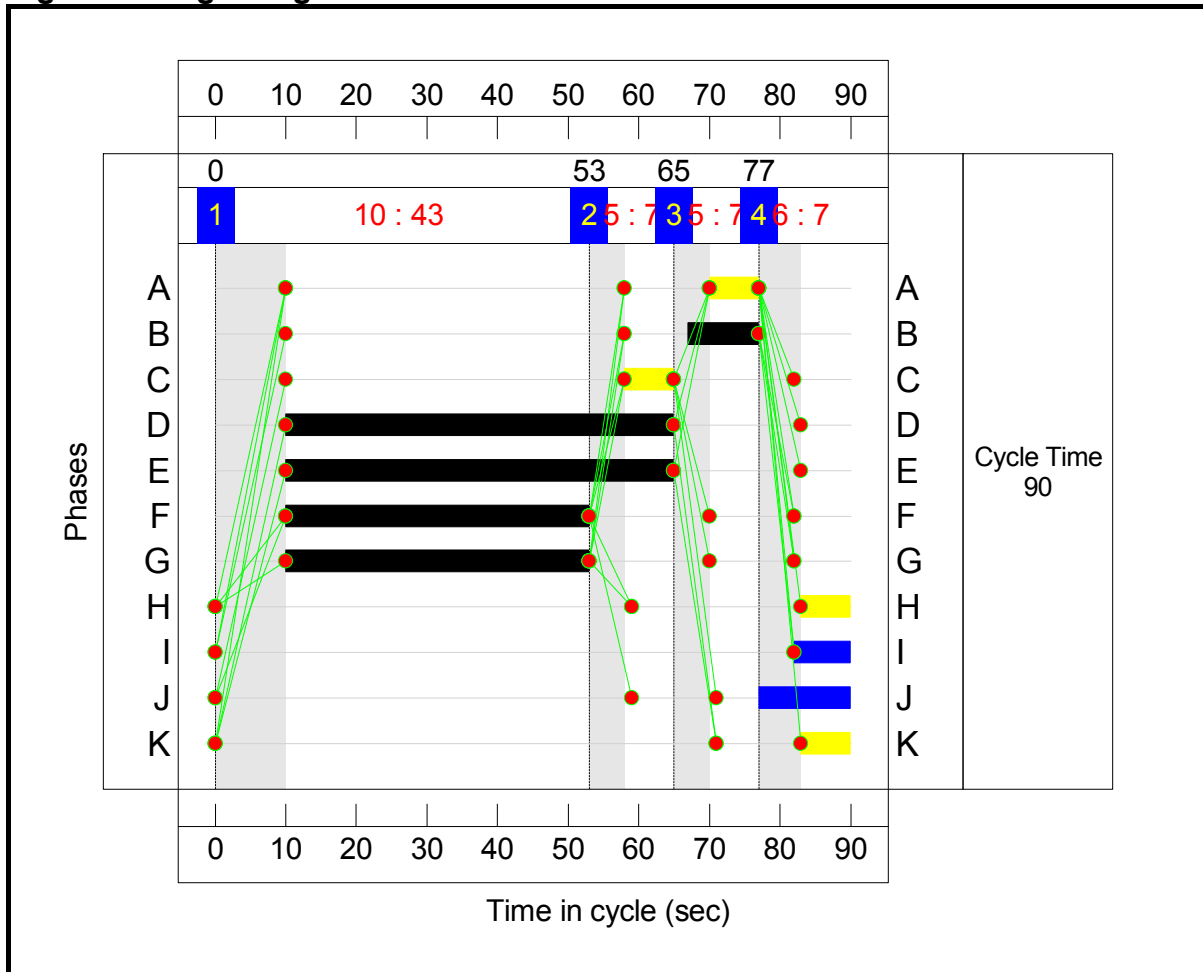
**Scenario 4: '2031 Base PM'**  
 Staging Plan 1: 'Staging Plan No. 1'  
 Flow Group 4: '2031 Base PM'  
**Staging Plan Diagram**



**Stage Timings**

Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	53	65	77

**Signal Timings Diagram**

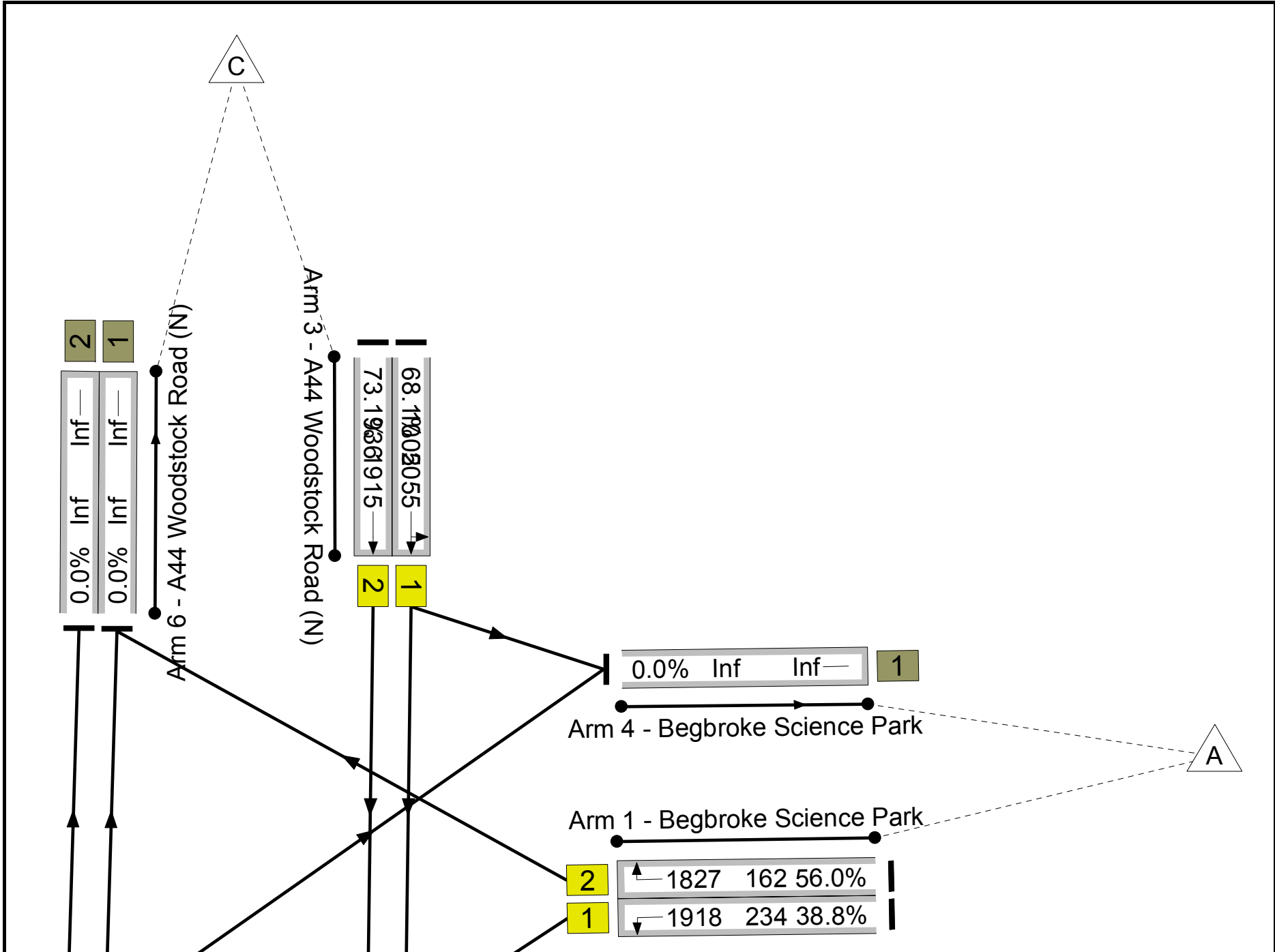


Full Input Data And Results

**Junction Layout Diagram**



Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

**Link Results**

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Begbroke Science Park Left	U	N/A	N/A	B		1	10	-	91	1918	1918	234	38.8
1/2	Begbroke Science Park Right	U	N/A	N/A	A		1	7	-	91	1827	1827	162	56.0
2/1	A44 Woodstock Road (S) Ahead	U	N/A	N/A	E		1	55	-	834	1915	1915	1192	70.0
2/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	D		1	55	-	834	2055	2055	1279	65.2
2/3	A44 Woodstock Road (S) Right	U	N/A	N/A	C		1	7	-	2	1787	1787	159	1.3
3/1	A44 Woodstock Road (N) Left Ahead	U	N/A	N/A	F		1	43	-	684	2055	2055	1005	68.1
3/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	G		1	43	-	684	1915	1915	936	73.1
4/1	Begbroke Science Park	U	N/A	N/A	-		-	-	-	4	Inf	Inf	Inf	0.0
5/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	773	Inf	Inf	Inf	0.0
5/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	684	Inf	Inf	Inf	0.0

Full Input Data And Results

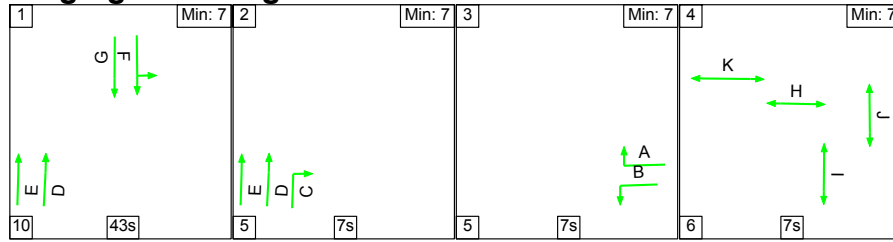
6/1	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	925	Inf	Inf	Inf	0.0	
6/2	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	834	Inf	Inf	Inf	0.0	
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	91	91	-	-	-	0.9	0.3	-	1.2	48.9	2.1	0.3	2.4	
1/2	91	91	-	-	-	1.0	0.6	-	1.6	64.1	2.2	0.6	2.8	
2/1	834	834	-	-	-	2.6	1.2	-	3.8	16.4	13.9	1.2	15.0	
2/2	834	834	-	-	-	2.5	0.9	-	3.4	14.8	13.2	0.9	14.1	
2/3	2	2	-	-	-	0.0	0.0	-	0.0	49.3	0.0	0.0	0.1	
3/1	684	684	-	-	-	3.3	1.1	-	4.4	23.2	12.9	1.1	14.0	
3/2	684	684	-	-	-	3.5	1.3	-	4.8	25.4	13.5	1.3	14.8	
4/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
PRC for Signalled Links (%):			23.2	Total Delay for Signalled Links (pcuHr):			19.33							
PRC Over All Links (%):			23.2	Total Delay Over All Links (pcuHr):			19.33	Cycle Time (s): 90						

**Scenario 5: '2031 Base + Dev AM'**

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 5: '2031 Base + Dev AM'

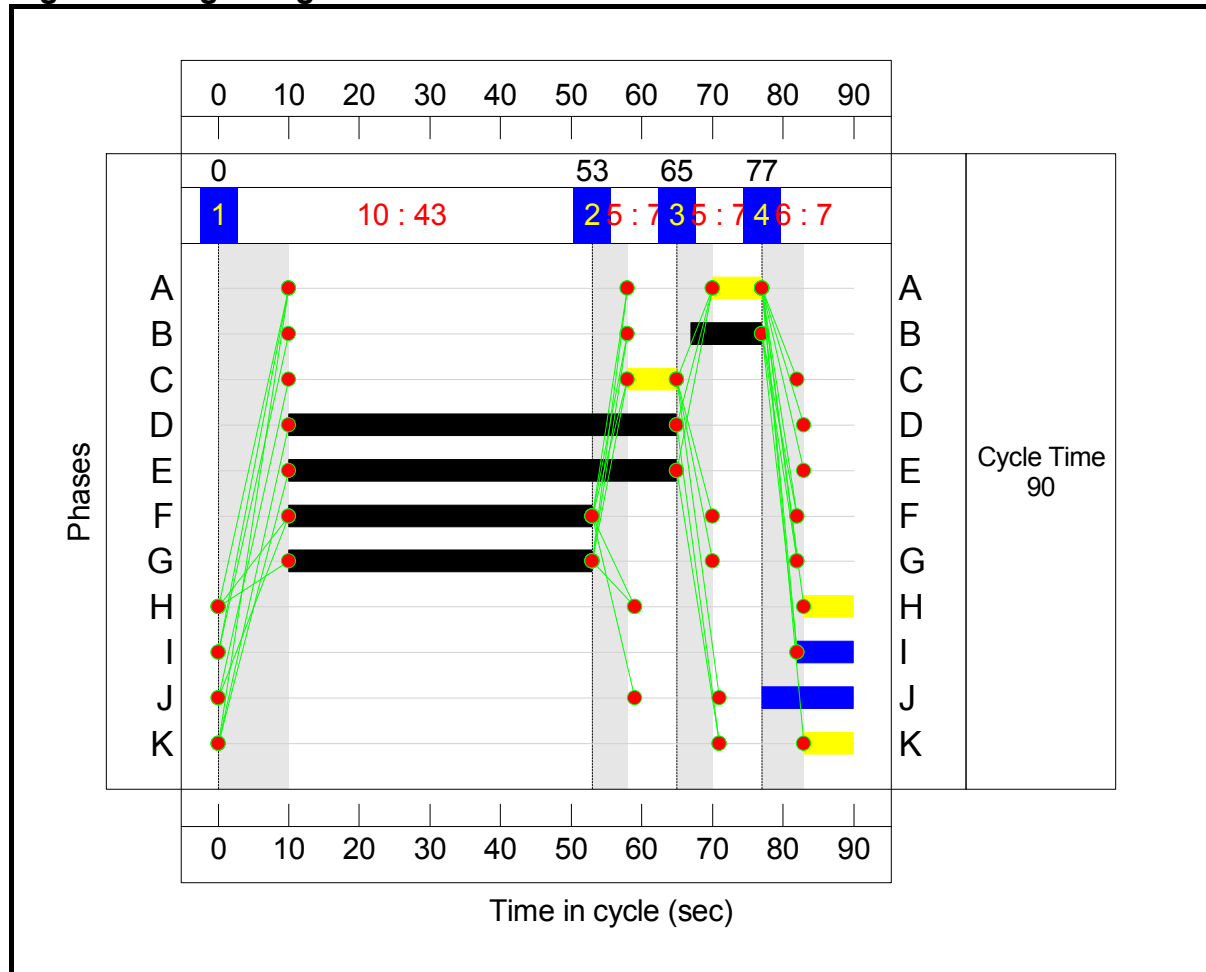
**Staging Plan Diagram**



**Stage Timings**

Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	53	65	77

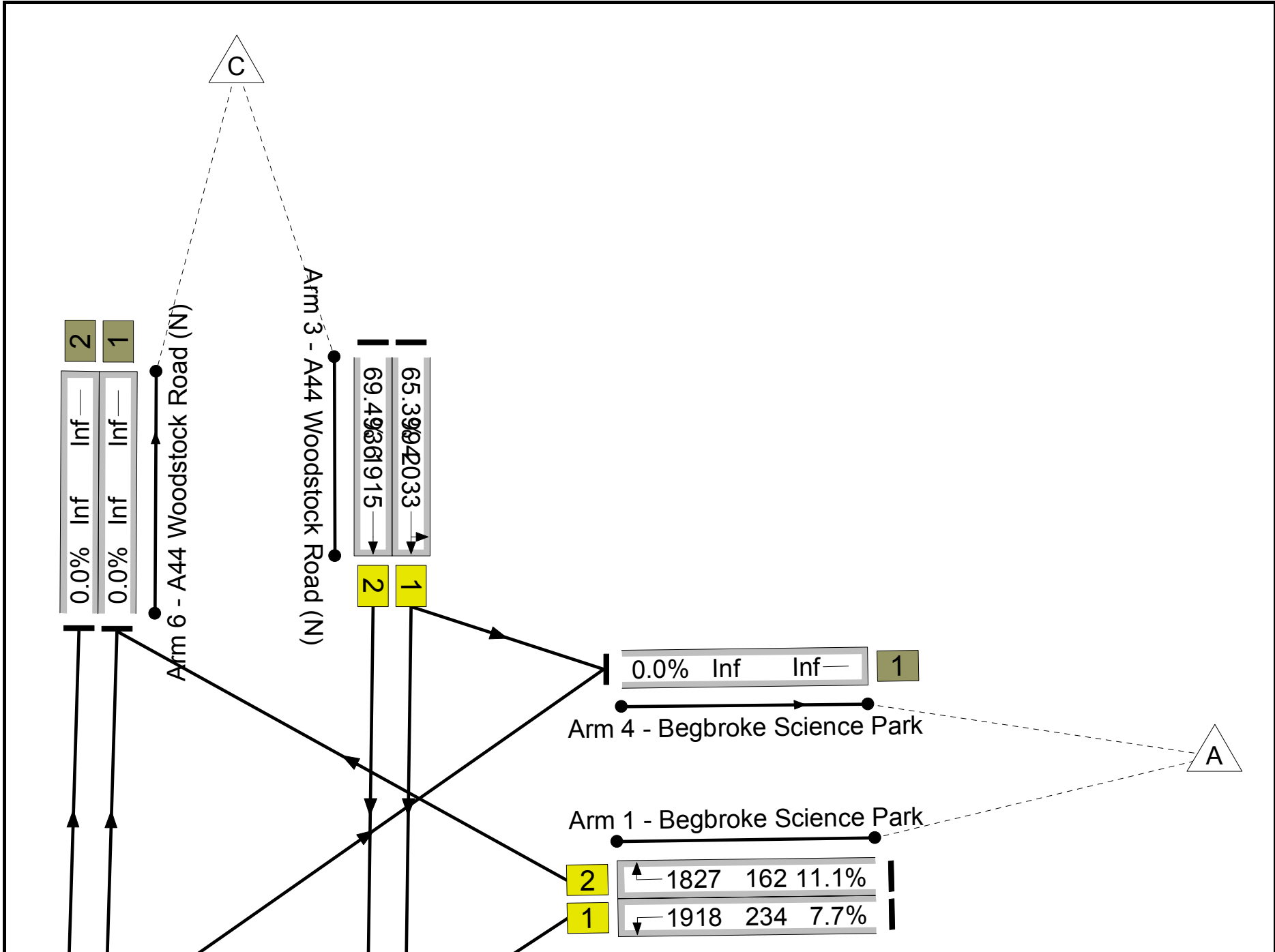
**Signal Timings Diagram**



Full Input Data And Results

**Junction Layout Diagram**

Full Input Data And Results



Full Input Data And Results



Full Input Data And Results

**Link Results**

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Begbroke Science Park Left	U	N/A	N/A	B		1	10	-	18	1918	1918	234	7.7
1/2	Begbroke Science Park Right	U	N/A	N/A	A		1	7	-	18	1827	1827	162	11.1
2/1	A44 Woodstock Road (S) Ahead	U	N/A	N/A	E		1	55	-	697	1915	1915	1192	58.5
2/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	D		1	55	-	697	2055	2055	1279	54.5
2/3	A44 Woodstock Road (S) Right	U	N/A	N/A	C		1	7	-	100	1787	1787	159	63.0
3/1	A44 Woodstock Road (N) Left Ahead	U	N/A	N/A	F		1	43	-	650	2033	2033	994	65.3
3/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	G		1	43	-	650	1915	1915	936	69.4
4/1	Begbroke Science Park	U	N/A	N/A	-		-	-	-	200	Inf	Inf	Inf	0.0
5/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	568	Inf	Inf	Inf	0.0
5/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	650	Inf	Inf	Inf	0.0

Full Input Data And Results

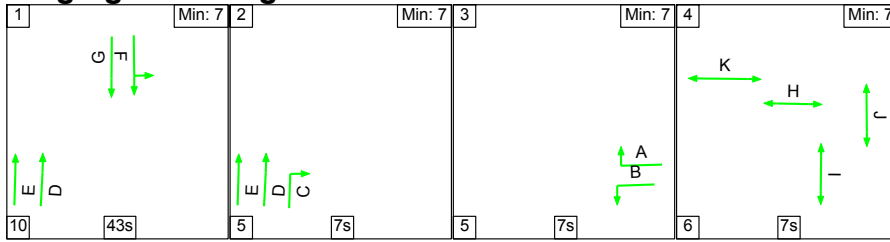
6/1	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	715	Inf	Inf	Inf	0.0	
6/2	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	697	Inf	Inf	Inf	0.0	
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	18	18	-	-	-	0.2	0.0	-	0.2	43.4	0.4	0.0	0.4	
1/2	18	18	-	-	-	0.2	0.1	-	0.3	50.3	0.4	0.1	0.5	
2/1	697	697	-	-	-	2.0	0.7	-	2.7	13.7	10.3	0.7	11.0	
2/2	697	697	-	-	-	1.9	0.6	-	2.5	12.8	9.9	0.6	10.5	
2/3	100	100	-	-	-	1.1	0.8	-	1.9	69.3	2.4	0.8	3.2	
3/1	650	650	-	-	-	3.1	0.9	-	4.1	22.5	12.1	0.9	13.0	
3/2	650	650	-	-	-	3.2	1.1	-	4.3	24.0	12.4	1.1	13.6	
4/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
PRC for Signalled Links (%):			29.7	Total Delay for Signalled Links (pcuHr):			15.92							
PRC Over All Links (%):			29.7	Total Delay Over All Links (pcuHr):			15.92	Cycle Time (s):		90				

**Scenario 6: '2031 Base + Dev PM'**

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 6: '2031 Base + Dev PM'

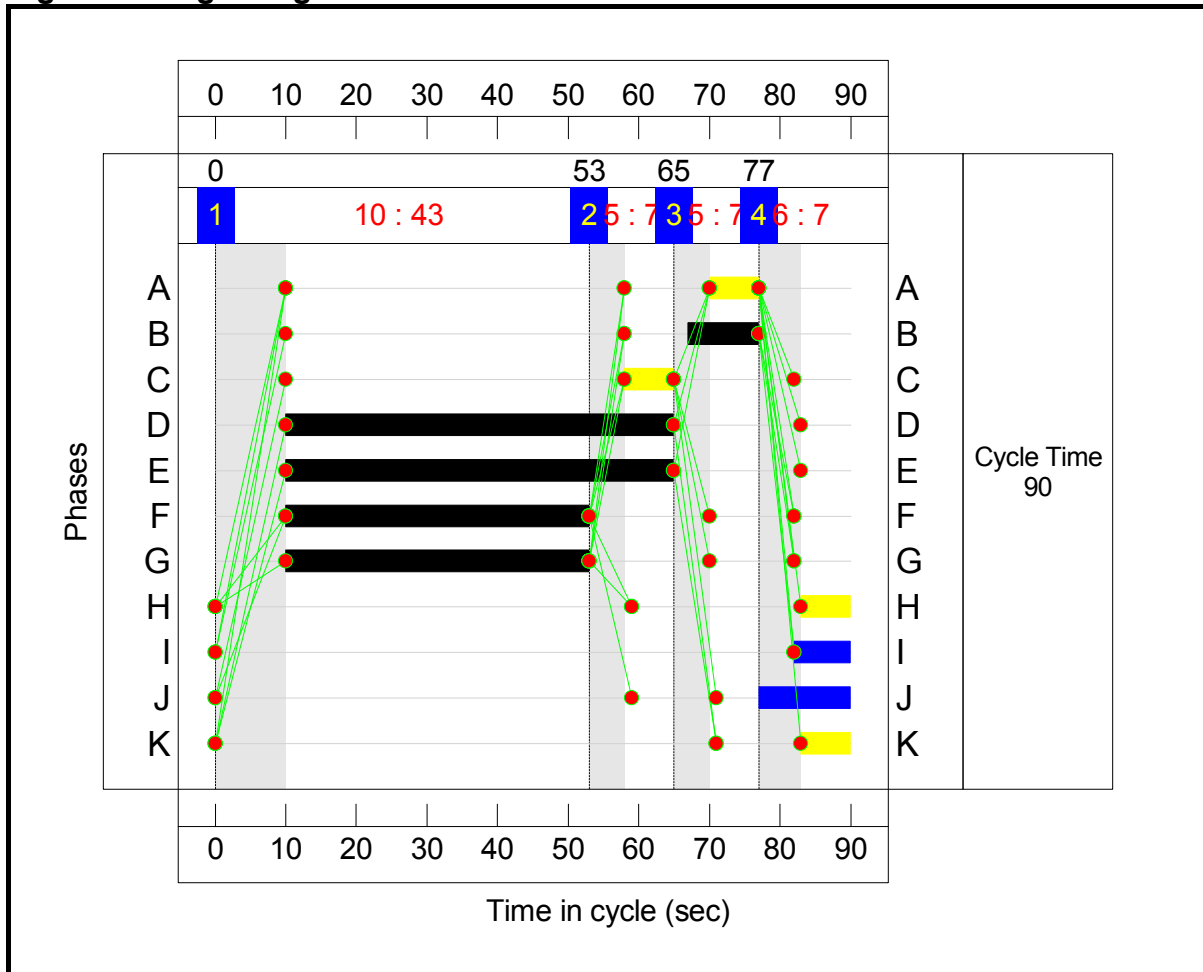
**Staging Plan Diagram**



**Stage Timings**

Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	53	65	77

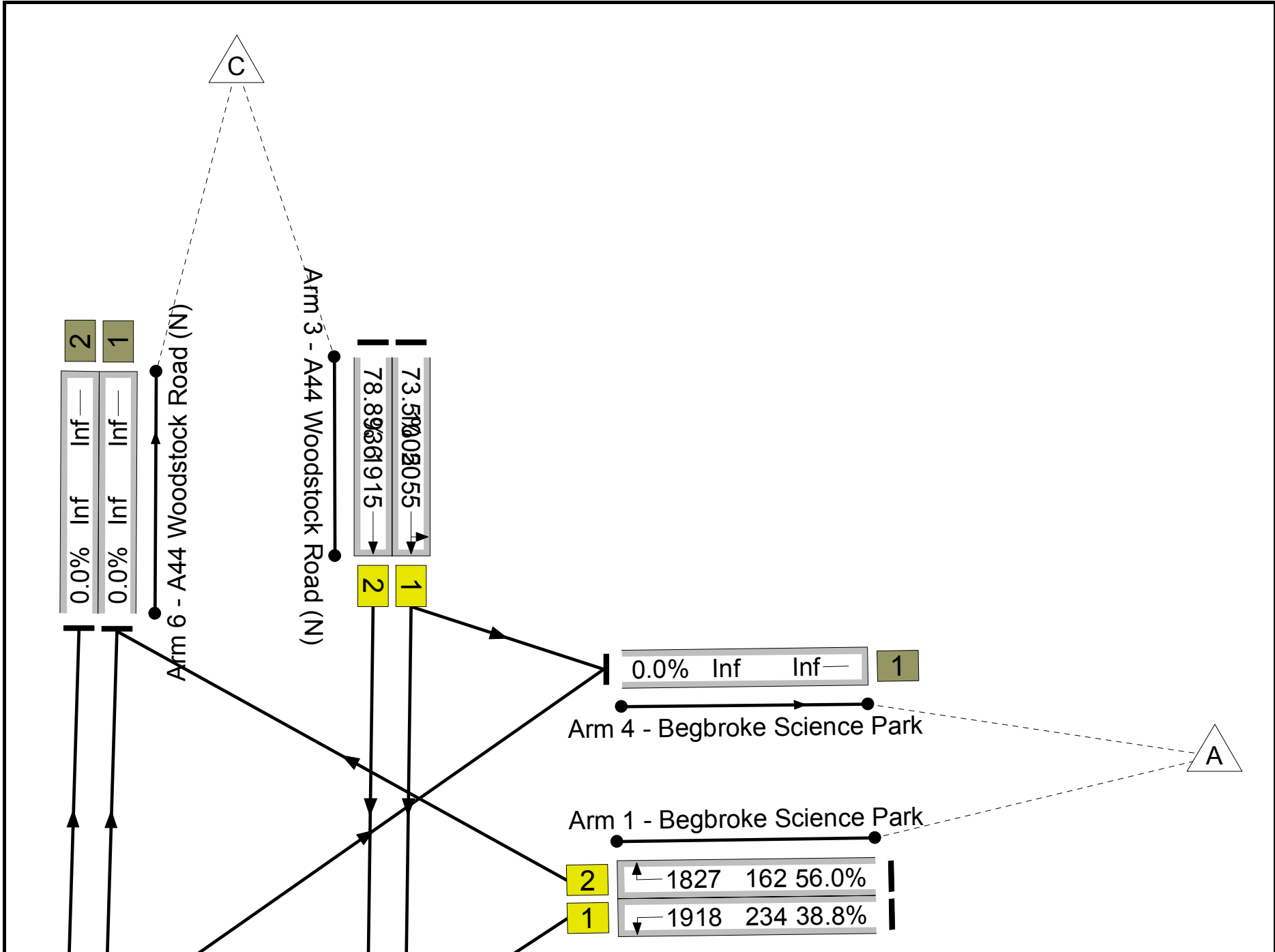
**Signal Timings Diagram**



Full Input Data And Results

**Junction Layout Diagram**

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

**Link Results**

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Begbroke Science Park Left	U	N/A	N/A	B		1	10	-	91	1918	1918	234	38.8
1/2	Begbroke Science Park Right	U	N/A	N/A	A		1	7	-	91	1827	1827	162	56.0
2/1	A44 Woodstock Road (S) Ahead	U	N/A	N/A	E		1	55	-	801	1915	1915	1192	67.2
2/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	D		1	55	-	801	2055	2055	1279	62.6
2/3	A44 Woodstock Road (S) Right	U	N/A	N/A	C		1	7	-	2	1787	1787	159	1.3
3/1	A44 Woodstock Road (N) Left Ahead	U	N/A	N/A	F		1	43	-	738	2055	2055	1005	73.5
3/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	G		1	43	-	738	1915	1915	936	78.8
4/1	Begbroke Science Park	U	N/A	N/A	-		-	-	-	4	Inf	Inf	Inf	0.0
5/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	827	Inf	Inf	Inf	0.0
5/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	738	Inf	Inf	Inf	0.0

Full Input Data And Results

6/1	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	892	Inf	Inf	Inf	0.0
6/2	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	801	Inf	Inf	Inf	0.0
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
1/1	91	91	-	-	-	0.9	0.3	-	1.2	48.9	2.1	0.3	2.4
1/2	91	91	-	-	-	1.0	0.6	-	1.6	64.1	2.2	0.6	2.8
2/1	800	800	-	-	-	2.5	1.0	-	3.5	15.6	12.9	1.0	13.9
2/2	800	800	-	-	-	2.3	0.8	-	3.2	14.3	12.2	0.8	13.1
2/3	2	2	-	-	-	0.0	0.0	-	0.0	49.3	0.0	0.0	0.1
3/1	738	738	-	-	-	3.8	1.4	-	5.1	25.0	14.6	1.4	15.9
3/2	738	738	-	-	-	3.9	1.8	-	5.7	28.0	15.2	1.8	17.0
4/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
PRC for Signalled Links (%):			14.2	Total Delay for Signalled Links (pcuHr):			20.41						
PRC Over All Links (%):			14.2	Total Delay Over All Links (pcuHr):			20.41	Cycle Time (s): 90					



## Appendix O

<b>Junctions 8</b>
<b>ARCADY 8 - Roundabout Module</b>
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014
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**Filename:** A44 Woodstock Rd\_Rutten Ln\_Sandy Ln.arc8  
**Path:** P:\15000's\15291\Junction Assessments\2031  
**Report generation date:** 29/10/2014 11:34:12

- » (Default Analysis Set) - 2014 Base, AM
- » (Default Analysis Set) - 2014 Base, PM
- » (Default Analysis Set) - 2031 Base, AM
- » (Default Analysis Set) - 2031 Base, PM
- » (Default Analysis Set) - 2031 Base + Dev, AM
- » (Default Analysis Set) - 2031 Base + Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 2014 Base</b>								
Sandy Lane	0.21	4.46	0.18	A	0.28	5.02	0.22	A
A44 Woodstock Road (S)	2.20	7.30	0.69	A	5.19	14.37	0.84	B
Rutten Lane	0.80	12.15	0.45	B	1.15	18.99	0.54	C
A44 Woodstock Road (N)	2.71	8.19	0.73	A	3.88	10.68	0.80	B
<b>A1 - 2031 Base</b>								
Sandy Lane	0.34	5.91	0.26	A	0.49	7.20	0.33	A
A44 Woodstock Road (S)	5.62	15.69	0.86	C	61.76	121.06	1.06	F
Rutten Lane	2.30	29.82	0.71	D	6.78	94.69	0.92	F
A44 Woodstock Road (N)	8.56	22.09	0.91	C	26.49	58.13	1.00	F
<b>A1 - 2031 Base + Dev</b>								
Sandy Lane	0.32	5.48	0.24	A	0.51	7.55	0.34	A
A44 Woodstock Road (S)	8.65	23.25	0.91	C	33.42	73.59	1.01	F
Rutten Lane	3.27	43.18	0.79	E	5.82	81.45	0.90	F
A44 Woodstock Road (N)	5.70	15.26	0.86	C	69.50	127.04	1.07	F

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

"D1 - 2014 Base, AM" model duration: 07:45 - 09:15  
 "D2 - 2014 Base, PM" model duration: 16:45 - 18:15  
 "D9 - 2031 Base, AM" model duration: 07:45 - 09:15  
 "D10 - 2031 Base, PM" model duration: 16:45 - 18:15  
 "D11 - 2031 Base + Dev, AM" model duration: 07:45 - 09:15  
 "D12 - 2031 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 29/10/2014 11:34:07

## File summary

Title	A44 Woodstock Rd/ Rutten Ln/ Sandy Ln
Location	Woodstock
Site Number	
Date	26/08/2014
Version	
Status	
Identifier	
Client	15291
Jobnumber	
Enumerator	
Description	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## 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

# (Default Analysis Set) - 2014 Base, AM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, AM	2014 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				7.94	A

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Name	Arm	Name	Description
Sandy Lane	1	Sandy Lane	
A44 Woodstock Road (S)	2	A44 Woodstock Road (S)	
Rutten Lane	3	Rutten Lane	
A44 Woodstock Road (N)	4	A44 Woodstock Road (N)	

### Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Sandy Lane	0.00	99999.00		0.00
A44 Woodstock Road (S)	0.00	99999.00		0.00
Rutten Lane	0.00	99999.00		0.00
A44 Woodstock Road (N)	0.00	99999.00		0.00

### Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Sandy Lane	2.79	10.90	14.10	18.56	48.00	28.00	
A44 Woodstock Road (S)	4.00	5.30	3.00	14.40	48.00	38.00	
Rutten Lane	2.64	6.63	4.00	23.43	48.00	26.00	
A44 Woodstock Road (N)	3.90	5.10	3.20	26.76	48.00	34.00	

### Slope / Intercept / Capacity

#### Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
Sandy Lane	None			
A44 Woodstock Road (S)	Direct		400.00	
Rutten Lane	None			
A44 Woodstock Road (N)	Direct		400.00	

#### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Sandy Lane		(calculated)	(calculated)	0.621	1715.835
A44 Woodstock Road (S)		(calculated)	(calculated)	0.529	1712.628
Rutten Lane		(calculated)	(calculated)	0.510	1111.216
A44 Woodstock Road (N)		(calculated)	(calculated)	0.548	1744.916

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Sandy Lane	ONE HOUR	✓	157.00	100.000
A44 Woodstock Road (S)	ONE HOUR	✓	999.00	100.000
Rutten Lane	ONE HOUR	✓	217.00	100.000
A44 Woodstock Road (N)	ONE HOUR	✓	1101.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	0.000	30.000	86.000	41.000
	A44 Woodstock Road (S)	45.000	22.000	14.000	918.000
	Rutten Lane	61.000	27.000	0.000	129.000
	A44 Woodstock Road (N)	74.000	948.000	79.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	0.00	0.19	0.55	0.26
	A44 Woodstock Road (S)	0.05	0.02	0.01	0.92
	Rutten Lane	0.28	0.12	0.00	0.59
	A44 Woodstock Road (N)	0.07	0.86	0.07	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	1.000	1.000	1.000	1.000
	A44 Woodstock Road (S)	1.000	1.000	1.000	1.000
	Rutten Lane	1.000	1.000	1.000	1.000
	A44 Woodstock Road (N)	1.000	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
From		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
	Sandy Lane	0.0	0.0	0.0	0.0
	A44 Woodstock Road (S)	0.0	0.0	0.0	0.0
	Rutten Lane	0.0	0.0	0.0	0.0
	A44 Woodstock Road (N)	0.0	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Sandy Lane	0.18	4.46	0.21	A	144.07	216.10	13.90	3.86	0.15	13.90	3.86
A44 Woodstock Road (S)	0.69	7.30	2.20	A	916.70	1375.05	127.27	5.55	1.41	127.28	5.55
Rutten Lane	0.45	12.15	0.80	B	199.12	298.68	45.07	9.05	0.50	45.07	9.05
A44 Woodstock Road (N)	0.73	8.19	2.71	A	1010.30	1515.45	151.21	5.99	1.68	151.22	5.99

### Main Results for each time segment

#### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	118.20	29.55	117.77	134.77	806.25	0.00	1215.28	733.10	0.097	0.00	0.11	3.280	A
A44 Woodstock Road (S)	752.10	188.02	748.70	769.56	154.46	0.00	1630.92	1337.46	0.461	0.00	0.85	4.065	A
Rutten Lane	163.37	40.84	162.20	134.20	768.97	0.00	719.02	340.99	0.227	0.00	0.29	6.452	A
A44 Woodstock Road (N)	828.89	207.22	825.04	815.18	115.99	0.00	1681.32	1619.91	0.493	0.00	0.96	4.186	A

#### Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	141.14	35.28	140.99	161.46	965.43	0.00	1116.46	733.10	0.126	0.11	0.14	3.690	A
A44 Woodstock Road (S)	898.08	224.52	896.52	921.49	184.93	0.00	1614.81	1337.46	0.556	0.85	1.24	5.000	A
Rutten Lane	195.08	48.77	194.52	160.68	920.78	0.00	641.59	340.99	0.304	0.29	0.43	8.043	A
A44 Woodstock Road (N)	989.78	247.44	987.88	976.29	139.01	0.00	1668.70	1619.91	0.593	0.96	1.44	5.273	A

**Main results: (08:15-08:30)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	172.86	43.22	172.59	197.29	1179.84	0.00	983.34	733.10	0.176	0.14	0.21	4.439	A
A44 Woodstock Road (S)	1099.92	274.98	1096.17	1126.19	226.24	0.00	1592.96	1337.46	0.690	1.24	2.18	7.192	A
Rutten Lane	238.92	59.73	237.51	196.53	1125.88	0.00	536.99	340.99	0.445	0.43	0.78	11.964	B
A44 Woodstock Road (N)	1212.22	303.06	1207.29	1193.55	169.84	0.00	1651.79	1619.91	0.734	1.44	2.67	8.010	A

**Main results: (08:30-08:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	172.86	43.22	172.86	198.15	1184.53	0.00	980.43	733.10	0.176	0.21	0.21	4.457	A
A44 Woodstock Road (S)	1099.92	274.98	1099.81	1130.59	226.79	0.00	1592.66	1337.46	0.691	2.18	2.20	7.299	A
Rutten Lane	238.92	59.73	238.87	197.07	1129.54	0.00	535.12	340.99	0.446	0.78	0.80	12.146	B
A44 Woodstock Road (N)	1212.22	303.06	1212.05	1197.78	170.63	0.00	1651.36	1619.91	0.734	2.67	2.71	8.186	A

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	141.14	35.28	141.41	162.71	972.17	0.00	1112.28	733.10	0.127	0.21	0.15	3.708	A
A44 Woodstock Road (S)	898.08	224.52	901.82	927.81	185.76	0.00	1614.37	1337.46	0.556	2.20	1.27	5.079	A
Rutten Lane	195.08	48.77	196.48	161.47	926.11	0.00	638.87	340.99	0.305	0.80	0.45	8.162	A
A44 Woodstock Road (N)	989.78	247.44	994.71	982.43	140.16	0.00	1668.06	1619.91	0.593	2.71	1.48	5.386	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	118.20	29.55	118.35	135.89	812.04	0.00	1211.69	733.10	0.098	0.15	0.11	3.294	A
A44 Woodstock Road (S)	752.10	188.02	753.72	775.03	155.35	0.00	1630.45	1337.46	0.461	1.27	0.86	4.115	A
Rutten Lane	163.37	40.84	163.96	135.01	774.07	0.00	716.42	340.99	0.228	0.45	0.30	6.525	A
A44 Woodstock Road (N)	828.89	207.22	830.88	820.98	117.04	0.00	1680.74	1619.91	0.493	1.48	0.98	4.247	A

## Queueing Delay Results for each time segment

### Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	1.58	0.11	3.280	A	A
A44 Woodstock Road (S)	12.34	0.82	4.065	A	A
Rutten Lane	4.22	0.28	6.452	A	A
A44 Woodstock Road (N)	13.99	0.93	4.186	A	A

### Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.13	0.14	3.690	A	A
A44 Woodstock Road (S)	18.03	1.20	5.000	A	A
Rutten Lane	6.28	0.42	8.043	A	A
A44 Woodstock Road (N)	20.87	1.39	5.273	A	A

### Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	3.12	0.21	4.439	A	A
A44 Woodstock Road (S)	30.98	2.07	7.192	A	A
Rutten Lane	11.16	0.74	11.964	B	B
A44 Woodstock Road (N)	37.64	2.51	8.010	A	A

### Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	3.19	0.21	4.457	A	A
A44 Woodstock Road (S)	32.89	2.19	7.299	A	A
Rutten Lane	11.87	0.79	12.146	B	B
A44 Woodstock Road (N)	40.46	2.70	8.186	A	A

### Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.23	0.15	3.708	A	A
A44 Woodstock Road (S)	19.74	1.32	5.079	A	A
Rutten Lane	6.94	0.46	8.162	A	A
A44 Woodstock Road (N)	23.12	1.54	5.386	A	A



### Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	1.65	0.11	3.294	A	A
A44 Woodstock Road (S)	13.28	0.89	4.115	A	A
Rutten Lane	4.60	0.31	6.525	A	A
A44 Woodstock Road (N)	15.13	1.01	4.247	A	A

## (Default Analysis Set) - 2014 Base, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, PM	2014 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				12.52	B

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Name	Arm	Name	Description
Sandy Lane	1	Sandy Lane	
A44 Woodstock Road (S)	2	A44 Woodstock Road (S)	
Rutten Lane	3	Rutten Lane	
A44 Woodstock Road (N)	4	A44 Woodstock Road (N)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Sandy Lane	0.00	99999.00		0.00
A44 Woodstock Road (S)	0.00	99999.00		0.00
Rutten Lane	0.00	99999.00		0.00
A44 Woodstock Road (N)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Sandy Lane	2.79	10.90	14.10	18.56	48.00	28.00	
A44 Woodstock Road (S)	4.00	5.30	3.00	14.40	48.00	38.00	
Rutten Lane	2.64	6.63	4.00	23.43	48.00	26.00	
A44 Woodstock Road (N)	3.90	5.10	3.20	26.76	48.00	34.00	

## Slope / Intercept / Capacity

### Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
Sandy Lane	None			
A44 Woodstock Road (S)	Direct		400.00	
Rutten Lane	None			
A44 Woodstock Road (N)	Direct		400.00	

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Sandy Lane		(calculated)	(calculated)	0.621	1715.835
A44 Woodstock Road (S)		(calculated)	(calculated)	0.529	1712.628
Rutten Lane		(calculated)	(calculated)	0.510	1111.216
A44 Woodstock Road (N)		(calculated)	(calculated)	0.548	1744.916

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Sandy Lane	ONE HOUR	✓	180.00	100.000
A44 Woodstock Road (S)	ONE HOUR	✓	1224.00	100.000
Rutten Lane	ONE HOUR	✓	203.00	100.000
A44 Woodstock Road (N)	ONE HOUR	✓	1216.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	0.000	62.000	63.000	55.000
	A44 Woodstock Road (S)	16.000	18.000	34.000	1156.000
	Rutten Lane	63.000	20.000	0.000	120.000
	A44 Woodstock Road (N)	82.000	1050.000	84.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	0.00	0.34	0.35	0.31
	A44 Woodstock Road (S)	0.01	0.01	0.03	0.94
	Rutten Lane	0.31	0.10	0.00	0.59
	A44 Woodstock Road (N)	0.07	0.86	0.07	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	1.000	1.000	1.000	1.000
	A44 Woodstock Road (S)	1.000	1.000	1.000	1.000
	Rutten Lane	1.000	1.000	1.000	1.000
	A44 Woodstock Road (N)	1.000	1.000	1.000	1.000

## Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	0.0	0.0	0.0	0.0
	A44 Woodstock Road (S)	0.0	0.0	0.0	0.0
	Rutten Lane	0.0	0.0	0.0	0.0
	A44 Woodstock Road (N)	0.0	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Sandy Lane	0.22	5.02	0.28	A	165.17	247.76	17.47	4.23	0.19	17.47	4.23
A44 Woodstock Road (S)	0.84	14.37	5.19	B	1123.16	1684.75	246.56	8.78	2.74	246.59	8.78
Rutten Lane	0.54	18.99	1.15	C	186.28	279.41	57.38	12.32	0.64	57.39	12.32
A44 Woodstock Road (N)	0.80	10.68	3.88	B	1115.82	1673.73	200.18	7.18	2.22	200.21	7.18

## Main Results for each time segment

### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	135.51	33.88	134.99	120.44	877.82	0.00	1170.85	725.98	0.116	0.00	0.13	3.473	A
A44 Woodstock Road (S)	921.49	230.37	916.37	861.40	151.41	0.00	1632.54	1400.39	0.564	0.00	1.28	4.993	A
Rutten Lane	152.83	38.21	151.58	135.62	932.17	0.00	635.78	303.68	0.240	0.00	0.31	7.415	A
A44 Woodstock Road (N)	915.47	228.87	910.83	996.31	87.43	0.00	1696.98	1655.51	0.539	0.00	1.16	4.553	A

### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	161.82	40.45	161.62	144.29	1051.07	0.00	1063.29	725.98	0.152	0.13	0.18	3.991	A
A44 Woodstock Road (S)	1100.35	275.09	1097.14	1031.40	181.29	0.00	1616.73	1400.39	0.681	1.28	2.08	6.886	A
Rutten Lane	182.49	45.62	181.75	162.38	1116.05	0.00	542.00	303.68	0.337	0.31	0.50	9.972	A
A44 Woodstock Road (N)	1093.16	273.29	1090.57	1193.01	104.79	0.00	1687.46	1655.51	0.648	1.16	1.81	6.004	A

### Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	198.18	49.55	197.81	175.83	1282.65	0.00	919.52	725.98	0.216	0.18	0.27	4.986	A
A44 Woodstock Road (S)	1347.65	336.91	1336.08	1258.84	221.62	0.00	1595.40	1400.39	0.845	2.08	4.97	13.317	B
Rutten Lane	223.51	55.88	221.09	198.29	1359.41	0.00	417.88	303.68	0.535	0.50	1.10	18.076	C
A44 Woodstock Road (N)	1338.84	334.71	1330.97	1452.99	127.51	0.00	1675.00	1655.51	0.799	1.81	3.77	10.233	B

**Main results: (17:30-17:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	198.18	49.55	198.17	177.17	1289.98	0.00	914.96	725.98	0.217	0.27	0.28	5.021	A
A44 Woodstock Road (S)	1347.65	336.91	1346.78	1265.78	222.37	0.00	1595.00	1400.39	0.845	4.97	5.19	14.371	B
Rutten Lane	223.51	55.88	223.32	199.23	1369.93	0.00	412.51	303.68	0.542	1.10	1.15	18.989	C
A44 Woodstock Road (N)	1338.84	334.71	1338.43	1464.53	128.72	0.00	1674.34	1655.51	0.800	3.77	3.88	10.681	B

**Main results: (17:45-18:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	161.82	40.45	162.19	146.21	1061.49	0.00	1056.82	725.98	0.153	0.28	0.18	4.026	A
A44 Woodstock Road (S)	1100.35	275.09	1112.38	1041.29	182.39	0.00	1616.15	1400.39	0.681	5.19	2.18	7.308	A
Rutten Lane	182.49	45.62	184.98	163.73	1131.04	0.00	534.35	303.68	0.342	1.15	0.53	10.374	B
A44 Woodstock Road (N)	1093.16	273.29	1101.16	1209.49	106.53	0.00	1686.50	1655.51	0.648	3.88	1.88	6.233	A

**Main results: (18:00-18:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	135.51	33.88	135.71	121.70	885.05	0.00	1166.36	725.98	0.116	0.18	0.13	3.492	A
A44 Woodstock Road (S)	921.49	230.37	924.97	868.37	152.40	0.00	1632.02	1400.39	0.565	2.18	1.31	5.115	A
Rutten Lane	152.83	38.21	153.65	136.62	940.75	0.00	631.41	303.68	0.242	0.53	0.32	7.547	A
A44 Woodstock Road (N)	915.47	228.87	918.24	1005.88	88.52	0.00	1696.38	1655.51	0.540	1.88	1.19	4.642	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	1.92	0.13	3.473	A	A
A44 Woodstock Road (S)	18.41	1.23	4.993	A	A
Rutten Lane	4.52	0.30	7.415	A	A
A44 Woodstock Road (N)	16.74	1.12	4.553	A	A

**Queueing Delay results: (17:00-17:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.64	0.18	3.991	A	A
A44 Woodstock Road (S)	29.78	1.99	6.886	A	A
Rutten Lane	7.21	0.48	9.972	A	A
A44 Woodstock Road (N)	26.02	1.73	6.004	A	A

**Queueing Delay results: (17:15-17:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	4.01	0.27	4.986	A	A
A44 Woodstock Road (S)	66.17	4.41	13.317	B	B
Rutten Lane	15.30	1.02	18.076	C	B
A44 Woodstock Road (N)	51.85	3.46	10.233	B	B

**Queueing Delay results: (17:30-17:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	4.12	0.27	5.021	A	A
A44 Woodstock Road (S)	76.56	5.10	14.371	B	B
Rutten Lane	17.00	1.13	18.989	C	B
A44 Woodstock Road (N)	57.55	3.84	10.681	B	B

**Queueing Delay results: (17:45-18:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.78	0.19	4.026	A	A
A44 Woodstock Road (S)	35.21	2.35	7.308	A	A
Rutten Lane	8.34	0.56	10.374	B	B
A44 Woodstock Road (N)	29.66	1.98	6.233	A	A

**Queueing Delay results: (18:00-18:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.01	0.13	3.492	A	A
A44 Woodstock Road (S)	20.42	1.36	5.115	A	A
Rutten Lane	5.00	0.33	7.547	A	A
A44 Woodstock Road (N)	18.35	1.22	4.642	A	A

## (Default Analysis Set) - 2031 Base, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base, AM	2031 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				19.15	C

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
Sandy Lane	1	Sandy Lane	
A44 Woodstock Road (S)	2	A44 Woodstock Road (S)	
Rutten Lane	3	Rutten Lane	
A44 Woodstock Road (N)	4	A44 Woodstock Road (N)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Sandy Lane	0.00	99999.00		0.00
A44 Woodstock Road (S)	0.00	99999.00		0.00
Rutten Lane	0.00	99999.00		0.00
A44 Woodstock Road (N)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Sandy Lane	2.79	10.90	14.10	18.56	48.00	28.00	
A44 Woodstock Road (S)	4.00	5.30	3.00	14.40	48.00	38.00	
Rutten Lane	2.64	6.63	4.00	23.43	48.00	26.00	
A44 Woodstock Road (N)	3.90	5.10	3.20	26.76	48.00	34.00	

## Slope / Intercept / Capacity

### Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
Sandy Lane	None			
A44 Woodstock Road (S)	Direct		400.00	
Rutten Lane	None			
A44 Woodstock Road (N)	Direct		400.00	

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Sandy Lane		(calculated)	(calculated)	0.621	1715.835
A44 Woodstock Road (S)		(calculated)	(calculated)	0.529	1712.628
Rutten Lane		(calculated)	(calculated)	0.510	1111.216
A44 Woodstock Road (N)		(calculated)	(calculated)	0.548	1744.916

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Sandy Lane	ONE HOUR	✓	192.00	100.000
A44 Woodstock Road (S)	ONE HOUR	✓	1218.00	100.000
Rutten Lane	ONE HOUR	✓	264.00	100.000
A44 Woodstock Road (N)	ONE HOUR	✓	1342.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	0.000	37.000	105.000	50.000
	A44 Woodstock Road (S)	55.000	27.000	17.000	1119.000
	Rutten Lane	74.000	33.000	0.000	157.000
	A44 Woodstock Road (N)	90.000	1156.000	96.000	0.000



### Turning Proportions (PCU) - (untitled) (for whole period)

		To			
From		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
	Sandy Lane	0.00	0.19	0.55	0.26
	A44 Woodstock Road (S)	0.05	0.02	0.01	0.92
	Rutten Lane	0.28	0.13	0.00	0.59
	A44 Woodstock Road (N)	0.07	0.86	0.07	0.00

## Vehicle Mix

### Average PCU Per Vehicle - (untitled) (for whole period)

		To			
From		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
	Sandy Lane	1.000	1.000	1.000	1.000
	A44 Woodstock Road (S)	1.000	1.000	1.000	1.000
	Rutten Lane	1.000	1.000	1.000	1.000
	A44 Woodstock Road (N)	1.000	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
From		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
	Sandy Lane	0.0	0.0	0.0	0.0
	A44 Woodstock Road (S)	0.0	0.0	0.0	0.0
	Rutten Lane	0.0	0.0	0.0	0.0
	A44 Woodstock Road (N)	0.0	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Sandy Lane	0.26	5.91	0.34	A	176.18	264.27	21.05	4.78	0.23	21.05	4.78
A44 Woodstock Road (S)	0.86	15.69	5.62	C	1117.66	1676.49	259.69	9.29	2.89	259.72	9.30
Rutten Lane	0.71	29.82	2.30	D	242.25	363.38	99.82	16.48	1.11	99.83	16.48
A44 Woodstock Road (N)	0.91	22.09	8.56	C	1231.44	1847.16	352.53	11.45	3.92	352.58	11.45

## Main Results for each time segment

### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	144.55	36.14	143.95	163.73	981.75	0.00	1106.33	732.79	0.131	0.00	0.15	3.739	A
A44 Woodstock Road (S)	916.97	229.24	911.77	937.65	188.05	0.00	1613.16	1338.42	0.568	0.00	1.30	5.095	A
Rutten Lane	198.75	49.69	196.95	163.29	936.54	0.00	633.55	340.78	0.314	0.00	0.45	8.213	A
A44 Woodstock Road (N)	1010.33	252.58	1004.27	992.28	141.21	0.00	1667.49	1619.78	0.606	0.00	1.51	5.381	A

### Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	172.60	43.15	172.36	196.07	1175.09	0.00	986.29	732.79	0.175	0.15	0.21	4.422	A
A44 Woodstock Road (S)	1094.96	273.74	1091.58	1122.32	225.13	0.00	1593.54	1338.42	0.687	1.30	2.14	7.123	A
Rutten Lane	237.33	59.33	236.06	195.48	1121.23	0.00	539.35	340.78	0.440	0.45	0.77	11.821	B
A44 Woodstock Road (N)	1206.43	301.61	1201.99	1188.13	169.17	0.00	1652.16	1619.78	0.730	1.51	2.62	7.918	A

### Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	211.40	52.85	210.89	237.63	1424.19	0.00	831.64	732.79	0.254	0.21	0.34	5.794	A
A44 Woodstock Road (S)	1341.04	335.26	1328.25	1360.62	274.46	0.00	1567.45	1338.42	0.856	2.14	5.34	14.334	B
Rutten Lane	290.67	72.67	285.24	238.08	1364.63	0.00	415.22	340.78	0.700	0.77	2.13	26.665	D
A44 Woodstock Road (N)	1477.57	369.39	1456.79	1444.83	205.03	0.00	1632.50	1619.78	0.905	2.62	7.82	18.609	C

### Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	211.40	52.85	211.37	240.68	1441.66	0.00	820.79	732.79	0.258	0.34	0.34	5.906	A
A44 Woodstock Road (S)	1341.04	335.26	1339.95	1376.91	276.12	0.00	1566.57	1338.42	0.856	5.34	5.62	15.692	C
Rutten Lane	290.67	72.67	289.98	239.78	1376.29	0.00	409.27	340.78	0.710	2.13	2.30	29.823	D
A44 Woodstock Road (N)	1477.57	369.39	1474.61	1458.53	207.74	0.00	1631.01	1619.78	0.906	7.82	8.56	22.090	C

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	172.60	43.15	173.11	200.67	1201.95	0.00	969.62	732.79	0.178	0.34	0.22	4.523	A
A44 Woodstock Road (S)	1094.96	273.74	1108.39	1147.36	227.70	0.00	1592.19	1338.42	0.688	5.62	2.26	7.637	A
Rutten Lane	237.33	59.33	243.22	198.09	1138.00	0.00	530.80	340.78	0.447	2.30	0.83	12.762	B
A44 Woodstock Road (N)	1206.43	301.61	1229.42	1208.02	173.20	0.00	1649.95	1619.78	0.731	8.56	2.81	8.998	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	144.55	36.14	144.81	165.78	992.66	0.00	1099.55	732.79	0.131	0.22	0.15	3.770	A
A44 Woodstock Road (S)	916.97	229.24	920.66	947.93	189.54	0.00	1612.37	1338.42	0.569	2.26	1.34	5.233	A
Rutten Lane	198.75	49.69	200.19	164.67	945.52	0.00	628.97	340.78	0.316	0.83	0.47	8.425	A
A44 Woodstock Road (N)	1010.33	252.58	1015.32	1002.59	143.12	0.00	1666.44	1619.78	0.606	2.81	1.56	5.569	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (07:45-08:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.20	0.15	3.739	A	A
A44 Woodstock Road (S)	18.69	1.25	5.095	A	A
Rutten Lane	6.47	0.43	8.213	A	A
A44 Woodstock Road (N)	21.67	1.45	5.381	A	A

**Queueing Delay results: (08:00-08:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	3.11	0.21	4.422	A	A
A44 Woodstock Road (S)	30.60	2.04	7.123	A	A
Rutten Lane	10.98	0.73	11.821	B	B
A44 Woodstock Road (N)	37.10	2.47	7.918	A	A

**Queueing Delay results: (08:15-08:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	4.94	0.33	5.794	A	A
A44 Woodstock Road (S)	70.33	4.69	14.334	B	B
Rutten Lane	28.02	1.87	26.665	D	C
A44 Woodstock Road (N)	97.57	6.50	18.609	C	B

**Queueing Delay results: (08:30-08:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	5.14	0.34	5.906	A	A
A44 Woodstock Road (S)	82.60	5.51	15.692	C	B
Rutten Lane	33.52	2.23	29.823	D	C
A44 Woodstock Road (N)	123.81	8.25	22.090	C	C

**Queueing Delay results: (08:45-09:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	3.34	0.22	4.523	A	A
A44 Woodstock Road (S)	36.67	2.44	7.637	A	A
Rutten Lane	13.53	0.90	12.762	B	B
A44 Woodstock Road (N)	47.92	3.19	8.998	A	A

**Queueing Delay results: (09:00-09:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.32	0.15	3.770	A	A
A44 Woodstock Road (S)	20.80	1.39	5.233	A	A
Rutten Lane	7.31	0.49	8.425	A	A
A44 Woodstock Road (N)	24.46	1.63	5.569	A	A

## (Default Analysis Set) - 2031 Base, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base, PM	2031 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				84.78	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
Sandy Lane	1	Sandy Lane	
A44 Woodstock Road (S)	2	A44 Woodstock Road (S)	
Rutten Lane	3	Rutten Lane	
A44 Woodstock Road (N)	4	A44 Woodstock Road (N)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Sandy Lane	0.00	99999.00		0.00
A44 Woodstock Road (S)	0.00	99999.00		0.00
Rutten Lane	0.00	99999.00		0.00
A44 Woodstock Road (N)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Sandy Lane	2.79	10.90	14.10	18.56	48.00	28.00	
A44 Woodstock Road (S)	4.00	5.30	3.00	14.40	48.00	38.00	
Rutten Lane	2.64	6.63	4.00	23.43	48.00	26.00	
A44 Woodstock Road (N)	3.90	5.10	3.20	26.76	48.00	34.00	

## Slope / Intercept / Capacity

### Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
Sandy Lane	None			
A44 Woodstock Road (S)	Direct		400.00	
Rutten Lane	None			
A44 Woodstock Road (N)	Direct		400.00	

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Sandy Lane		(calculated)	(calculated)	0.621	1715.835
A44 Woodstock Road (S)		(calculated)	(calculated)	0.529	1712.628
Rutten Lane		(calculated)	(calculated)	0.510	1111.216
A44 Woodstock Road (N)		(calculated)	(calculated)	0.548	1744.916

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Sandy Lane	ONE HOUR	✓	223.00	100.000
A44 Woodstock Road (S)	ONE HOUR	✓	1511.00	100.000
Rutten Lane	ONE HOUR	✓	251.00	100.000
A44 Woodstock Road (N)	ONE HOUR	✓	1501.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	0.000	77.000	78.000	68.000
	A44 Woodstock Road (S)	20.000	22.000	42.000	1427.000
	Rutten Lane	78.000	25.000	0.000	148.000
	A44 Woodstock Road (N)	101.000	1296.000	104.000	0.000

### Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	0.00	0.35	0.35	0.30
	A44 Woodstock Road (S)	0.01	0.01	0.03	0.94
	Rutten Lane	0.31	0.10	0.00	0.59
	A44 Woodstock Road (N)	0.07	0.86	0.07	0.00

## Vehicle Mix

### Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	1.000	1.000	1.000	1.000
	A44 Woodstock Road (S)	1.000	1.000	1.000	1.000
	Rutten Lane	1.000	1.000	1.000	1.000
	A44 Woodstock Road (N)	1.000	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	0.0	0.0	0.0	0.0
	A44 Woodstock Road (S)	0.0	0.0	0.0	0.0
	Rutten Lane	0.0	0.0	0.0	0.0
	A44 Woodstock Road (N)	0.0	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Sandy Lane	0.33	7.20	0.49	A	204.63	306.94	28.68	5.61	0.32	28.68	5.61
A44 Woodstock Road (S)	1.06	121.06	61.76	F	1386.52	2079.78	1750.80	50.51	19.45	1750.92	50.51
Rutten Lane	0.92	94.69	6.78	F	230.32	345.48	241.62	41.96	2.68	241.64	41.97
A44 Woodstock Road (N)	1.00	58.13	26.49	F	1377.34	2066.02	787.71	22.88	8.75	787.79	22.88

### Main Results for each time segment

#### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	167.89	41.97	167.12	148.47	1081.60	0.00	1044.34	725.92	0.161	0.00	0.19	4.100	A
A44 Woodstock Road (S)	1137.56	284.39	1128.26	1061.56	187.16	0.00	1613.63	1400.57	0.705	0.00	2.32	7.286	A
Rutten Lane	188.97	47.24	186.76	167.56	1147.86	0.00	525.77	303.84	0.359	0.00	0.55	10.554	B
A44 Woodstock Road (N)	1130.03	282.51	1122.07	1226.62	108.00	0.00	1685.70	1655.20	0.670	0.00	1.99	6.303	A

#### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	200.47	50.12	200.12	177.47	1293.20	0.00	912.97	725.92	0.220	0.19	0.28	5.048	A
A44 Woodstock Road (S)	1358.36	339.59	1346.74	1269.34	223.98	0.00	1594.15	1400.57	0.852	2.32	5.23	13.924	B
Rutten Lane	225.64	56.41	223.22	200.39	1370.33	0.00	412.31	303.84	0.547	0.55	1.16	18.801	C
A44 Woodstock Road (N)	1349.37	337.34	1341.63	1464.52	129.03	0.00	1674.16	1655.20	0.806	1.99	3.92	10.581	B

**Main results: (17:15-17:30)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	245.53	61.38	244.77	208.69	1533.36	0.00	763.87	725.92	0.321	0.28	0.47	6.925	A
A44 Woodstock Road (S)	1663.64	415.91	1539.94	1507.57	270.56	0.00	1569.51	1400.57	1.060	5.23	36.15	58.826	F
Rutten Lane	276.36	69.09	261.24	238.73	1571.78	0.00	309.56	303.84	0.893	1.16	4.94	61.668	F
A44 Woodstock Road (N)	1652.63	413.16	1592.04	1683.01	150.01	0.00	1662.67	1655.20	0.994	3.92	19.07	35.440	E

**Main results: (17:30-17:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	245.53	61.38	245.45	213.46	1563.28	0.00	745.29	725.92	0.329	0.47	0.49	7.202	A
A44 Woodstock Road (S)	1663.64	415.91	1561.24	1535.58	273.15	0.00	1568.14	1400.57	1.061	36.15	61.76	121.057	F
Rutten Lane	276.36	69.09	268.97	241.70	1592.69	0.00	298.90	303.84	0.925	4.94	6.78	94.691	F
A44 Woodstock Road (N)	1652.63	413.16	1622.97	1707.89	153.77	0.00	1660.60	1655.20	0.995	19.07	26.49	58.127	F

**Main results: (17:45-18:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	200.47	50.12	201.18	191.76	1386.94	0.00	854.77	725.92	0.235	0.49	0.31	5.513	A
A44 Woodstock Road (S)	1358.36	339.59	1567.07	1356.84	231.28	0.00	1590.29	1400.57	0.854	61.76	9.58	87.999	F
Rutten Lane	225.64	56.41	239.16	213.49	1584.86	0.00	302.89	303.84	0.745	6.78	3.40	62.843	F
A44 Woodstock Road (N)	1349.37	337.34	1437.00	1682.32	141.70	0.00	1667.22	1655.20	0.809	26.49	4.58	20.641	C

**Main results: (18:00-18:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	167.89	41.97	168.34	154.34	1100.20	0.00	1032.79	725.92	0.163	0.31	0.20	4.168	A
A44 Woodstock Road (S)	1137.56	284.39	1166.01	1079.34	189.20	0.00	1612.55	1400.57	0.705	9.58	2.46	8.551	A
Rutten Lane	188.97	47.24	200.15	170.28	1184.93	0.00	506.87	303.84	0.373	3.40	0.61	12.146	B
A44 Woodstock Road (N)	1130.03	282.51	1139.99	1270.54	114.54	0.00	1682.11	1655.20	0.672	4.58	2.09	6.757	A



## Queueing Delay Results for each time segment

### Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.79	0.19	4.100	A	A
A44 Woodstock Road (S)	32.52	2.17	7.286	A	A
Rutten Lane	7.82	0.52	10.554	B	B
A44 Woodstock Road (N)	28.16	1.88	6.303	A	A

### Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	4.10	0.27	5.048	A	A
A44 Woodstock Road (S)	69.39	4.63	13.924	B	B
Rutten Lane	16.02	1.07	18.801	C	B
A44 Woodstock Road (N)	53.88	3.59	10.581	B	B

### Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	6.82	0.45	6.925	A	A
A44 Woodstock Road (S)	330.63	22.04	58.826	F	E
Rutten Lane	55.81	3.72	61.668	F	E
A44 Woodstock Road (N)	198.84	13.26	35.440	E	D

### Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	7.23	0.48	7.202	A	A
A44 Woodstock Road (S)	736.11	49.07	121.057	F	F
Rutten Lane	89.66	5.98	94.691	F	F
A44 Woodstock Road (N)	345.22	23.01	58.127	F	E

### Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	4.75	0.32	5.513	A	A
A44 Woodstock Road (S)	538.68	35.91	87.999	F	F
Rutten Lane	61.62	4.11	62.843	F	E
A44 Woodstock Road (N)	128.26	8.55	20.641	C	C

### Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.99	0.20	4.168	A	A
A44 Woodstock Road (S)	43.46	2.90	8.551	A	A
Rutten Lane	10.69	0.71	12.146	B	B
A44 Woodstock Road (N)	33.35	2.22	6.757	A	A

## (Default Analysis Set) - 2031 Base + Dev, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base + Dev, AM	2031 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				20.50	C

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Name	Arm	Name	Description
Sandy Lane	1	Sandy Lane	
A44 Woodstock Road (S)	2	A44 Woodstock Road (S)	
Rutten Lane	3	Rutten Lane	
A44 Woodstock Road (N)	4	A44 Woodstock Road (N)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Sandy Lane	0.00	99999.00		0.00
A44 Woodstock Road (S)	0.00	99999.00		0.00
Rutten Lane	0.00	99999.00		0.00
A44 Woodstock Road (N)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Sandy Lane	2.79	10.90	14.10	18.56	48.00	28.00	
A44 Woodstock Road (S)	4.00	5.30	3.00	14.40	48.00	38.00	
Rutten Lane	2.64	6.63	4.00	23.43	48.00	26.00	
A44 Woodstock Road (N)	3.90	5.10	3.20	26.76	48.00	34.00	

## Slope / Intercept / Capacity

### Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
Sandy Lane	None			
A44 Woodstock Road (S)	Direct		400.00	
Rutten Lane	None			
A44 Woodstock Road (N)	Direct		400.00	

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Sandy Lane		(calculated)	(calculated)	0.621	1715.835
A44 Woodstock Road (S)		(calculated)	(calculated)	0.529	1712.628
Rutten Lane		(calculated)	(calculated)	0.510	1111.216
A44 Woodstock Road (N)		(calculated)	(calculated)	0.548	1744.916

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Sandy Lane	ONE HOUR	✓	192.00	100.000
A44 Woodstock Road (S)	ONE HOUR	✓	1291.00	100.000
Rutten Lane	ONE HOUR	✓	264.00	100.000
A44 Woodstock Road (N)	ONE HOUR	✓	1271.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
From		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
	Sandy Lane	0.000	37.000	105.000	50.000
	A44 Woodstock Road (S)	55.000	27.000	17.000	1192.000
	Rutten Lane	74.000	33.000	0.000	157.000
	A44 Woodstock Road (N)	90.000	1085.000	96.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To			
From		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
	Sandy Lane	0.00	0.19	0.55	0.26
	A44 Woodstock Road (S)	0.04	0.02	0.01	0.92
	Rutten Lane	0.28	0.13	0.00	0.59
	A44 Woodstock Road (N)	0.07	0.85	0.08	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To			
From		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
	Sandy Lane	1.000	1.000	1.000	1.000
	A44 Woodstock Road (S)	1.000	1.000	1.000	1.000
	Rutten Lane	1.000	1.000	1.000	1.000
	A44 Woodstock Road (N)	1.000	1.000	1.000	1.000

## Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
From		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
	Sandy Lane	0.0	0.0	0.0	0.0
	A44 Woodstock Road (S)	0.0	0.0	0.0	0.0
	Rutten Lane	0.0	0.0	0.0	0.0
	A44 Woodstock Road (N)	0.0	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Sandy Lane	0.24	5.48	0.32	A	176.18	264.27	19.90	4.52	0.22	19.90	4.52
A44 Woodstock Road (S)	0.91	23.25	8.65	C	1184.64	1776.97	352.85	11.91	3.92	352.89	11.92
Rutten Lane	0.79	43.18	3.27	E	242.25	363.38	125.49	20.72	1.39	125.51	20.72
A44 Woodstock Road (N)	0.86	15.26	5.70	C	1166.29	1749.44	264.22	9.06	2.94	264.26	9.06

## Main Results for each time segment

### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	144.55	36.14	143.97	163.70	928.98	0.00	1139.08	736.03	0.127	0.00	0.14	3.616	A
A44 Woodstock Road (S)	971.93	242.98	965.96	884.86	188.10	0.00	1613.13	1333.51	0.603	0.00	1.49	5.512	A
Rutten Lane	198.75	49.69	196.83	163.33	990.73	0.00	605.91	342.28	0.328	0.00	0.48	8.760	A
A44 Woodstock Road (N)	956.88	239.22	951.56	1046.43	141.13	0.00	1667.53	1622.41	0.574	0.00	1.33	4.992	A

### Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	172.60	43.15	172.38	196.02	1112.16	0.00	1025.36	736.03	0.168	0.14	0.20	4.219	A
A44 Woodstock Road (S)	1160.58	290.15	1156.17	1059.33	225.20	0.00	1593.51	1333.51	0.728	1.49	2.60	8.147	A
Rutten Lane	237.33	59.33	235.82	195.54	1185.83	0.00	506.41	342.28	0.469	0.48	0.86	13.229	B
A44 Woodstock Road (N)	1142.60	285.65	1139.16	1252.64	169.01	0.00	1652.24	1622.41	0.692	1.33	2.19	6.969	A

### Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	211.40	52.85	210.94	237.10	1352.97	0.00	875.86	736.03	0.241	0.20	0.32	5.411	A
A44 Woodstock Road (S)	1421.42	355.35	1400.23	1288.90	275.01	0.00	1567.16	1333.51	0.907	2.60	7.89	19.480	C
Rutten Lane	290.67	72.67	282.78	238.52	1436.73	0.00	378.44	342.28	0.768	0.86	2.83	35.138	E
A44 Woodstock Road (N)	1399.40	349.85	1386.52	1515.96	203.55	0.00	1633.31	1622.41	0.857	2.19	5.41	13.906	B

**Main results: (08:30-08:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	211.40	52.85	211.38	240.43	1365.01	0.00	868.38	736.03	0.243	0.32	0.32	5.478	A
A44 Woodstock Road (S)	1421.42	355.35	1418.37	1300.13	276.25	0.00	1566.50	1333.51	0.907	7.89	8.65	23.247	C
Rutten Lane	290.67	72.67	288.93	239.89	1454.74	0.00	369.25	342.28	0.787	2.83	3.27	43.183	E
A44 Woodstock Road (N)	1399.40	349.85	1398.24	1536.48	207.20	0.00	1631.31	1622.41	0.858	5.41	5.70	15.257	C

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	172.60	43.15	173.06	201.42	1129.86	0.00	1014.38	736.03	0.170	0.32	0.21	4.280	A
A44 Woodstock Road (S)	1160.58	290.15	1184.09	1075.88	227.03	0.00	1592.54	1333.51	0.729	8.65	2.78	9.289	A
Rutten Lane	237.33	59.33	246.56	197.56	1213.57	0.00	492.26	342.28	0.482	3.27	0.96	15.166	C
A44 Woodstock Road (N)	1142.60	285.65	1156.14	1284.98	175.14	0.00	1648.88	1622.41	0.693	5.70	2.31	7.496	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	144.55	36.14	144.79	165.87	938.14	0.00	1133.40	736.03	0.128	0.21	0.15	3.641	A
A44 Woodstock Road (S)	971.93	242.98	976.88	893.48	189.44	0.00	1612.42	1333.51	0.603	2.78	1.54	5.709	A
Rutten Lane	198.75	49.69	200.58	164.60	1001.72	0.00	600.31	342.28	0.331	0.96	0.50	9.047	A
A44 Woodstock Road (N)	956.88	239.22	960.66	1058.96	143.34	0.00	1666.32	1622.41	0.574	2.31	1.37	5.128	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (07:45-08:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.13	0.14	3.616	A	A
A44 Woodstock Road (S)	21.35	1.42	5.512	A	A
Rutten Lane	6.89	0.46	8.760	A	A
A44 Woodstock Road (N)	19.11	1.27	4.992	A	A

**Queueing Delay results: (08:00-08:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.97	0.20	4.219	A	A
A44 Woodstock Road (S)	36.68	2.45	8.147	A	A
Rutten Lane	12.19	0.81	13.229	B	B
A44 Woodstock Road (N)	31.25	2.08	6.969	A	A

**Queueing Delay results: (08:15-08:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	4.63	0.31	5.411	A	A
A44 Woodstock Road (S)	97.95	6.53	19.480	C	B
Rutten Lane	35.73	2.38	35.138	E	D
A44 Woodstock Road (N)	71.32	4.75	13.906	B	B

**Queueing Delay results: (08:30-08:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	4.78	0.32	5.478	A	A
A44 Woodstock Road (S)	125.09	8.34	23.247	C	C
Rutten Lane	46.49	3.10	43.183	E	D
A44 Woodstock Road (N)	83.74	5.58	15.257	C	B

**Queueing Delay results: (08:45-09:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	3.16	0.21	4.280	A	A
A44 Woodstock Road (S)	47.65	3.18	9.289	A	A
Rutten Lane	16.33	1.09	15.166	C	B
A44 Woodstock Road (N)	37.54	2.50	7.496	A	A

**Queueing Delay results: (09:00-09:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.24	0.15	3.641	A	A
A44 Woodstock Road (S)	24.12	1.61	5.709	A	A
Rutten Lane	7.87	0.52	9.047	A	A
A44 Woodstock Road (N)	21.27	1.42	5.128	A	A

## (Default Analysis Set) - 2031 Base + Dev, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base + Dev, FM	2031 Base + Dev	FM		ONE HOUR	16:45	18:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				94.35	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
Sandy Lane	1	Sandy Lane	
A44 Woodstock Road (S)	2	A44 Woodstock Road (S)	
Rutten Lane	3	Rutten Lane	
A44 Woodstock Road (N)	4	A44 Woodstock Road (N)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Sandy Lane	0.00	99999.00		0.00
A44 Woodstock Road (S)	0.00	99999.00		0.00
Rutten Lane	0.00	99999.00		0.00
A44 Woodstock Road (N)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Sandy Lane	2.79	10.90	14.10	18.56	48.00	28.00	
A44 Woodstock Road (S)	4.00	5.30	3.00	14.40	48.00	38.00	
Rutten Lane	2.64	6.63	4.00	23.43	48.00	26.00	
A44 Woodstock Road (N)	3.90	5.10	3.20	26.76	48.00	34.00	



## Slope / Intercept / Capacity

### Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
Sandy Lane	None			
A44 Woodstock Road (S)	Direct		400.00	
Rutten Lane	None			
A44 Woodstock Road (N)	Direct		400.00	

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Sandy Lane		(calculated)	(calculated)	0.621	1715.835
A44 Woodstock Road (S)		(calculated)	(calculated)	0.529	1712.628
Rutten Lane		(calculated)	(calculated)	0.510	1111.216
A44 Woodstock Road (N)		(calculated)	(calculated)	0.548	1744.916

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Sandy Lane	ONE HOUR	✓	223.00	100.000
A44 Woodstock Road (S)	ONE HOUR	✓	1445.00	100.000
Rutten Lane	ONE HOUR	✓	251.00	100.000
A44 Woodstock Road (N)	ONE HOUR	✓	1609.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
From	Sandy Lane	0.000	77.000	78.000	68.000
	A44 Woodstock Road (S)	20.000	22.000	42.000	1361.000
	Rutten Lane	78.000	25.000	0.000	148.000
	A44 Woodstock Road (N)	101.000	1404.000	104.000	0.000

### Turning Proportions (PCU) - (untitled) (for whole period)

		To			
From		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
	Sandy Lane	0.00	0.35	0.35	0.30
	A44 Woodstock Road (S)	0.01	0.02	0.03	0.94
	Rutten Lane	0.31	0.10	0.00	0.59
	A44 Woodstock Road (N)	0.06	0.87	0.06	0.00

## Vehicle Mix

### Average PCU Per Vehicle - (untitled) (for whole period)

		To			
From		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
	Sandy Lane	1.000	1.000	1.000	1.000
	A44 Woodstock Road (S)	1.000	1.000	1.000	1.000
	Rutten Lane	1.000	1.000	1.000	1.000
	A44 Woodstock Road (N)	1.000	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
From		Sandy Lane	A44 Woodstock Road (S)	Rutten Lane	A44 Woodstock Road (N)
	Sandy Lane	0.0	0.0	0.0	0.0
	A44 Woodstock Road (S)	0.0	0.0	0.0	0.0
	Rutten Lane	0.0	0.0	0.0	0.0
	A44 Woodstock Road (N)	0.0	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Sandy Lane	0.34	7.55	0.51	A	204.63	306.94	31.41	6.14	0.35	31.42	6.14
A44 Woodstock Road (S)	1.01	73.59	33.42	F	1325.96	1988.94	945.45	28.52	10.50	945.53	28.52
Rutten Lane	0.90	81.45	5.82	F	230.32	345.48	186.92	32.46	2.08	186.94	32.47
A44 Woodstock Road (N)	1.07	127.04	69.50	F	1476.45	2214.67	2032.57	55.07	22.58	2032.69	55.07

## Main Results for each time segment

### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	167.89	41.97	167.08	148.44	1161.06	0.00	995.01	721.18	0.169	0.00	0.20	4.345	A
A44 Woodstock Road (S)	1087.87	271.97	1079.78	1141.09	187.04	0.00	1613.69	1406.31	0.674	0.00	2.02	6.647	A
Rutten Lane	188.97	47.24	186.91	167.48	1099.35	0.00	550.52	302.64	0.343	0.00	0.51	9.847	A
A44 Woodstock Road (N)	1211.34	302.83	1201.42	1178.17	108.08	0.00	1685.65	1654.41	0.719	0.00	2.48	7.292	A

### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	200.47	50.12	200.07	177.35	1385.49	0.00	855.67	721.18	0.234	0.20	0.30	5.487	A
A44 Woodstock Road (S)	1299.03	324.76	1290.62	1361.91	223.64	0.00	1594.33	1406.31	0.815	2.02	4.12	11.537	B
Rutten Lane	225.64	56.41	223.66	200.15	1314.12	0.00	440.98	302.64	0.512	0.51	1.01	16.415	C
A44 Woodstock Road (N)	1446.46	361.61	1433.55	1408.48	129.29	0.00	1674.02	1654.41	0.864	2.48	5.71	14.246	B

### Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	245.53	61.38	244.76	205.48	1580.95	0.00	734.32	721.18	0.334	0.30	0.50	7.341	A
A44 Woodstock Road (S)	1590.97	397.74	1517.34	1559.84	265.87	0.00	1571.99	1406.31	1.012	4.12	22.53	41.813	E
Rutten Lane	276.36	69.09	263.54	235.34	1547.87	0.00	321.76	302.64	0.859	1.01	4.22	53.361	F
A44 Woodstock Road (N)	1771.54	442.89	1634.18	1659.16	152.25	0.00	1661.44	1654.41	1.066	5.71	40.05	60.484	F

### Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	245.53	61.38	245.47	209.11	1600.36	0.00	722.27	721.18	0.340	0.50	0.51	7.550	A
A44 Woodstock Road (S)	1590.97	397.74	1547.41	1578.23	267.60	0.00	1571.08	1406.31	1.013	22.53	33.42	73.587	F
Rutten Lane	276.36	69.09	269.95	237.73	1577.28	0.00	306.75	302.64	0.901	4.22	5.82	81.453	F
A44 Woodstock Road (N)	1771.54	442.89	1653.72	1691.48	155.75	0.00	1659.51	1654.41	1.068	40.05	69.50	127.037	F

**Main results: (17:45-18:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	200.47	50.12	200.99	198.18	1586.61	0.00	730.80	721.18	0.274	0.51	0.38	6.800	A
A44 Woodstock Road (S)	1299.03	324.76	1412.77	1549.74	237.86	0.00	1586.81	1406.31	0.819	33.42	4.99	30.244	D
Rutten Lane	225.64	56.41	242.70	217.63	1432.99	0.00	380.35	302.64	0.593	5.82	1.55	28.893	D
A44 Woodstock Road (N)	1446.46	361.61	1644.14	1535.03	140.66	0.00	1667.79	1654.41	0.867	69.50	20.08	101.971	F

**Main results: (18:00-18:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Sandy Lane	167.89	41.97	168.55	155.60	1236.62	0.00	948.09	721.18	0.177	0.38	0.22	4.623	A
A44 Woodstock Road (S)	1087.87	271.97	1099.31	1212.01	193.15	0.00	1610.46	1406.31	0.676	4.99	2.13	7.192	A
Rutten Lane	188.97	47.24	192.99	173.71	1118.75	0.00	540.62	302.64	0.350	1.55	0.55	10.470	B
A44 Woodstock Road (N)	1211.34	302.83	1281.08	1200.59	111.15	0.00	1683.97	1654.41	0.719	20.08	2.65	10.490	B

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	2.95	0.20	4.345	A	A
A44 Woodstock Road (S)	28.53	1.90	6.647	A	A
Rutten Lane	7.32	0.49	9.847	A	A
A44 Woodstock Road (N)	34.64	2.31	7.292	A	A

**Queueing Delay results: (17:00-17:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	4.45	0.30	5.487	A	A
A44 Woodstock Road (S)	56.17	3.74	11.537	B	B
Rutten Lane	14.16	0.94	16.415	C	B
A44 Woodstock Road (N)	75.21	5.01	14.246	B	B

**Queueing Delay results: (17:15-17:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	7.21	0.48	7.341	A	A
A44 Woodstock Road (S)	225.06	15.00	41.813	E	D
Rutten Lane	49.13	3.28	53.361	F	D
A44 Woodstock Road (N)	362.69	24.18	60.484	F	E

**Queueing Delay results: (17:30-17:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	7.59	0.51	7.550	A	A
A44 Woodstock Road (S)	422.93	28.20	73.587	F	E
Rutten Lane	77.16	5.14	81.453	F	F
A44 Woodstock Road (N)	823.23	54.88	127.037	F	F

**Queueing Delay results: (17:45-18:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	5.88	0.39	6.800	A	A
A44 Woodstock Road (S)	178.51	11.90	30.244	D	C
Rutten Lane	30.39	2.03	28.893	D	C
A44 Woodstock Road (N)	671.89	44.79	101.971	F	F

**Queueing Delay results: (18:00-18:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Sandy Lane	3.32	0.22	4.623	A	A
A44 Woodstock Road (S)	34.24	2.28	7.192	A	A
Rutten Lane	8.77	0.58	10.470	B	B
A44 Woodstock Road (N)	64.91	4.33	10.490	B	B

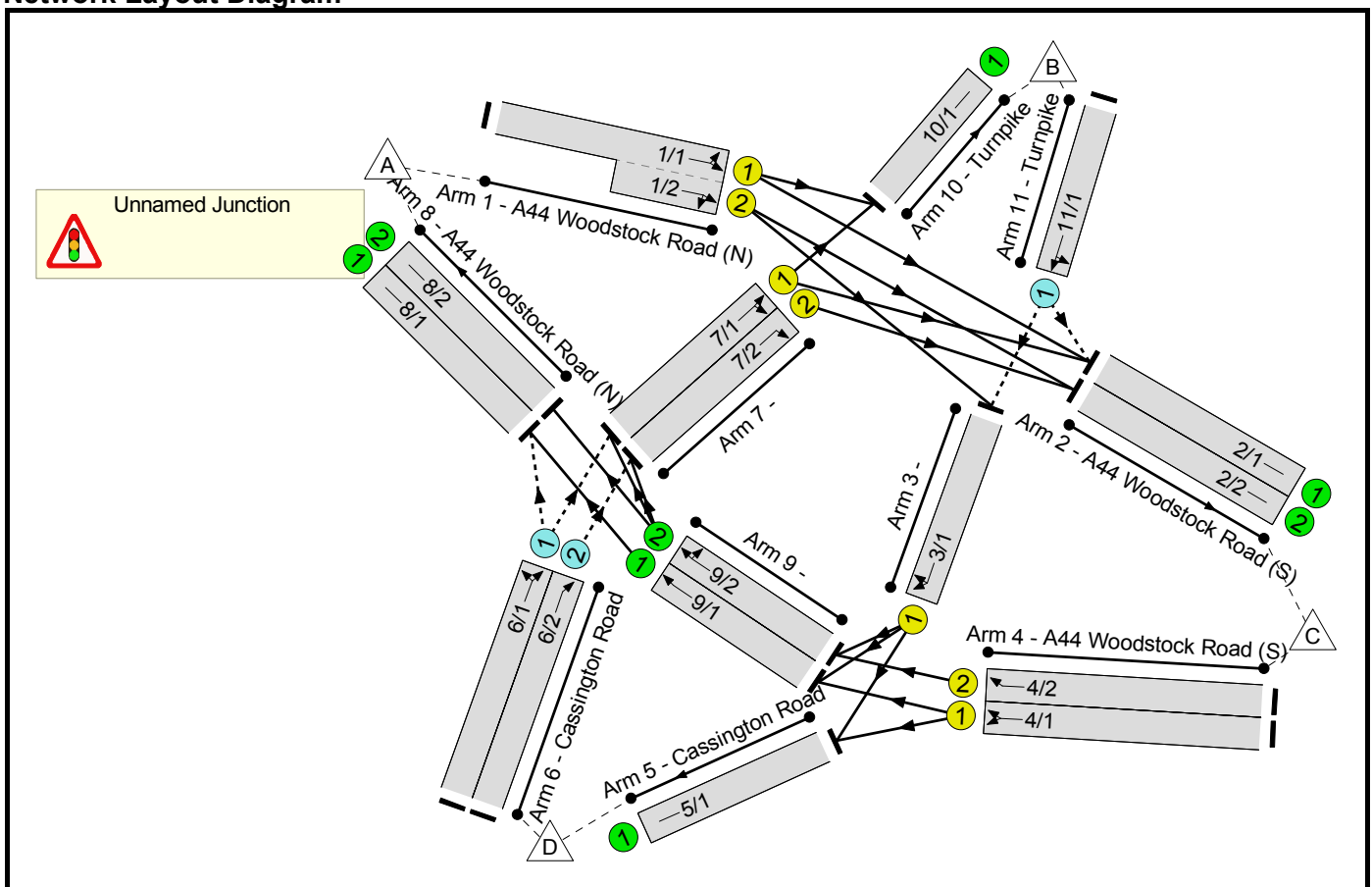
## Appendix P

Full Input Data And Results  
**Full Input Data And Results**

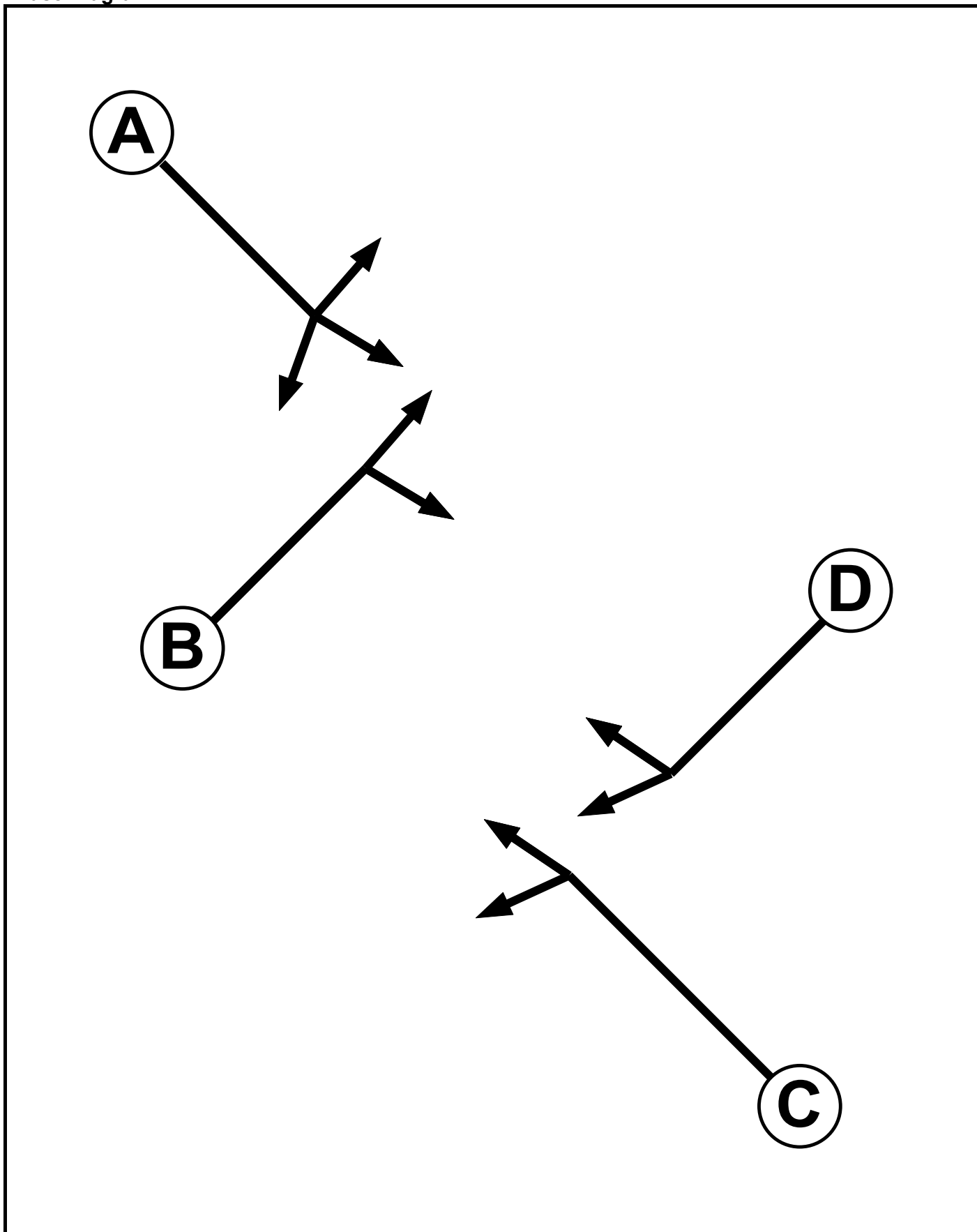
**User and Project Details**

<b>Project:</b>	<b>Woodstock East</b>
<b>Title:</b>	<b>Cassington Road_A44 Woodstock Road</b>
<b>Location:</b>	Yarnton, Oxfordshire
<b>File name:</b>	CassingtonRB.lsg3x
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	
<b>Notes:</b>	

**Network Layout Diagram**



Phase Diagram





Full Input Data And Results

**Phase Input Data**

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

**Phase Intergreens Matrix**

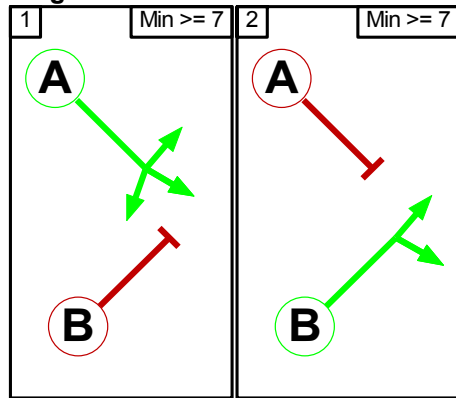
		Starting Phase			
		A	B	C	D
Terminating Phase	A	5	-	-	-
	B	5	-	-	-
	C	-	-	5	-
	D	-	-	5	-

**Phases in Stage**

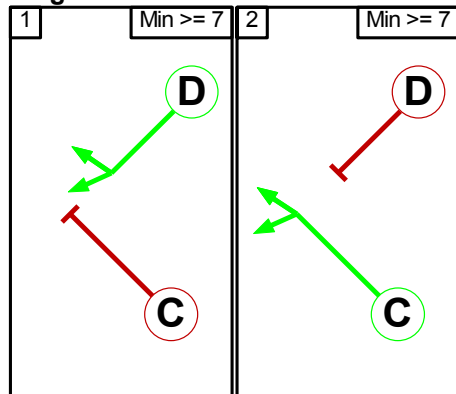
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

**Stage Diagram**

**Stage Stream: 1**



**Stage Stream: 2**



## Full Input Data And Results

### Phase Delays

#### Stage Stream: 1

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

#### Stage Stream: 2

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

### Prohibited Stage Change

#### Stage Stream: 1

From Stage	To Stage	
	1	2
1	5	
2	5	

#### Stage Stream: 2

From Stage	To Stage	
	1	2
1	5	
2	5	

Full Input Data And Results

**Give-Way Lane Input Data**

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
6/1 (Cassington Road)	7/1 (Ahead)	1000	0	9/1	0.33	All					
				9/2	0.33	All					
6/2 (Cassington Road)	8/1 (Left)	1000	0	9/1	0.33	All	-	-	-	-	-
				9/2	0.33	All					
6/2 (Cassington Road)	7/2 (Ahead)	1000	0	9/1	0.33	All	-	-	-	-	-
				9/2	0.33	All					
11/1 (Turnpike)	2/1 (Left)	1000	0	1/1	0.33	All					
				1/2	0.33	All					
					7/1	0.33	All				
					7/2	0.33	All	-	-	-	-
3/1 (Ahead)	1000	0		1/1	0.33	All					
				1/2	0.33	All					
				7/1	0.33	All					
				7/2	0.33	All					

Full Input Data And Results

**Lane Input Data**

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A44 Woodstock Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead Arm 10 Left	Inf Inf
1/2 (A44 Woodstock Road (N))	U	A	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead Arm 3 Right	Inf Inf
2/1 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1	U	D	2	3	7.8	Geom	-	3.25	0.00	Y	Arm 5 Right Arm 9 Right	Inf Inf
4/1 (A44 Woodstock Road (S))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead Arm 9 Ahead	Inf Inf
4/2 (A44 Woodstock Road (S))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 9 Ahead	Inf
5/1 (Cassington Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Cassington Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf Inf
6/2 (Cassington Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead Arm 2 Right	Inf Inf
7/1	U	B	2	3	5.2	Geom	-	3.25	0.00	Y	Arm 10 Ahead	Inf
7/2	U	B	2	3	5.2	Geom	-	3.25	0.00	Y	Arm 2 Right	Inf
8/1 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

8/2 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	4.3	Inf	-	-	-	-	-	-
9/2	U		2	3	4.3	Inf	-	-	-	-	-	-
10/1 (Turnpike)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (Turnpike)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Base + Dev AM'	08:00	09:00	01:00	
2: '2031 Base + Dev PM'	17:00	18:00	01:00	

Scenario 1: 'Scenario 1' (FG1: '2031 Base + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	23	0	1166	31	1220
	B	0	0	1	0	1
	C	1234	1	2	199	1436
	D	105	0	312	0	417
	Tot.	1362	1	1481	230	3074

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 1: Scenario 1
<b>Junction: Unnamed Junction</b>	
1/1 (with short)	1220(In) 610(Out)
1/2 (short)	610
2/1	761
2/2	720
3/1	54
4/1	718
4/2	718
5/1	230
6/1	253
6/2	164
7/1	151
7/2	164
8/1	635
8/2	727
9/1	530
9/2	730
10/1	1
11/1	1

Full Input Data And Results

**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
				Arm 10 Left	Inf	0.0 %		
1/2 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm 2 Ahead	Inf	91.1 %	1940	1940
				Arm 3 Right	Inf	8.9 %		
2/1 (A44 Woodstock Road (S) Lane 1)				Infinite Saturation Flow			Inf	Inf
2/2 (A44 Woodstock Road (S) Lane 2)				Infinite Saturation Flow			Inf	Inf
3/1	3.25	0.00	Y	Arm 5 Right	Inf	57.4 %	1940	1940
				Arm 9 Right	Inf	42.6 %		
4/1 (A44 Woodstock Road (S))	3.25	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1940	1940
				Arm 9 Ahead	Inf	72.3 %		
4/2 (A44 Woodstock Road (S))	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
5/1 (Cassington Road Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Cassington Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	58.5 %	1940	1940
				Arm 8 Left	Inf	41.5 %		
6/2 (Cassington Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
7/1	3.25	0.00	Y	Arm 2 Right	Inf	99.3 %	1940	1940
				Arm 10 Ahead	Inf	0.7 %		
7/2	3.25	0.00	Y	Arm 2 Right	Inf	100.0 %	1940	1940
8/1 (A44 Woodstock Road (N) Lane 1)				Infinite Saturation Flow			Inf	Inf
8/2 (A44 Woodstock Road (N) Lane 2)				Infinite Saturation Flow			Inf	Inf
9/1				Infinite Saturation Flow			Inf	Inf
9/2				Infinite Saturation Flow			Inf	Inf
10/1 (Turnpike Lane 1)				Infinite Saturation Flow			Inf	Inf
11/1 (Turnpike)	3.25	0.00	Y	Arm 2 Left	Inf	100.0 %	1940	1940
				Arm 3 Ahead	Inf	0.0 %		

Full Input Data And Results

**Scenario 2: 'New Scenario'** (FG2: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	48	0	1470	32	1550
	B	5	0	6	1	12
	C	1468	2	6	340	1816
	D	73	0	331	0	404
	Tot.	1594	2	1813	373	3782

**Traffic Lane Flows**

Lane	Scenario 2: New Scenario
<b>Junction: Unnamed Junction</b>	
1/1 (with short)	1550(In) 775(Out)
1/2 (short)	775
2/1	941
2/2	872
3/1	86
4/1	908
4/2	908
5/1	373
6/1	227
6/2	177
7/1	162
7/2	177
8/1	667
8/2	927
9/1	594
9/2	935
10/1	2
11/1	12



Full Input Data And Results

**Lane Saturation Flows**

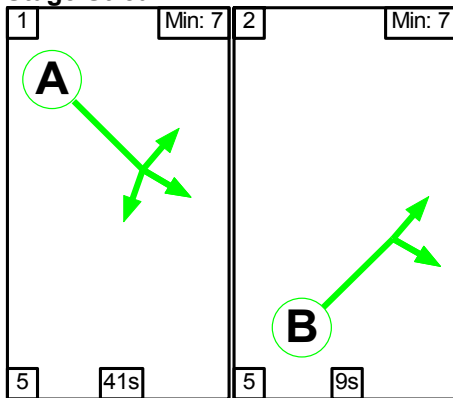
Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
				Arm 10 Left	Inf	0.0 %		
1/2 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm 2 Ahead	Inf	89.7 %	1940	1940
				Arm 3 Right	Inf	10.3 %		
2/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1	3.25	0.00	Y	Arm 5 Right	Inf	38.4 %	1940	1940
				Arm 9 Right	Inf	61.6 %		
4/1 (A44 Woodstock Road (S))	3.25	0.00	Y	Arm 5 Ahead	Inf	37.4 %	1940	1940
				Arm 9 Ahead	Inf	62.6 %		
4/2 (A44 Woodstock Road (S))	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
5/1 (Cassington Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Cassington Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	67.8 %	1940	1940
				Arm 8 Left	Inf	32.2 %		
6/2 (Cassington Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
7/1	3.25	0.00	Y	Arm 2 Right	Inf	98.8 %	1940	1940
				Arm 10 Ahead	Inf	1.2 %		
7/2	3.25	0.00	Y	Arm 2 Right	Inf	100.0 %	1940	1940
8/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Turnpike Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (Turnpike)	3.25	0.00	Y	Arm 2 Left	Inf	50.0 %	1940	1940
				Arm 3 Ahead	Inf	50.0 %		

Full Input Data And Results

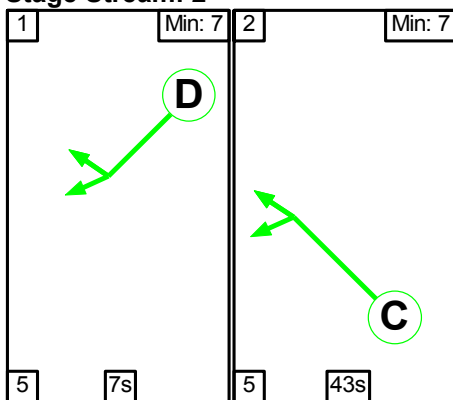
Scenario 1: 'Scenario 1' (FG1: '2031 Base + Dev AM', Plan 1: 'Network Control Plan 1')

**Stage Sequence Diagram**

**Stage Stream: 1**



**Stage Stream: 2**



**Stage Timings**

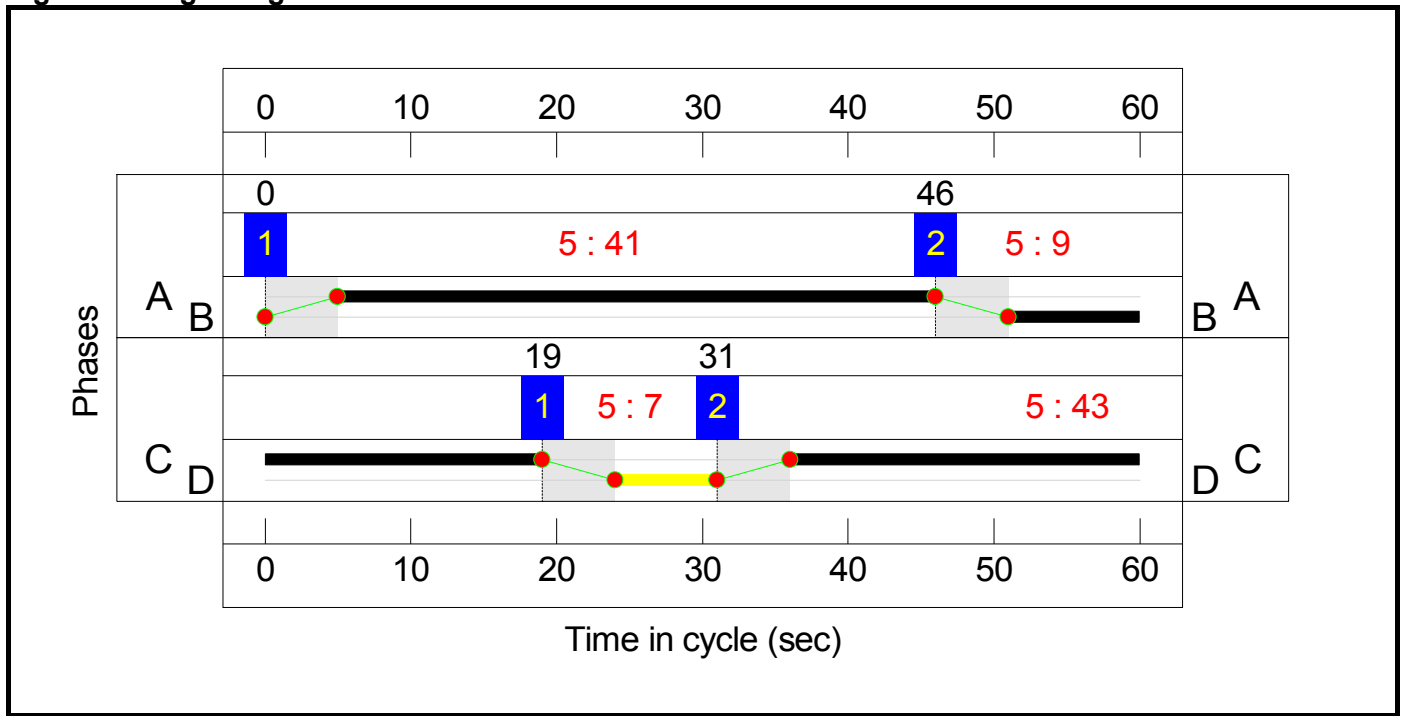
**Stage Stream: 1**

Stage	1	2
Duration	41	9
Change Point	0	46


**Stage Stream: 2**

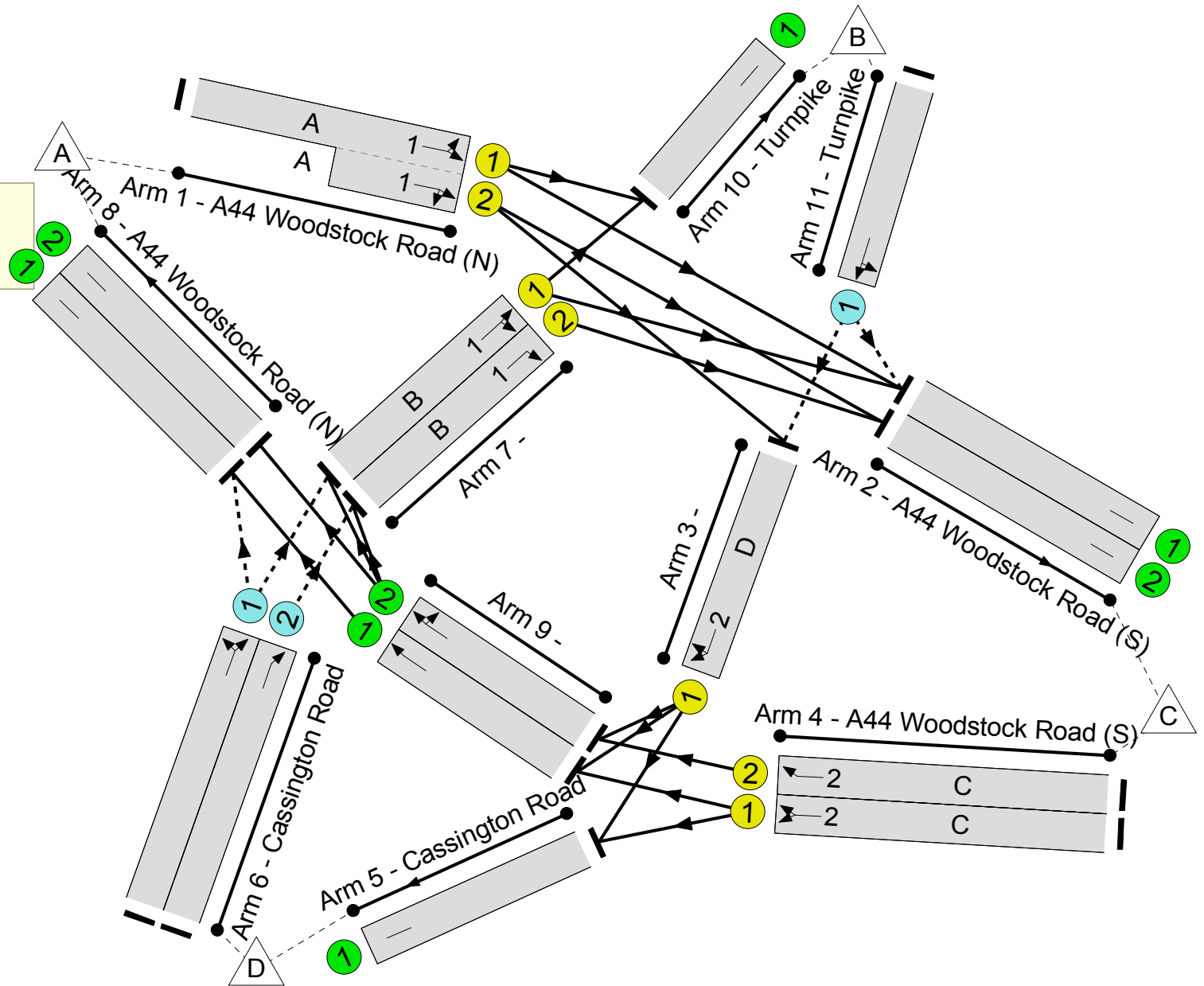
Stage	1	2
Duration	7	43
Change Point	19	31

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**


**Unnamed Junction**  
 PRC: 23.0 %  
 Total Traffic Delay: 9.0 pcuHr



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>73.2%</b>
<b>Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>73.2%</b>
1/1+1/2	A44 Woodstock Road (N) Ahead Right Left	U	1	N/A	A		1	41	-	1220	1940:1940	833+833	73.2 : 73.2%
2/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
2/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
3/1	Right Right2	U	2	N/A	D		1	7	-	54	1940	259	20.9%
4/1	A44 Woodstock Road (S) Ahead Ahead2	U	2	N/A	C		1	43	-	718	1940	1423	50.5%
4/2	A44 Woodstock Road (S) Ahead	U	2	N/A	C		1	43	-	718	1940	1423	50.5%
5/1	Cassington Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
6/1	Cassington Road Ahead Left	O	N/A	N/A	-		-	-	-	253	1940	594	42.6%
6/2	Cassington Road Ahead	O	N/A	N/A	-		-	-	-	164	1940	594	27.6%
7/1	Right Ahead	U	1	N/A	B		1	9	-	151	1940	323	46.7%
7/2	Right	U	1	N/A	B		1	9	-	164	1940	323	50.7%
8/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
8/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
10/1	Turnpike	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
11/1	Turnpike Left Ahead	O	N/A	N/A	-		-	-	-	1	1940	547	0.2%

Full Input Data And Results

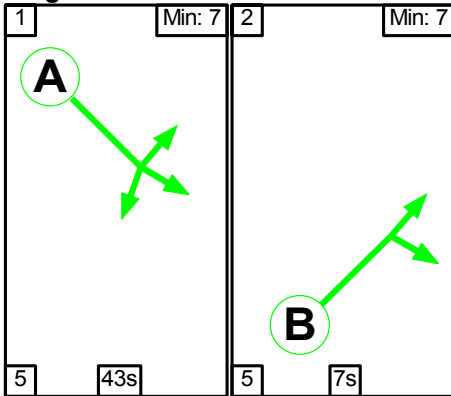
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	418	0	0	5.0	4.0	0.0	9.0	-	-	-	-	
Unnamed Junction	-	-	418	0	0	5.0	4.0	0.0	9.0	-	-	-	-	
1/1+1/2	1220	1220	-	-	-	1.3	1.4	-	2.7	7.9	4.4	1.4	5.8	
2/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	54	54	-	-	-	0.3	0.1	-	0.4	28.1	0.8	0.1	0.9	
4/1	718	718	-	-	-	0.7	0.5	-	1.2	5.9	5.0	0.5	5.5	
4/2	718	718	-	-	-	0.7	0.5	-	1.2	5.9	5.0	0.5	5.5	
5/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	253	253	253	0	0	0.1	0.4	-	0.5	6.4	1.1	0.4	1.4	
6/2	164	164	164	0	0	0.0	0.2	-	0.2	5.0	0.5	0.2	0.7	
7/1	151	151	-	-	-	0.9	0.4	-	1.4	32.2	1.9	0.4	2.4	
7/2	164	164	-	-	-	1.0	0.5	-	1.5	33.2	2.3	0.5	2.8	
8/1	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1	1	1	0	0	0.0	0.0	-	0.0	4.1	0.0	0.0	0.0	
			C1 Stream: 1 PRC for Signalled Lanes (%):	23.0	Total Delay for Signalled Lanes (pcuHr):			5.56	Cycle Time (s):		60			
			C1 Stream: 2 PRC for Signalled Lanes (%):	78.3	Total Delay for Signalled Lanes (pcuHr):			2.79	Cycle Time (s):		60			
			PRC Over All Lanes (%):	23.0	Total Delay Over All Lanes(pcuHr):			9.03						

Full Input Data And Results

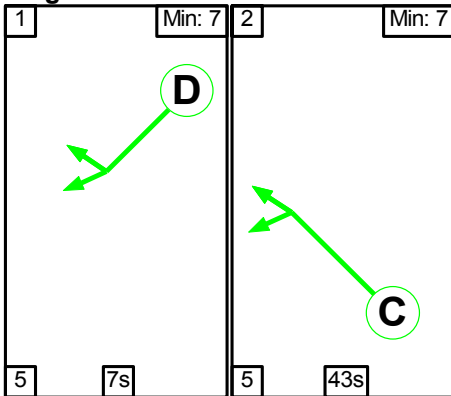
Scenario 2: 'New Scenario' (FG2: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

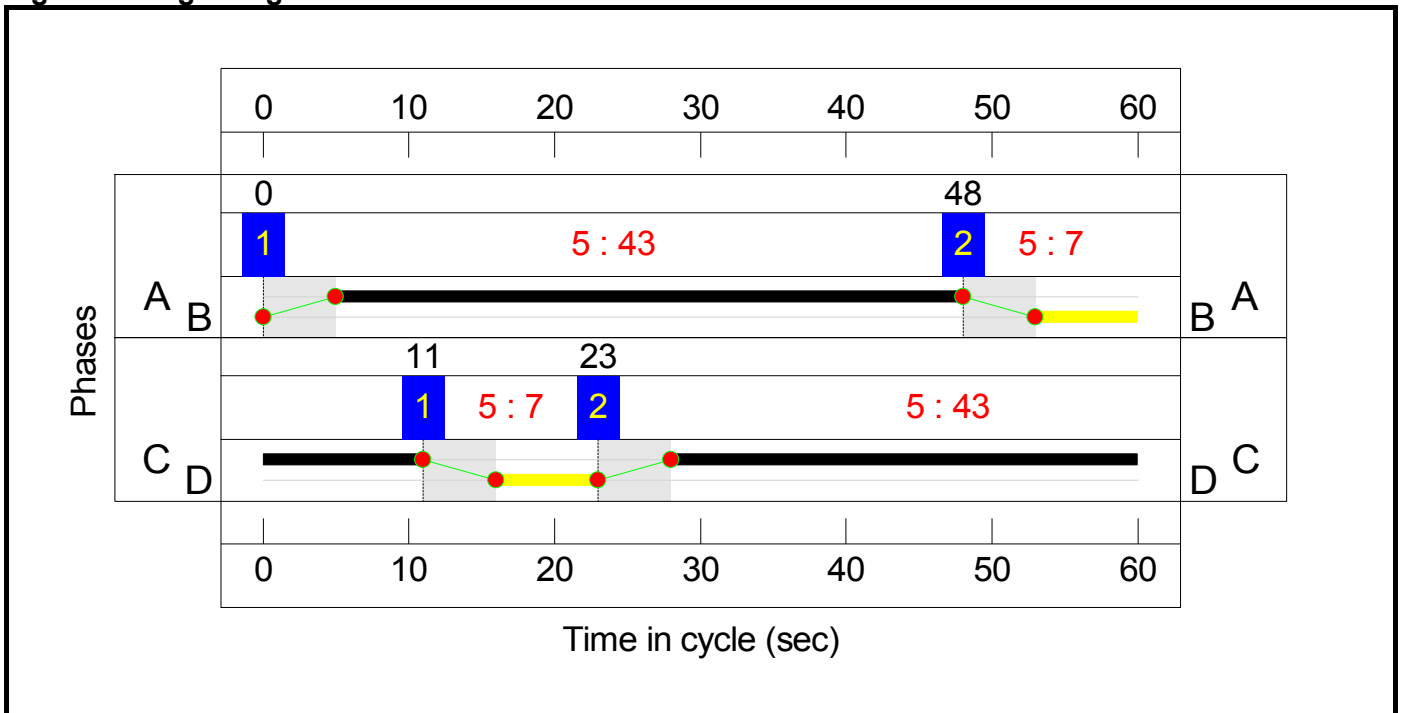
Stage Stream: 1

Stage	1	2
Duration	43	7
Change Point	0	48

Stage Stream: 2

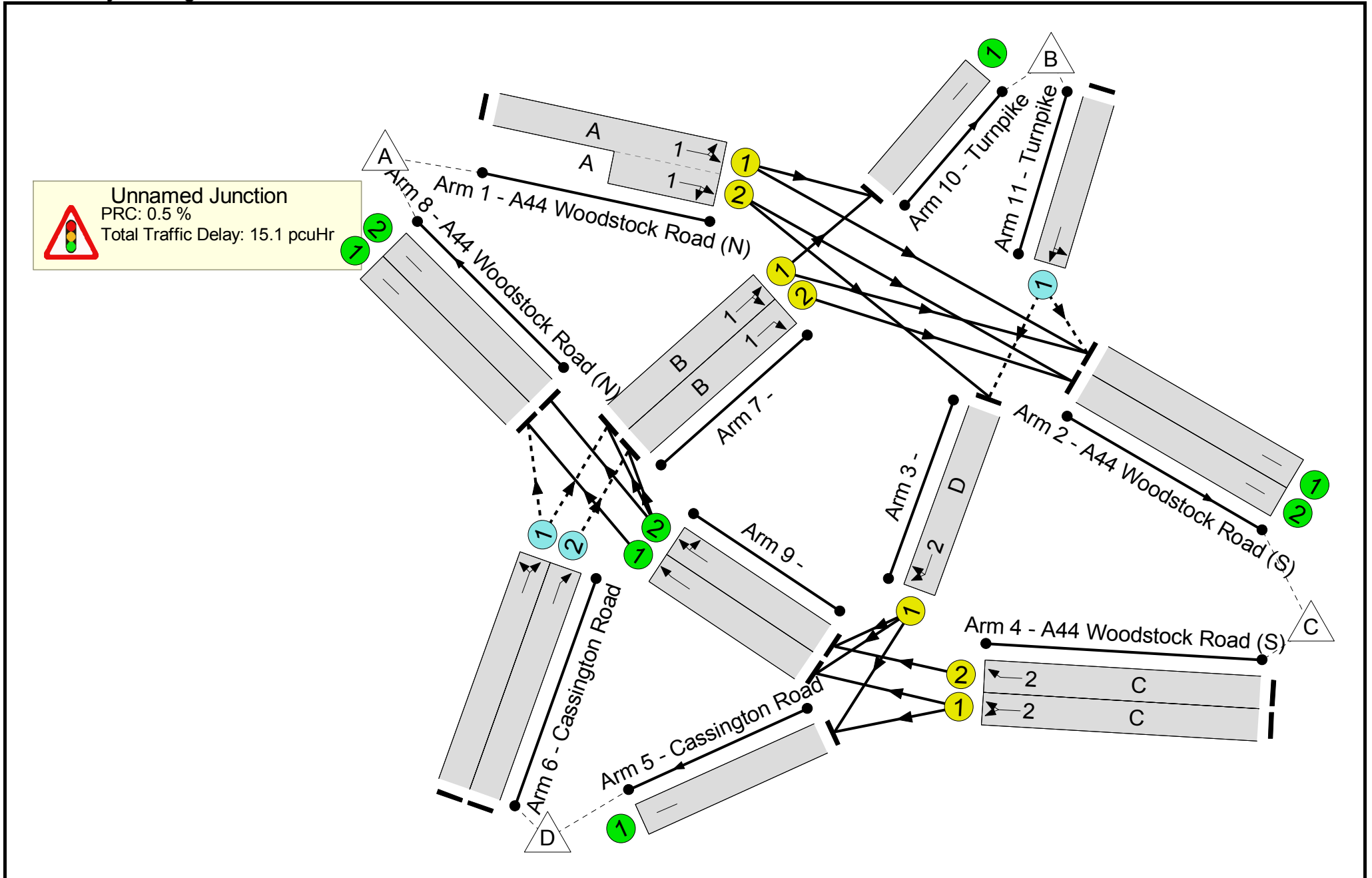
Stage	1	2
Duration	7	43
Change Point	11	23

Signal Timings Diagram





Full Input Data And Results  
**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>89.5%</b>
<b>Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>89.5%</b>
1/1+1/2	A44 Woodstock Road (N) Ahead Right Left	U	1	N/A	A		1	43	-	1550	1940:1940	866+866	89.5 : 89.5%
2/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	941	Inf	Inf	0.0%
2/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
3/1	Right Right2	U	2	N/A	D		1	7	-	86	1940	259	33.2%
4/1	A44 Woodstock Road (S) Ahead Ahead2	U	2	N/A	C		1	43	-	908	1940	1423	63.8%
4/2	A44 Woodstock Road (S) Ahead	U	2	N/A	C		1	43	-	908	1940	1423	63.8%
5/1	Cassington Road	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
6/1	Cassington Road Ahead Left	O	N/A	N/A	-		-	-	-	227	1940	502	45.2%
6/2	Cassington Road Ahead	O	N/A	N/A	-		-	-	-	177	1940	502	35.3%
7/1	Right Ahead	U	1	N/A	B		1	7	-	162	1940	259	62.6%
7/2	Right	U	1	N/A	B		1	7	-	177	1940	259	68.4%
8/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
8/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
10/1	Turnpike	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
11/1	Turnpike Left Ahead	O	N/A	N/A	-		-	-	-	12	1940	437	2.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	<b>414</b>	<b>2</b>	<b>0</b>	<b>6.5</b>	<b>8.7</b>	<b>0.0</b>	<b>15.1</b>	-	-	-	-
<b>Unnamed Junction</b>	-	-	<b>414</b>	<b>2</b>	<b>0</b>	<b>6.5</b>	<b>8.7</b>	<b>0.0</b>	<b>15.1</b>	-	-	-	-
1/1+1/2	1550	1550	-	-	-	1.6	4.1	-	5.6	13.1	9.3	4.1	13.4
2/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	86	86	-	-	-	0.5	0.2	-	0.7	31.0	1.2	0.2	1.5
4/1	908	908	-	-	-	1.0	0.9	-	1.9	7.5	7.6	0.9	8.4
4/2	908	908	-	-	-	1.0	0.9	-	1.9	7.5	7.6	0.9	8.4
5/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	227	227	227	0	0	0.2	0.4	-	0.6	9.1	1.5	0.4	1.9
6/2	177	177	177	0	0	0.1	0.3	-	0.4	7.6	1.0	0.3	1.3
7/1	162	162	-	-	-	1.0	0.8	-	1.8	40.5	2.4	0.8	3.2
7/2	177	177	-	-	-	1.1	1.1	-	2.2	44.2	2.8	1.1	3.9
8/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	12	12	10	2	0	0.0	0.0	-	0.0	5.4	0.0	0.0	0.0
			C1 Stream: 1 PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):			9.65	Cycle Time (s):		60		
			C1 Stream: 2 PRC for Signalled Lanes (%):	41.0	Total Delay for Signalled Lanes (pcuHr):			4.52	Cycle Time (s):		60		
			PRC Over All Lanes (%):	0.5	Total Delay Over All Lanes(pcuHr):			15.13					

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014
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**Filename:** A44 Woodstock Rd\_Cassington Rd.arc8  
**Path:** P:\15000's\15291\Junction Assessments\2031  
**Report generation date:** 28/10/2014 17:21:38

- » (Default Analysis Set) - 2014 Base, AM
- » (Default Analysis Set) - 2014 Base, PM
- » (Default Analysis Set) - 2031 Base, AM
- » (Default Analysis Set) - 2031 Base, PM
- » (Default Analysis Set) - 2031 Base + Dev, AM
- » (Default Analysis Set) - 2031 Base + Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 2014 Base</b>								
A44 Woodstock Road (s)	1.69	4.98	0.63	A	6.41	14.33	0.87	B
Cassington Road	1.11	10.78	0.53	B	2.14	22.20	0.69	C
A44 Woodstock Road (n)	1.20	3.72	0.55	A	1.60	4.43	0.62	A
<b>A1 - 2031 Base</b>								
A44 Woodstock Road (s)	3.30	8.06	0.77	A	92.70	143.19	1.08	F
Cassington Road	3.49	28.80	0.79	D	23.62	185.76	1.08	F
A44 Woodstock Road (n)	2.12	5.42	0.68	A	3.32	7.55	0.77	A
<b>A1 - 2031 Base + Dev</b>								
A44 Woodstock Road (s)	4.20	9.79	0.81	A	61.34	100.46	1.05	F
Cassington Road	5.04	42.31	0.85	E	19.89	156.71	1.06	F
A44 Woodstock Road (n)	1.80	4.85	0.64	A	4.75	10.14	0.83	B

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

- "D1 - 2014 Base, AM" model duration: 07:45 - 09:15
- "D2 - 2014 Base, PM" model duration: 16:45 - 18:15
- "D9 - 2031 Base, AM" model duration: 07:45 - 09:15
- "D10 - 2031 Base, PM" model duration: 16:45 - 18:15
- "D11 - 2031 Base + Dev, AM" model duration: 07:45 - 09:15
- "D12 - 2031 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 28/10/2014 17:21:35

## File summary

Title	A44 Woodstock Road/ Cassington Road
Location	Woodstock
Site Number	
Date	26/08/2014
Version	
Status	
Identifier	
Client	
Jobnumber	15291
Enumerator	
Description	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## 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

# (Default Analysis Set) - 2014 Base, AM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, AM	2014 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				5.24	A

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Name	Arm	Name	Description
A44 Woodstock Road (s)	1	A44 Woodstock Road (s)	
Cassington Road	2	Cassington Road	
A44 Woodstock Road (n)	3	A44 Woodstock Road (n)	

### Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A44 Woodstock Road (s)	0.00	99999.00		0.00
Cassington Road	0.00	99999.00		0.00
A44 Woodstock Road (n)	0.00	99999.00		0.00

### Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A44 Woodstock Road (s)	5.57	7.90	5.30	17.70	37.00	27.00	
Cassington Road	4.20	5.90	8.80	9.00	37.00	47.00	
A44 Woodstock Road (n)	7.80	7.90	0.10	27.60	37.00	36.00	

### Slope / Intercept / Capacity

#### Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
A44 Woodstock Road (s)	None			
Cassington Road	Direct		-100.00	
A44 Woodstock Road (n)	None			

#### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A44 Woodstock Road (s)		(calculated)	(calculated)	0.708	1989.077
Cassington Road		(calculated)	(calculated)	0.552	1301.988
A44 Woodstock Road (n)		(calculated)	(calculated)	0.778	2353.179

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A44 Woodstock Road (s)	ONE HOUR	✓	1118.00	100.000
Cassington Road	ONE HOUR	✓	342.00	100.000
A44 Woodstock Road (n)	ONE HOUR	✓	1059.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	2.000	163.000	953.000
	Cassington Road	256.000	0.000	86.000
	A44 Woodstock Road (n)	1014.000	26.000	19.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	0.00	0.15	0.85
	Cassington Road	0.75	0.00	0.25
	A44 Woodstock Road (n)	0.96	0.02	0.02

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	1.000	1.000	1.000
	Cassington Road	1.000	1.000	1.000
	A44 Woodstock Road (n)	1.000	1.000	1.000

## Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	0.0	0.0	0.0
	Cassington Road	0.0	0.0	0.0
	A44 Woodstock Road (n)	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A44 Woodstock Road (s)	0.63	4.98	1.69	A	1025.90	1538.84	103.65	4.04	1.15	103.66	4.04
Cassington Road	0.53	10.78	1.11	B	313.83	470.74	62.40	7.95	0.69	62.41	7.95
A44 Woodstock Road (n)	0.55	3.72	1.20	A	971.76	1457.64	75.89	3.12	0.84	75.89	3.12

## Main Results for each time segment

### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	841.69	210.42	838.71	954.27	33.78	0.00	1965.17	1924.93	0.428	0.00	0.74	3.188	A
Cassington Road	257.48	64.37	255.88	141.80	730.69	0.00	898.78	373.54	0.286	0.00	0.40	5.586	A
A44 Woodstock Road (n)	797.27	199.32	795.01	793.54	193.04	0.00	2203.07	2133.08	0.362	0.00	0.56	2.552	A

### Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1005.06	251.26	1003.86	1142.11	40.42	0.00	1960.47	1924.93	0.513	0.74	1.04	3.758	A
Cassington Road	307.45	76.86	306.67	169.71	874.57	0.00	819.39	373.54	0.375	0.40	0.59	7.011	A
A44 Woodstock Road (n)	952.02	238.00	951.18	949.89	231.35	0.00	2173.28	2133.08	0.438	0.56	0.78	2.944	A

### Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1230.94	307.74	1228.40	1397.38	49.47	0.00	1954.06	1924.94	0.630	1.04	1.68	4.941	A
Cassington Road	376.55	94.14	374.53	207.68	1070.20	0.00	711.44	373.54	0.529	0.59	1.10	10.621	B
A44 Woodstock Road (n)	1165.98	291.50	1164.30	1162.18	282.55	0.00	2133.47	2133.08	0.547	0.78	1.19	3.708	A



**Main results: (08:30-08:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1230.94	307.74	1230.89	1400.43	49.54	0.00	1954.02	1924.94	0.630	1.68	1.69	4.978	A
Cassington Road	376.55	94.14	376.48	208.09	1072.35	0.00	710.25	373.54	0.530	1.10	1.11	10.781	B
A44 Woodstock Road (n)	1165.98	291.50	1165.96	1164.82	284.02	0.00	2132.33	2133.08	0.547	1.19	1.20	3.724	A

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1005.06	251.26	1007.57	1146.61	40.52	0.00	1960.40	1924.93	0.513	1.69	1.06	3.790	A
Cassington Road	307.45	76.86	309.46	170.31	877.78	0.00	817.62	373.54	0.376	1.11	0.61	7.111	A
A44 Woodstock Road (n)	952.02	238.00	953.68	953.80	233.45	0.00	2171.65	2133.08	0.438	1.20	0.79	2.961	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	841.69	210.42	842.92	959.06	33.91	0.00	1965.08	1924.93	0.428	1.06	0.75	3.210	A
Cassington Road	257.48	64.37	258.29	142.49	734.34	0.00	896.77	373.54	0.287	0.61	0.41	5.647	A
A44 Woodstock Road (n)	797.27	199.32	798.13	797.79	194.85	0.00	2201.66	2133.08	0.362	0.79	0.57	2.568	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (07:45-08:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	10.90	0.73	3.188	A	A
Cassington Road	5.78	0.39	5.586	A	A
A44 Woodstock Road (n)	8.31	0.55	2.552	A	A

**Queueing Delay results: (08:00-08:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	15.30	1.02	3.758	A	A
Cassington Road	8.64	0.58	7.011	A	A
A44 Woodstock Road (n)	11.43	0.76	2.944	A	A

**Queueing Delay results: (08:15-08:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	24.29	1.62	4.941	A	A
Cassington Road	15.61	1.04	10.621	B	B
A44 Woodstock Road (n)	17.47	1.16	3.708	A	A

**Queueing Delay results: (08:30-08:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	25.28	1.69	4.978	A	A
Cassington Road	16.61	1.11	10.781	B	B
A44 Woodstock Road (n)	17.98	1.20	3.724	A	A

**Queueing Delay results: (08:45-09:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	16.35	1.09	3.790	A	A
Cassington Road	9.50	0.63	7.111	A	A
A44 Woodstock Road (n)	12.01	0.80	2.961	A	A

**Queueing Delay results: (09:00-09:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	11.53	0.77	3.210	A	A
Cassington Road	6.26	0.42	5.647	A	A
A44 Woodstock Road (n)	8.68	0.58	2.568	A	A

## (Default Analysis Set) - 2014 Base, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, PM	2014 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				11.31	B

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
A44 Woodstock Road (s)	1	A44 Woodstock Road (s)	
Cassington Road	2	Cassington Road	
A44 Woodstock Road (n)	3	A44 Woodstock Road (n)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A44 Woodstock Road (s)	0.00	99999.00		0.00
Cassington Road	0.00	99999.00		0.00
A44 Woodstock Road (n)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A44 Woodstock Road (s)	5.57	7.90	5.30	17.70	37.00	27.00	
Cassington Road	4.20	5.90	8.80	9.00	37.00	47.00	
A44 Woodstock Road (n)	7.80	7.90	0.10	27.60	37.00	36.00	

## Slope / Intercept / Capacity

### Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
A44 Woodstock Road (s)	None			
Cassington Road	Direct		-100.00	
A44 Woodstock Road (n)	None			

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A44 Woodstock Road (s)		(calculated)	(calculated)	0.708	1989.077
Cassington Road		(calculated)	(calculated)	0.552	1301.988
A44 Woodstock Road (n)		(calculated)	(calculated)	0.778	2353.179

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A44 Woodstock Road (s)	ONE HOUR	✓	1523.00	100.000
Cassington Road	ONE HOUR	✓	327.00	100.000
A44 Woodstock Road (n)	ONE HOUR	✓	1187.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	5.000	275.000	1243.000
	Cassington Road	268.000	0.000	59.000
	A44 Woodstock Road (n)	1103.000	45.000	39.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	0.00	0.18	0.82
	Cassington Road	0.82	0.00	0.18
	A44 Woodstock Road (n)	0.93	0.04	0.03

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	1.000	1.000	1.000
	Cassington Road	1.000	1.000	1.000
	A44 Woodstock Road (n)	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
From		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
	A44 Woodstock Road (s)	0.0	0.0	0.0
	Cassington Road	0.0	0.0	0.0
	A44 Woodstock Road (n)	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A44 Woodstock Road (s)	0.87	14.33	6.41	B	1397.53	2096.30	291.60	8.35	3.24	291.63	8.35
Cassington Road	0.69	22.20	2.14	C	300.06	450.09	97.17	12.95	1.08	97.18	12.96
A44 Woodstock Road (n)	0.62	4.43	1.60	A	1089.21	1633.82	96.78	3.55	1.08	96.78	3.55

### Main Results for each time segment

#### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1146.59	286.65	1140.91	1031.84	63.05	0.00	1944.46	1884.63	0.590	0.00	1.42	4.449	A
Cassington Road	246.18	61.55	244.32	239.78	964.18	0.00	769.95	412.00	0.320	0.00	0.46	6.826	A
A44 Woodstock Road (n)	893.64	223.41	890.90	1004.51	203.99	0.00	2194.56	2085.80	0.407	0.00	0.68	2.755	A

#### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1369.15	342.29	1365.38	1234.91	75.43	0.00	1935.69	1884.63	0.707	1.42	2.36	6.271	A
Cassington Road	293.97	73.49	292.72	286.95	1153.86	0.00	665.28	412.00	0.442	0.46	0.78	9.630	A
A44 Woodstock Road (n)	1067.09	266.77	1065.96	1202.19	244.39	0.00	2163.15	2085.80	0.493	0.68	0.97	3.278	A

**Main results: (17:15-17:30)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1676.85	419.21	1661.87	1508.61	92.31	0.00	1923.75	1884.62	0.872	2.36	6.11	13.053	B
Cassington Road	360.03	90.01	355.08	349.53	1404.65	0.00	526.89	412.00	0.683	0.78	2.02	20.395	C
A44 Woodstock Road (n)	1306.91	326.73	1304.45	1463.26	296.47	0.00	2122.64	2085.80	0.616	0.97	1.58	4.386	A

**Main results: (17:30-17:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1676.85	419.21	1675.63	1514.53	92.48	0.00	1923.63	1884.62	0.872	6.11	6.41	14.333	B
Cassington Road	360.03	90.01	359.53	352.10	1416.01	0.00	520.62	412.00	0.692	2.02	2.14	22.202	C
A44 Woodstock Road (n)	1306.91	326.73	1306.86	1475.38	300.16	0.00	2119.77	2085.80	0.617	1.58	1.60	4.428	A

**Main results: (17:45-18:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1369.15	342.29	1384.90	1243.63	75.69	0.00	1935.51	1884.63	0.707	6.41	2.47	6.716	A
Cassington Road	293.97	73.49	299.22	290.61	1169.98	0.00	656.38	412.00	0.448	2.14	0.83	10.221	B
A44 Woodstock Road (n)	1067.09	266.77	1069.54	1219.42	249.78	0.00	2158.95	2085.80	0.494	1.60	0.98	3.313	A

**Main results: (18:00-18:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1146.59	286.65	1150.67	1038.17	63.32	0.00	1944.26	1884.63	0.590	2.47	1.45	4.560	A
Cassington Road	246.18	61.55	247.57	241.69	972.30	0.00	765.46	412.00	0.322	0.83	0.48	6.968	A
A44 Woodstock Road (n)	893.64	223.41	894.81	1013.19	206.68	0.00	2192.46	2085.80	0.408	0.98	0.69	2.778	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	20.47	1.36	4.449	A	A
Cassington Road	6.71	0.45	6.826	A	A
A44 Woodstock Road (n)	10.03	0.67	2.755	A	A

**Queueing Delay results: (17:00-17:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	33.76	2.25	6.271	A	A
Cassington Road	11.17	0.74	9.630	A	A
A44 Woodstock Road (n)	14.21	0.95	3.278	A	A

**Queueing Delay results: (17:15-17:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	80.17	5.34	13.053	B	B
Cassington Road	27.14	1.81	20.395	C	C
A44 Woodstock Road (n)	22.98	1.53	4.386	A	A

**Queueing Delay results: (17:30-17:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	94.37	6.29	14.333	B	B
Cassington Road	31.43	2.10	22.202	C	C
A44 Woodstock Road (n)	23.87	1.59	4.428	A	A

**Queueing Delay results: (17:45-18:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	40.22	2.68	6.716	A	A
Cassington Road	13.29	0.89	10.221	B	B
A44 Woodstock Road (n)	15.13	1.01	3.313	A	A

**Queueing Delay results: (18:00-18:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	22.60	1.51	4.560	A	A
Cassington Road	7.44	0.50	6.968	A	A
A44 Woodstock Road (n)	10.56	0.70	2.778	A	A

## (Default Analysis Set) - 2031 Base, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base, AM	2031 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				9.77	A

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
A44 Woodstock Road (s)	1	A44 Woodstock Road (s)	
Cassington Road	2	Cassington Road	
A44 Woodstock Road (n)	3	A44 Woodstock Road (n)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A44 Woodstock Road (s)	0.00	99999.00		0.00
Cassington Road	0.00	99999.00		0.00
A44 Woodstock Road (n)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A44 Woodstock Road (s)	5.57	7.90	5.30	17.70	37.00	27.00	
Cassington Road	4.20	5.90	8.80	9.00	37.00	47.00	
A44 Woodstock Road (n)	7.80	7.90	0.10	27.60	37.00	36.00	

## Slope / Intercept / Capacity

### Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
A44 Woodstock Road (s)	None			
Cassington Road	Direct		-100.00	
A44 Woodstock Road (n)	None			



### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A44 Woodstock Road (s)		(calculated)	(calculated)	0.708	1989.077
Cassington Road		(calculated)	(calculated)	0.552	1301.988
A44 Woodstock Road (n)		(calculated)	(calculated)	0.778	2353.179

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A44 Woodstock Road (s)	ONE HOUR	✓	1363.00	100.000
Cassington Road	ONE HOUR	✓	417.00	100.000
A44 Woodstock Road (n)	ONE HOUR	✓	1291.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	2.000	199.000	1162.000
	Cassington Road	312.000	0.000	105.000
	A44 Woodstock Road (n)	1236.000	32.000	23.000

### Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	0.00	0.15	0.85
	Cassington Road	0.75	0.00	0.25
	A44 Woodstock Road (n)	0.96	0.02	0.02

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To		
From		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
	A44 Woodstock Road (s)	1.000	1.000	1.000
	Cassington Road	1.000	1.000	1.000
	A44 Woodstock Road (n)	1.000	1.000	1.000

## Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
From		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
	A44 Woodstock Road (s)	0.0	0.0	0.0
	Cassington Road	0.0	0.0	0.0
	A44 Woodstock Road (n)	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A44 Woodstock Road (s)	0.77	8.06	3.30	A	1250.71	1876.07	178.32	5.70	1.98	178.34	5.70
Cassington Road	0.79	28.80	3.49	D	382.65	573.97	146.22	15.28	1.62	146.23	15.29
A44 Woodstock Road (n)	0.68	5.42	2.12	A	1184.64	1776.97	121.96	4.12	1.36	121.97	4.12

## Main Results for each time segment

### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1026.14	256.53	1021.78	1161.96	41.27	0.00	1959.87	1924.76	0.524	0.00	1.09	3.820	A
Cassington Road	313.94	78.48	311.45	173.19	889.86	0.00	810.96	373.98	0.387	0.00	0.62	7.171	A
A44 Woodstock Road (n)	971.93	242.98	968.71	966.78	234.52	0.00	2170.81	2133.40	0.448	0.00	0.81	2.988	A

**Main results: (08:00-08:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1225.31	306.33	1223.04	1390.62	49.38	0.00	1954.13	1924.76	0.627	1.09	1.66	4.908	A
Cassington Road	374.87	93.72	373.05	207.30	1065.12	0.00	714.24	373.98	0.525	0.62	1.08	10.495	B
A44 Woodstock Road (n)	1160.58	290.15	1159.08	1157.26	280.91	0.00	2134.74	2133.40	0.544	0.81	1.18	3.685	A

**Main results: (08:15-08:30)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1500.69	375.17	1494.33	1696.59	60.40	0.00	1946.33	1924.76	0.771	1.66	3.25	7.856	A
Cassington Road	459.13	114.78	450.44	253.32	1301.42	0.00	583.85	373.98	0.786	1.08	3.25	25.499	D
A44 Woodstock Road (n)	1421.42	355.35	1417.78	1412.65	339.21	0.00	2089.41	2133.40	0.680	1.18	2.09	5.331	A

**Main results: (08:30-08:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1500.69	375.17	1500.46	1705.74	60.55	0.00	1946.23	1924.76	0.771	3.25	3.30	8.064	A
Cassington Road	459.13	114.78	458.15	254.30	1306.71	0.00	580.93	373.98	0.790	3.25	3.49	28.803	D
A44 Woodstock Road (n)	1421.42	355.35	1421.30	1419.87	344.99	0.00	2084.91	2133.40	0.682	2.09	2.12	5.423	A

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1225.31	306.33	1231.71	1403.94	49.60	0.00	1953.98	1924.76	0.627	3.30	1.71	5.029	A
Cassington Road	374.87	93.72	384.27	208.69	1072.62	0.00	710.11	373.98	0.528	3.49	1.15	11.349	B
A44 Woodstock Road (n)	1160.58	290.15	1164.22	1167.57	289.32	0.00	2128.21	2133.40	0.545	2.12	1.21	3.747	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1026.14	256.53	1028.53	1169.93	41.47	0.00	1959.73	1924.76	0.524	1.71	1.11	3.875	A
Cassington Road	313.94	78.48	315.95	174.30	895.70	0.00	807.73	373.98	0.389	1.15	0.64	7.351	A
A44 Woodstock Road (n)	971.93	242.98	973.50	973.75	237.90	0.00	2168.19	2133.40	0.448	1.21	0.82	3.016	A

## Queueing Delay Results for each time segment

### Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	15.82	1.05	3.820	A	A
Cassington Road	8.96	0.60	7.171	A	A
A44 Woodstock Road (n)	11.80	0.79	2.988	A	A

### Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	24.04	1.60	4.908	A	A
Cassington Road	15.39	1.03	10.495	B	B
A44 Woodstock Road (n)	17.29	1.15	3.685	A	A

### Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	45.46	3.03	7.856	A	A
Cassington Road	41.90	2.79	25.499	D	C
A44 Woodstock Road (n)	30.04	2.00	5.331	A	A

### Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	49.23	3.28	8.064	A	A
Cassington Road	50.97	3.40	28.803	D	C
A44 Woodstock Road (n)	31.63	2.11	5.423	A	A

### Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	26.68	1.78	5.029	A	A
Cassington Road	18.97	1.26	11.349	B	B
A44 Woodstock Road (n)	18.69	1.25	3.747	A	A

### Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	17.09	1.14	3.875	A	A
Cassington Road	10.04	0.67	7.351	A	A
A44 Woodstock Road (n)	12.51	0.83	3.016	A	A

# (Default Analysis Set) - 2031 Base, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base, PM	2031 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				94.73	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
A44 Woodstock Road (s)	1	A44 Woodstock Road (s)	
Cassington Road	2	Cassington Road	
A44 Woodstock Road (n)	3	A44 Woodstock Road (n)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A44 Woodstock Road (s)	0.00	99999.00		0.00
Cassington Road	0.00	99999.00		0.00
A44 Woodstock Road (n)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A44 Woodstock Road (s)	5.57	7.90	5.30	17.70	37.00	27.00	
Cassington Road	4.20	5.90	8.80	9.00	37.00	47.00	
A44 Woodstock Road (n)	7.80	7.90	0.10	27.60	37.00	36.00	

## Slope / Intercept / Capacity

### Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
A44 Woodstock Road (s)	None			
Cassington Road	Direct		-100.00	
A44 Woodstock Road (n)	None			

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A44 Woodstock Road (s)		(calculated)	(calculated)	0.708	1989.077
Cassington Road		(calculated)	(calculated)	0.552	1301.988
A44 Woodstock Road (n)		(calculated)	(calculated)	0.778	2353.179

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A44 Woodstock Road (s)	ONE HOUR	✓	1878.00	100.000
Cassington Road	ONE HOUR	✓	404.00	100.000
A44 Woodstock Road (n)	ONE HOUR	✓	1466.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	6.000	340.000	1532.000
	Cassington Road	331.000	0.000	73.000
	A44 Woodstock Road (n)	1362.000	56.000	48.000

### Turning Proportions (PCU) - (untitled) (for whole period)

		To		
From		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
	A44 Woodstock Road (s)	0.00	0.18	0.82
	Cassington Road	0.82	0.00	0.18
	A44 Woodstock Road (n)	0.93	0.04	0.03

## Vehicle Mix

### Average PCU Per Vehicle - (untitled) (for whole period)

		To		
From		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
	A44 Woodstock Road (s)	1.000	1.000	1.000
	Cassington Road	1.000	1.000	1.000
	A44 Woodstock Road (n)	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
From		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
	A44 Woodstock Road (s)	0.0	0.0	0.0
	Cassington Road	0.0	0.0	0.0
	A44 Woodstock Road (n)	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A44 Woodstock Road (s)	1.08	143.19	92.70	F	1723.29	2584.93	2780.25	64.53	30.89	2780.37	64.54
Cassington Road	1.08	185.76	23.62	F	370.72	556.08	777.05	83.84	8.63	777.12	83.85
A44 Woodstock Road (n)	0.77	7.55	3.32	A	1345.23	2017.84	177.37	5.27	1.97	177.39	5.27

## Main Results for each time segment

### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1413.86	353.46	1403.28	1272.37	78.00	0.00	1933.88	1884.38	0.731	0.00	2.64	6.659	A
Cassington Road	304.15	76.04	300.69	296.06	1185.22	0.00	647.97	412.74	0.469	0.00	0.87	10.267	B
A44 Woodstock Road (n)	1103.68	275.92	1099.53	1235.07	250.84	0.00	2158.13	2085.54	0.511	0.00	1.04	3.389	A

### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1688.28	422.07	1673.22	1521.03	93.33	0.00	1923.03	1884.37	0.878	2.64	6.41	13.642	B
Cassington Road	363.19	90.80	358.16	353.18	1413.37	0.00	522.08	412.74	0.696	0.87	2.12	21.337	C
A44 Woodstock Road (n)	1317.90	329.48	1315.58	1472.74	298.79	0.00	2120.84	2085.54	0.621	1.04	1.62	4.458	A

### Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	2067.72	516.93	1885.89	1825.67	114.05	0.00	1908.37	1884.37	1.084	6.41	51.87	64.680	F
Cassington Road	444.81	111.20	398.00	402.84	1597.10	0.00	420.69	412.74	1.057	2.12	13.83	93.826	F
A44 Woodstock Road (n)	1614.10	403.52	1607.60	1662.99	332.11	0.00	2094.93	2085.54	0.770	1.62	3.24	7.290	A

### Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	2067.72	516.93	1904.37	1837.71	114.48	0.00	1908.06	1884.37	1.084	51.87	92.70	143.195	F
Cassington Road	444.81	111.20	405.62	406.42	1612.43	0.00	412.23	412.74	1.079	13.83	23.62	185.758	F
A44 Woodstock Road (n)	1614.10	403.52	1613.78	1679.64	338.41	0.00	2090.03	2085.54	0.772	3.24	3.32	7.548	A



**Main results: (17:45-18:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1688.28	422.07	1902.07	1565.38	93.95	0.00	1922.59	1884.37	0.878	92.70	39.26	127.217	F
Cassington Road	363.19	90.80	401.50	394.95	1601.08	0.00	418.50	412.74	0.868	23.62	14.04	171.716	F
A44 Woodstock Road (n)	1317.90	329.48	1324.30	1667.55	335.03	0.00	2092.66	2085.54	0.630	3.32	1.72	4.725	A

**Main results: (18:00-18:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1413.86	353.46	1559.59	1324.16	78.48	0.00	1933.54	1884.38	0.731	39.26	2.82	13.970	B
Cassington Road	304.15	76.04	355.71	324.61	1313.46	0.00	577.21	412.74	0.527	14.04	1.15	20.160	C
A44 Woodstock Road (n)	1103.68	275.92	1106.21	1372.75	296.42	0.00	2122.68	2085.54	0.520	1.72	1.09	3.549	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	37.01	2.47	6.659	A	A
Cassington Road	12.22	0.81	10.267	B	B
A44 Woodstock Road (n)	15.14	1.01	3.389	A	A

**Queueing Delay results: (17:00-17:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	83.92	5.59	13.642	B	B
Cassington Road	28.51	1.90	21.337	C	C
A44 Woodstock Road (n)	23.54	1.57	4.458	A	A

**Queueing Delay results: (17:15-17:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	455.54	30.37	64.680	F	E
Cassington Road	131.93	8.80	93.826	F	F
A44 Woodstock Road (n)	45.54	3.04	7.290	A	A

**Queueing Delay results: (17:30-17:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	1085.43	72.36	143.195	F	F
Cassington Road	282.38	18.83	185.758	F	F
A44 Woodstock Road (n)	49.41	3.29	7.548	A	A

**Queueing Delay results: (17:45-18:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	989.70	65.98	127.217	F	F
Cassington Road	282.51	18.83	171.716	F	F
A44 Woodstock Road (n)	26.93	1.80	4.725	A	A

**Queueing Delay results: (18:00-18:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	128.65	8.58	13.970	B	B
Cassington Road	39.50	2.63	20.160	C	C
A44 Woodstock Road (n)	16.81	1.12	3.549	A	A

## (Default Analysis Set) - 2031 Base + Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base + Dev, AM	2031 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				12.24	B

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Name	Arm	Name	Description
A44 Woodstock Road (s)	1	A44 Woodstock Road (s)	
Cassington Road	2	Cassington Road	
A44 Woodstock Road (n)	3	A44 Woodstock Road (n)	

### Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A44 Woodstock Road (s)	0.00	99999.00		0.00
Cassington Road	0.00	99999.00		0.00
A44 Woodstock Road (n)	0.00	99999.00		0.00

### Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A44 Woodstock Road (s)	5.57	7.90	5.30	17.70	37.00	27.00	
Cassington Road	4.20	5.90	8.80	9.00	37.00	47.00	
A44 Woodstock Road (n)	7.80	7.90	0.10	27.60	37.00	36.00	

### Slope / Intercept / Capacity

#### Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
A44 Woodstock Road (s)	None			
Cassington Road	Direct		-100.00	
A44 Woodstock Road (n)	None			

#### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A44 Woodstock Road (s)		(calculated)	(calculated)	0.708	1989.077
Cassington Road		(calculated)	(calculated)	0.552	1301.988
A44 Woodstock Road (n)		(calculated)	(calculated)	0.778	2353.179

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A44 Woodstock Road (s)	ONE HOUR	✓	1435.00	100.000
Cassington Road	ONE HOUR	✓	417.00	100.000
A44 Woodstock Road (n)	ONE HOUR	✓	1221.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	2.000	199.000	1234.000
	Cassington Road	312.000	0.000	105.000
	A44 Woodstock Road (n)	1166.000	32.000	23.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	0.00	0.14	0.86
	Cassington Road	0.75	0.00	0.25
	A44 Woodstock Road (n)	0.95	0.03	0.02

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	1.000	1.000	1.000
	Cassington Road	1.000	1.000	1.000
	A44 Woodstock Road (n)	1.000	1.000	1.000

## Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	0.0	0.0	0.0
	Cassington Road	0.0	0.0	0.0
	A44 Woodstock Road (n)	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A44 Woodstock Road (s)	0.81	9.79	4.20	A	1316.78	1975.17	214.10	6.50	2.38	214.12	6.50
Cassington Road	0.85	42.31	5.04	E	382.65	573.97	186.16	19.46	2.07	186.18	19.46
A44 Woodstock Road (n)	0.64	4.85	1.80	A	1120.41	1680.62	106.48	3.80	1.18	106.49	3.80

## Main Results for each time segment

### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1080.34	270.09	1075.48	1109.44	41.28	0.00	1959.87	1920.93	0.551	0.00	1.22	4.049	A
Cassington Road	313.94	78.48	311.29	173.16	943.60	0.00	781.30	366.77	0.402	0.00	0.66	7.618	A
A44 Woodstock Road (n)	919.23	229.81	916.31	1020.48	234.41	0.00	2170.90	2137.71	0.423	0.00	0.73	2.864	A

### Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1290.04	322.51	1287.26	1327.66	49.39	0.00	1954.13	1920.94	0.660	1.22	1.91	5.375	A
Cassington Road	374.87	93.72	372.72	207.25	1129.40	0.00	678.77	366.77	0.552	0.66	1.20	11.681	B
A44 Woodstock Road (n)	1097.65	274.41	1096.38	1221.46	280.67	0.00	2134.93	2137.71	0.514	0.73	1.05	3.461	A

### Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1579.96	394.99	1571.24	1617.03	60.43	0.00	1946.31	1920.94	0.812	1.91	4.09	9.384	A
Cassington Road	459.13	114.78	446.14	253.05	1378.62	0.00	541.25	366.77	0.848	1.20	4.45	34.105	D
A44 Woodstock Road (n)	1344.35	336.09	1341.46	1488.76	336.00	0.00	2091.91	2137.71	0.643	1.05	1.77	4.779	A

**Main results: (08:30-08:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1579.96	394.99	1579.54	1627.64	60.55	0.00	1946.23	1920.94	0.812	4.09	4.20	9.786	A
Cassington Road	459.13	114.78	456.75	254.27	1385.82	0.00	537.28	366.77	0.855	4.45	5.04	42.312	E
A44 Woodstock Road (n)	1344.35	336.09	1344.25	1498.63	343.94	0.00	2085.73	2137.71	0.645	1.77	1.80	4.853	A

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1290.04	322.51	1298.91	1344.46	49.57	0.00	1953.99	1920.94	0.660	4.20	1.98	5.567	A
Cassington Road	374.87	93.72	389.85	208.97	1139.52	0.00	673.19	366.77	0.557	5.04	1.29	13.337	B
A44 Woodstock Road (n)	1097.65	274.41	1100.53	1235.87	293.50	0.00	2124.95	2137.71	0.517	1.80	1.08	3.523	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1080.34	270.09	1083.29	1117.33	41.47	0.00	1959.73	1920.93	0.551	1.98	1.24	4.122	A
Cassington Road	313.94	78.48	316.37	174.35	950.40	0.00	777.55	366.77	0.404	1.29	0.69	7.846	A
A44 Woodstock Road (n)	919.23	229.81	920.58	1028.55	238.22	0.00	2167.94	2137.71	0.424	1.08	0.74	2.888	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (07:45-08:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	17.62	1.17	4.049	A	A
Cassington Road	9.49	0.63	7.618	A	A
A44 Woodstock Road (n)	10.71	0.71	2.864	A	A

**Queueing Delay results: (08:00-08:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	27.56	1.84	5.375	A	A
Cassington Road	17.00	1.13	11.681	B	B
A44 Woodstock Road (n)	15.41	1.03	3.461	A	A

**Queueing Delay results: (08:15-08:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	56.22	3.75	9.384	A	A
Cassington Road	54.25	3.62	34.105	D	C
A44 Woodstock Road (n)	25.64	1.71	4.779	A	A

**Queueing Delay results: (08:30-08:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	62.32	4.15	9.786	A	A
Cassington Road	71.95	4.80	42.312	E	D
A44 Woodstock Road (n)	26.82	1.79	4.853	A	A

**Queueing Delay results: (08:45-09:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	31.21	2.08	5.567	A	A
Cassington Road	22.73	1.52	13.337	B	B
A44 Woodstock Road (n)	16.59	1.11	3.523	A	A

**Queueing Delay results: (09:00-09:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	19.18	1.28	4.122	A	A
Cassington Road	10.74	0.72	7.846	A	A
A44 Woodstock Road (n)	11.31	0.75	2.888	A	A

## (Default Analysis Set) - 2031 Base + Dev, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base + Dev, PM	2031 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				68.96	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
A44 Woodstock Road (s)	1	A44 Woodstock Road (s)	
Cassington Road	2	Cassington Road	
A44 Woodstock Road (n)	3	A44 Woodstock Road (n)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A44 Woodstock Road (s)	0.00	99999.00		0.00
Cassington Road	0.00	99999.00		0.00
A44 Woodstock Road (n)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A44 Woodstock Road (s)	5.57	7.90	5.30	17.70	37.00	27.00	
Cassington Road	4.20	5.90	8.80	9.00	37.00	47.00	
A44 Woodstock Road (n)	7.80	7.90	0.10	27.60	37.00	36.00	

## Slope / Intercept / Capacity

### Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
A44 Woodstock Road (s)	None			
Cassington Road	Direct		-100.00	
A44 Woodstock Road (n)	None			

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A44 Woodstock Road (s)		(calculated)	(calculated)	0.708	1989.077
Cassington Road		(calculated)	(calculated)	0.552	1301.988
A44 Woodstock Road (n)		(calculated)	(calculated)	0.778	2353.179

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



# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A44 Woodstock Road (s)	ONE HOUR	✓	1814.00	100.000
Cassington Road	ONE HOUR	✓	404.00	100.000
A44 Woodstock Road (n)	ONE HOUR	✓	1574.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	6.000	340.000	1468.000
	Cassington Road	331.000	0.000	73.000
	A44 Woodstock Road (n)	1470.000	56.000	48.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	0.00	0.19	0.81
	Cassington Road	0.82	0.00	0.18
	A44 Woodstock Road (n)	0.93	0.04	0.03

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
From	A44 Woodstock Road (s)	1.000	1.000	1.000
	Cassington Road	1.000	1.000	1.000
	A44 Woodstock Road (n)	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
From		A44 Woodstock Road (s)	Cassington Road	A44 Woodstock Road (n)
	A44 Woodstock Road (s)	0.0	0.0	0.0
	Cassington Road	0.0	0.0	0.0
	A44 Woodstock Road (n)	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A44 Woodstock Road (s)	1.05	100.46	61.34	F	1664.56	2496.84	1663.97	39.99	18.49	1664.07	39.99
Cassington Road	1.06	156.71	19.89	F	370.72	556.08	586.26	63.26	6.51	586.29	63.26
A44 Woodstock Road (n)	0.83	10.14	4.75	B	1444.33	2166.49	232.10	6.43	2.58	232.13	6.43

### Main Results for each time segment

#### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1365.67	341.42	1356.28	1353.22	77.98	0.00	1933.89	1891.75	0.706	0.00	2.35	6.136	A
Cassington Road	304.15	76.04	300.93	296.20	1138.06	0.00	673.99	418.73	0.451	0.00	0.81	9.569	A
A44 Woodstock Road (n)	1184.99	296.25	1180.16	1187.95	251.04	0.00	2157.97	2081.54	0.549	0.00	1.21	3.664	A

#### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1630.75	407.69	1619.51	1618.24	93.29	0.00	1923.06	1891.75	0.848	2.35	5.16	11.449	B
Cassington Road	363.19	90.80	359.14	353.78	1359.02	0.00	552.07	418.73	0.658	0.81	1.82	18.286	C
A44 Woodstock Road (n)	1414.99	353.75	1411.93	1418.56	299.61	0.00	2120.20	2081.54	0.667	1.21	1.97	5.060	A

**Main results: (17:15-17:30)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1997.25	499.31	1871.26	1946.93	113.82	0.00	1908.53	1891.75	1.046	5.16	36.66	49.637	E
Cassington Road	444.81	111.20	405.16	412.02	1573.06	0.00	433.96	418.73	1.025	1.82	11.73	80.996	F
A44 Woodstock Road (n)	1733.01	433.25	1722.61	1640.08	338.14	0.00	2090.24	2081.54	0.829	1.97	4.57	9.531	A

**Main results: (17:30-17:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1997.25	499.31	1898.51	1961.82	114.46	0.00	1908.08	1891.75	1.047	36.66	61.34	100.462	F
Cassington Road	444.81	111.20	412.17	417.47	1595.49	0.00	421.58	418.73	1.055	11.73	19.89	156.712	F
A44 Woodstock Road (n)	1733.01	433.25	1732.31	1663.69	343.97	0.00	2085.71	2081.54	0.831	4.57	4.75	10.138	B

**Main results: (17:45-18:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1630.75	407.69	1848.43	1681.06	94.18	0.00	1922.43	1891.75	0.848	61.34	6.92	62.046	F
Cassington Road	363.19	90.80	419.62	397.16	1545.44	0.00	449.20	418.73	0.809	19.89	5.78	113.142	F
A44 Woodstock Road (n)	1414.99	353.75	1425.33	1615.15	349.91	0.00	2081.09	2081.54	0.680	4.75	2.16	5.573	A

**Main results: (18:00-18:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A44 Woodstock Road (s)	1365.67	341.42	1383.51	1379.99	78.54	0.00	1933.50	1891.75	0.706	6.92	2.46	6.750	A
Cassington Road	304.15	76.04	323.81	301.60	1160.45	0.00	661.64	418.73	0.460	5.78	0.87	11.257	B
A44 Woodstock Road (n)	1184.99	296.25	1188.65	1214.38	269.88	0.00	2143.32	2081.54	0.553	2.16	1.25	3.787	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	33.10	2.21	6.136	A	A
Cassington Road	11.43	0.76	9.569	A	A
A44 Woodstock Road (n)	17.53	1.17	3.664	A	A

**Queueing Delay results: (17:00-17:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	69.38	4.63	11.449	B	B
Cassington Road	24.83	1.66	18.286	C	B
A44 Woodstock Road (n)	28.48	1.90	5.060	A	A

**Queueing Delay results: (17:15-17:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	338.27	22.55	49.637	E	D
Cassington Road	115.29	7.69	80.996	F	F
A44 Woodstock Road (n)	62.33	4.16	9.531	A	A

**Queueing Delay results: (17:30-17:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	737.28	49.15	100.462	F	F
Cassington Road	239.10	15.94	156.712	F	F
A44 Woodstock Road (n)	70.19	4.68	10.138	B	B

**Queueing Delay results: (17:45-18:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	445.58	29.71	62.046	F	E
Cassington Road	179.16	11.94	113.142	F	F
A44 Woodstock Road (n)	34.29	2.29	5.573	A	A

**Queueing Delay results: (18:00-18:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A44 Woodstock Road (s)	40.37	2.69	6.750	A	A
Cassington Road	16.44	1.10	11.257	B	B
A44 Woodstock Road (n)	19.28	1.29	3.787	A	A

## Appendix Q

<b>Junctions 8</b>
<b>ARCADY 8 - Roundabout Module</b>
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014
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**Filename:** Loop Farm Roundabout.arc8  
**Path:** P:\15000's\15291\Junction Assessments\2031  
**Report generation date:** 28/10/2014 17:25:08

- » (Default Analysis Set) - 2014 Base, AM
- » (Default Analysis Set) - 2014 Base, PM
- » (Default Analysis Set) - 2031 Base, AM
- » (Default Analysis Set) - 2031 Base, PM
- » (Default Analysis Set) - 2031 Base + Dev, AM
- » (Default Analysis Set) - 2031 Base + Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 2014 Base</b>								
Frieze Way	0.25	2.32	0.20	A	0.47	2.80	0.32	A
A44 Woodstock Road (S)	1.21	2.97	0.55	A	2.80	5.44	0.74	A
A44 Woodstock Road (N)	2.33	5.97	0.70	A	4.20	10.09	0.81	B
<b>A1 - 2031 Base</b>								
Frieze Way	0.38	2.98	0.28	A	0.79	3.82	0.44	A
A44 Woodstock Road (S)	2.07	4.16	0.68	A	12.37	20.46	0.94	C
A44 Woodstock Road (N)	6.94	15.06	0.88	C	62.84	107.21	1.05	F
<b>A1 - 2031 Base + Dev</b>								
Frieze Way	0.36	2.81	0.27	A	0.81	3.90	0.45	A
A44 Woodstock Road (S)	2.37	4.57	0.71	A	8.83	14.89	0.91	B
A44 Woodstock Road (N)	5.10	11.45	0.84	B	117.47	185.78	1.12	F

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

"D1 - 2014 Base, AM" model duration: 07:45 - 09:15  
 "D2 - 2014 Base, PM" model duration: 16:45 - 18:15  
 "D9 - 2031 Base, AM" model duration: 07:45 - 09:15  
 "D10 - 2031 Base, PM" model duration: 16:45 - 18:15  
 "D11 - 2031 Base + Dev, AM" model duration: 07:45 - 09:15  
 "D12 - 2031 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 28/10/2014 17:25:05

## File summary

Title	Frieze Way
Location	
Site Number	
Date	26/08/2014
Version	
Status	
Identifier	
Client	
Jobnumber	15921
Enumerator	
Description	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## 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

# (Default Analysis Set) - 2014 Base, AM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, AM	2014 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				4.19	A

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Name	Arm	Name	Description
Frieze Way	1	Frieze Way	
A44 Woodstock Road (S)	2	A44 Woodstock Road (S)	
A44 Woodstock Road (N)	3	A44 Woodstock Road (N)	

### Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Frieze Way	0.00	99999.00		0.00
A44 Woodstock Road (S)	0.00	99999.00		0.00
A44 Woodstock Road (N)	0.00	99999.00		0.00

### Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Frieze Way	10.10	10.50	2.40	41.00	41.00	41.00	
A44 Woodstock Road (S)	8.20	13.60	7.10	30.00	41.00	51.00	
A44 Woodstock Road (N)	5.50	13.60	7.60	46.00	41.00	30.00	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Frieze Way		(calculated)	(calculated)	0.914	3098.144
A44 Woodstock Road (S)		(calculated)	(calculated)	0.840	2793.589
A44 Woodstock Road (N)		(calculated)	(calculated)	0.764	2284.405

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓



# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Frieze Way	ONE HOUR	✓	346.00	100.000
A44 Woodstock Road (S)	ONE HOUR	✓	1343.00	100.000
A44 Woodstock Road (N)	ONE HOUR	✓	1290.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	1.000	236.000	109.000
	A44 Woodstock Road (S)	302.000	8.000	1033.000
	A44 Woodstock Road (N)	136.000	1154.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	0.00	0.68	0.32
	A44 Woodstock Road (S)	0.22	0.01	0.77
	A44 Woodstock Road (N)	0.11	0.89	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	1.000	1.000	1.000
	A44 Woodstock Road (S)	1.000	1.000	1.000
	A44 Woodstock Road (N)	1.000	1.000	1.000

## Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	0.0	0.0	0.0
	A44 Woodstock Road (S)	0.0	0.0	0.0
	A44 Woodstock Road (N)	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Frieze Way	0.20	2.32	0.25	A	317.50	476.24	16.23	2.05	0.18	16.23	2.05
A44 Woodstock Road (S)	0.55	2.97	1.21	A	1232.36	1848.54	77.77	2.52	0.86	77.77	2.52
A44 Woodstock Road (N)	0.70	5.97	2.33	A	1183.73	1775.59	131.77	4.45	1.46	131.78	4.45

## Main Results for each time segment

### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	260.49	65.12	259.98	329.61	871.76	0.00	2301.69	1563.37	0.113	0.00	0.13	1.762	A
A44 Woodstock Road (S)	1011.08	252.77	1008.73	1049.08	82.65	0.00	2724.17	2376.11	0.371	0.00	0.59	2.096	A
A44 Woodstock Road (N)	971.18	242.79	967.78	857.79	233.59	0.00	2105.93	1861.90	0.461	0.00	0.85	3.154	A

### Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	311.05	77.76	310.88	394.29	1043.14	0.00	2145.11	1563.46	0.145	0.13	0.17	1.962	A
A44 Woodstock Road (S)	1207.33	301.83	1206.48	1255.19	98.83	0.00	2710.57	2376.09	0.445	0.59	0.80	2.392	A
A44 Woodstock Road (N)	1159.68	289.92	1158.04	1025.93	279.39	0.00	2070.94	1861.90	0.560	0.85	1.26	3.936	A

### Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	380.95	95.24	380.65	482.54	1275.63	0.00	1932.70	1563.48	0.197	0.17	0.24	2.319	A
A44 Woodstock Road (S)	1478.67	369.67	1477.03	1535.27	121.02	0.00	2691.94	2376.08	0.549	0.80	1.21	2.959	A
A44 Woodstock Road (N)	1420.32	355.08	1416.13	1256.01	342.04	0.00	2023.07	1861.91	0.702	1.26	2.31	5.890	A

**Main results: (08:30-08:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	380.95	95.24	380.95	483.33	1279.30	0.00	1929.35	1563.48	0.197	0.24	0.25	2.324	A
A44 Woodstock Road (S)	1478.67	369.67	1478.65	1539.13	121.11	0.00	2691.86	2376.08	0.549	1.21	1.21	2.966	A
A44 Woodstock Road (N)	1420.32	355.08	1420.22	1257.35	342.41	0.00	2022.79	1861.91	0.702	2.31	2.33	5.972	A

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	311.05	77.76	311.35	395.46	1048.37	0.00	2140.34	1563.46	0.145	0.25	0.17	1.968	A
A44 Woodstock Road (S)	1207.33	301.83	1208.96	1260.73	98.98	0.00	2710.45	2376.09	0.445	1.21	0.81	2.401	A
A44 Woodstock Road (N)	1159.68	289.92	1163.87	1027.98	279.96	0.00	2070.50	1861.90	0.560	2.33	1.29	3.988	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	260.49	65.12	260.66	330.87	876.34	0.00	2297.51	1563.37	0.113	0.17	0.13	1.769	A
A44 Woodstock Road (S)	1011.08	252.77	1011.94	1054.13	82.87	0.00	2723.98	2376.11	0.371	0.81	0.59	2.105	A
A44 Woodstock Road (N)	971.18	242.79	972.88	860.47	234.34	0.00	2105.36	1861.90	0.461	1.29	0.86	3.185	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (07:45-08:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	1.89	0.13	1.762	A	A
A44 Woodstock Road (S)	8.68	0.58	2.096	A	A
A44 Woodstock Road (N)	12.43	0.83	3.154	A	A

**Queueing Delay results: (08:00-08:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	2.51	0.17	1.962	A	A
A44 Woodstock Road (S)	11.81	0.79	2.392	A	A
A44 Woodstock Road (N)	18.42	1.23	3.936	A	A

**Queueing Delay results: (08:15-08:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	3.63	0.24	2.319	A	A
A44 Woodstock Road (S)	17.77	1.18	2.959	A	A
A44 Woodstock Road (N)	32.97	2.20	5.890	A	A

**Queueing Delay results: (08:30-08:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	3.68	0.25	2.324	A	A
A44 Woodstock Road (S)	18.19	1.21	2.966	A	A
A44 Woodstock Road (N)	34.83	2.32	5.972	A	A

**Queueing Delay results: (08:45-09:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	2.58	0.17	1.968	A	A
A44 Woodstock Road (S)	12.32	0.82	2.401	A	A
A44 Woodstock Road (N)	19.91	1.33	3.988	A	A

**Queueing Delay results: (09:00-09:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	1.94	0.13	1.769	A	A
A44 Woodstock Road (S)	9.00	0.60	2.105	A	A
A44 Woodstock Road (N)	13.21	0.88	3.185	A	A

## (Default Analysis Set) - 2014 Base, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, PM	2014 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				6.82	A

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
Frieze Way	1	Frieze Way	
A44 Woodstock Road (S)	2	A44 Woodstock Road (S)	
A44 Woodstock Road (N)	3	A44 Woodstock Road (N)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Frieze Way	0.00	99999.00		0.00
A44 Woodstock Road (S)	0.00	99999.00		0.00
A44 Woodstock Road (N)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Frieze Way	10.10	10.50	2.40	41.00	41.00	41.00	
A44 Woodstock Road (S)	8.20	13.60	7.10	30.00	41.00	51.00	
A44 Woodstock Road (N)	5.50	13.60	7.60	46.00	41.00	30.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Frieze Way		(calculated)	(calculated)	0.914	3098.144
A44 Woodstock Road (S)		(calculated)	(calculated)	0.840	2793.589
A44 Woodstock Road (N)		(calculated)	(calculated)	0.764	2284.405

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Frieze Way	ONE HOUR	✓	552.00	100.000
A44 Woodstock Road (S)	ONE HOUR	✓	1701.00	100.000
A44 Woodstock Road (N)	ONE HOUR	✓	1394.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	2.000	271.000	279.000
	A44 Woodstock Road (S)	459.000	8.000	1234.000
	A44 Woodstock Road (N)	203.000	1191.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	0.00	0.49	0.51
	A44 Woodstock Road (S)	0.27	0.00	0.73
	A44 Woodstock Road (N)	0.15	0.85	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	1.000	1.000	1.000
	A44 Woodstock Road (S)	1.000	1.000	1.000
	A44 Woodstock Road (N)	1.000	1.000	1.000

## Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	0.0	0.0	0.0
	A44 Woodstock Road (S)	0.0	0.0	0.0
	A44 Woodstock Road (N)	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Frieze Way	0.32	2.80	0.47	A	506.52	759.79	29.91	2.36	0.33	29.91	2.36
A44 Woodstock Road (S)	0.74	5.44	2.80	A	1560.87	2341.30	153.84	3.94	1.71	153.85	3.94
A44 Woodstock Road (N)	0.81	10.09	4.20	B	1279.16	1918.74	204.29	6.39	2.27	204.30	6.39

## Main Results for each time segment

### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	415.57	103.89	414.68	498.23	898.97	0.00	2276.83	1651.40	0.183	0.00	0.22	1.932	A
A44 Woodstock Road (S)	1280.60	320.15	1276.79	1102.56	211.10	0.00	2616.28	2087.48	0.489	0.00	0.95	2.679	A
A44 Woodstock Road (N)	1049.48	262.37	1045.17	1135.85	352.04	0.00	2015.43	1841.96	0.521	0.00	1.08	3.693	A

### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	496.24	124.06	495.91	596.01	1075.60	0.00	2115.45	1651.40	0.235	0.22	0.31	2.222	A
A44 Woodstock Road (S)	1529.16	382.29	1527.22	1319.06	252.44	0.00	2581.55	2087.48	0.592	0.95	1.44	3.409	A
A44 Woodstock Road (N)	1253.18	313.29	1250.53	1358.58	421.09	0.00	1962.68	1841.96	0.639	1.08	1.74	5.035	A

### Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	607.76	151.94	607.11	728.28	1312.10	0.00	1899.39	1651.40	0.320	0.31	0.47	2.784	A
A44 Woodstock Road (S)	1872.84	468.21	1867.51	1610.15	309.05	0.00	2534.00	2087.48	0.739	1.44	2.77	5.359	A
A44 Woodstock Road (N)	1534.82	383.71	1525.46	1661.65	514.92	0.00	1890.99	1841.96	0.812	1.74	4.08	9.609	A

**Main results: (17:30-17:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	607.76	151.94	607.75	730.98	1319.72	0.00	1892.42	1651.40	0.321	0.47	0.47	2.801	A
A44 Woodstock Road (S)	1872.84	468.21	1872.71	1618.10	309.38	0.00	2533.72	2087.48	0.739	2.77	2.80	5.444	A
A44 Woodstock Road (N)	1534.82	383.71	1534.36	1665.75	516.34	0.00	1889.90	1841.96	0.812	4.08	4.20	10.090	B

**Main results: (17:45-18:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	496.24	124.06	496.89	599.76	1086.10	0.00	2105.86	1651.40	0.236	0.47	0.31	2.237	A
A44 Woodstock Road (S)	1529.16	382.29	1534.50	1330.05	252.94	0.00	2581.13	2087.48	0.592	2.80	1.47	3.456	A
A44 Woodstock Road (N)	1253.18	313.29	1262.78	1364.36	423.09	0.00	1961.15	1841.96	0.639	4.20	1.80	5.223	A

**Main results: (18:00-18:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	415.57	103.89	415.91	500.85	905.07	0.00	2271.25	1651.40	0.183	0.31	0.22	1.940	A
A44 Woodstock Road (S)	1280.60	320.15	1282.61	1109.26	211.72	0.00	2615.75	2087.48	0.490	1.47	0.96	2.706	A
A44 Woodstock Road (N)	1049.48	262.37	1052.28	1140.69	353.64	0.00	2014.21	1841.96	0.521	1.80	1.10	3.755	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	3.30	0.22	1.932	A	A
A44 Woodstock Road (S)	13.97	0.93	2.679	A	A
A44 Woodstock Road (N)	15.66	1.04	3.693	A	A

**Queueing Delay results: (17:00-17:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	4.53	0.30	2.222	A	A
A44 Woodstock Road (S)	21.06	1.40	3.409	A	A
A44 Woodstock Road (N)	25.17	1.68	5.035	A	A



**Queueing Delay results: (17:15-17:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	6.92	0.46	2.784	A	A
A44 Woodstock Road (S)	39.52	2.63	5.359	A	A
A44 Woodstock Road (N)	55.86	3.72	9.609	A	A

**Queueing Delay results: (17:30-17:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	7.06	0.47	2.801	A	A
A44 Woodstock Road (S)	41.84	2.79	5.444	A	A
A44 Woodstock Road (N)	62.28	4.15	10.090	B	B

**Queueing Delay results: (17:45-18:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	4.70	0.31	2.237	A	A
A44 Woodstock Road (S)	22.69	1.51	3.456	A	A
A44 Woodstock Road (N)	28.40	1.89	5.223	A	A

**Queueing Delay results: (18:00-18:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	3.40	0.23	1.940	A	A
A44 Woodstock Road (S)	14.76	0.98	2.706	A	A
A44 Woodstock Road (N)	16.91	1.13	3.755	A	A

## (Default Analysis Set) - 2031 Base, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base, AM	2031 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				8.74	A

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
Frieze Way	1	Frieze Way	
A44 Woodstock Road (S)	2	A44 Woodstock Road (S)	
A44 Woodstock Road (N)	3	A44 Woodstock Road (N)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Frieze Way	0.00	99999.00		0.00
A44 Woodstock Road (S)	0.00	99999.00		0.00
A44 Woodstock Road (N)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Frieze Way	10.10	10.50	2.40	41.00	41.00	41.00	
A44 Woodstock Road (S)	8.20	13.60	7.10	30.00	41.00	51.00	
A44 Woodstock Road (N)	5.50	13.60	7.60	46.00	41.00	30.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Frieze Way		(calculated)	(calculated)	0.914	3098.144
A44 Woodstock Road (S)		(calculated)	(calculated)	0.840	2793.589
A44 Woodstock Road (N)		(calculated)	(calculated)	0.764	2284.405

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Frieze Way	ONE HOUR	✓	422.00	100.000
A44 Woodstock Road (S)	ONE HOUR	✓	1638.00	100.000
A44 Woodstock Road (N)	ONE HOUR	✓	1573.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	1.000	288.000	133.000
	A44 Woodstock Road (S)	368.000	10.000	1260.000
	A44 Woodstock Road (N)	166.000	1407.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	0.00	0.68	0.32
	A44 Woodstock Road (S)	0.22	0.01	0.77
	A44 Woodstock Road (N)	0.11	0.89	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	1.000	1.000	1.000
	A44 Woodstock Road (S)	1.000	1.000	1.000
	A44 Woodstock Road (N)	1.000	1.000	1.000

## Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	0.0	0.0	0.0
	A44 Woodstock Road (S)	0.0	0.0	0.0
	A44 Woodstock Road (N)	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Frieze Way	0.28	2.98	0.38	A	387.23	580.85	23.94	2.47	0.27	23.94	2.47
A44 Woodstock Road (S)	0.68	4.16	2.07	A	1503.06	2254.59	121.99	3.25	1.36	122.00	3.25
A44 Woodstock Road (N)	0.88	15.06	6.94	C	1443.41	2165.12	298.59	8.27	3.32	298.61	8.28

## Main Results for each time segment

### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	317.70	79.43	317.00	401.47	1062.02	0.00	2127.86	1562.82	0.149	0.00	0.18	1.988	A
A44 Woodstock Road (S)	1233.17	308.29	1229.85	1278.37	100.66	0.00	2709.04	2376.76	0.455	0.00	0.83	2.429	A
A44 Woodstock Road (N)	1184.24	296.06	1178.93	1045.94	284.56	0.00	2066.99	1862.51	0.573	0.00	1.33	4.030	A

### Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	379.37	94.84	379.10	480.23	1270.47	0.00	1937.41	1562.84	0.196	0.18	0.24	2.310	A
A44 Woodstock Road (S)	1472.53	368.13	1471.06	1529.20	120.38	0.00	2692.48	2376.76	0.547	0.83	1.20	2.943	A
A44 Woodstock Road (N)	1414.09	353.52	1410.33	1251.06	340.37	0.00	2024.35	1862.51	0.699	1.33	2.27	5.827	A

### Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	464.63	116.16	464.09	586.46	1544.76	0.00	1686.82	1562.84	0.275	0.24	0.38	2.942	A
A44 Woodstock Road (S)	1803.47	450.87	1800.05	1861.48	147.36	0.00	2669.81	2376.76	0.676	1.20	2.05	4.122	A
A44 Woodstock Road (N)	1731.91	432.98	1714.72	1530.92	416.50	0.00	1966.18	1862.51	0.881	2.27	6.56	13.482	B

**Main results: (08:30-08:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	464.63	116.16	464.61	588.87	1558.80	0.00	1673.99	1562.84	0.278	0.38	0.38	2.976	A
A44 Woodstock Road (S)	1803.47	450.87	1803.41	1875.88	147.53	0.00	2669.67	2376.76	0.676	2.05	2.07	4.155	A
A44 Woodstock Road (N)	1731.91	432.98	1730.40	1533.67	417.27	0.00	1965.59	1862.51	0.881	6.56	6.94	15.065	C

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	379.37	94.84	379.91	483.65	1290.23	0.00	1919.37	1562.84	0.198	0.38	0.25	2.340	A
A44 Woodstock Road (S)	1472.53	368.13	1475.93	1549.50	120.64	0.00	2692.26	2376.76	0.547	2.07	1.22	2.967	A
A44 Woodstock Road (N)	1414.09	353.52	1432.38	1255.07	341.50	0.00	2023.48	1862.51	0.699	6.94	2.37	6.270	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	317.70	79.43	317.99	403.54	1070.43	0.00	2120.18	1562.82	0.150	0.25	0.18	1.999	A
A44 Woodstock Road (S)	1233.17	308.29	1234.68	1287.44	100.97	0.00	2708.78	2376.76	0.455	1.22	0.84	2.444	A
A44 Woodstock Road (N)	1184.24	296.06	1188.29	1049.97	285.68	0.00	2066.13	1862.51	0.573	2.37	1.36	4.119	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (07:45-08:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	2.59	0.17	1.988	A	A
A44 Woodstock Road (S)	12.22	0.81	2.429	A	A
A44 Woodstock Road (N)	19.21	1.28	4.030	A	A

**Queueing Delay results: (08:00-08:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	3.60	0.24	2.310	A	A
A44 Woodstock Road (S)	17.61	1.17	2.943	A	A
A44 Woodstock Road (N)	32.51	2.17	5.827	A	A

**Queueing Delay results: (08:15-08:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	5.59	0.37	2.942	A	A
A44 Woodstock Road (S)	29.73	1.98	4.122	A	A
A44 Woodstock Road (N)	85.19	5.68	13.482	B	B

**Queueing Delay results: (08:30-08:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	5.72	0.38	2.976	A	A
A44 Woodstock Road (S)	30.93	2.06	4.155	A	A
A44 Woodstock Road (N)	101.84	6.79	15.065	C	B

**Queueing Delay results: (08:45-09:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	3.76	0.25	2.340	A	A
A44 Woodstock Road (S)	18.69	1.25	2.967	A	A
A44 Woodstock Road (N)	38.80	2.59	6.270	A	A

**Queueing Delay results: (09:00-09:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	2.68	0.18	1.999	A	A
A44 Woodstock Road (S)	12.82	0.85	2.444	A	A
A44 Woodstock Road (N)	21.03	1.40	4.119	A	A

## (Default Analysis Set) - 2031 Base, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base, PM	2031 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				51.11	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
Frieze Way	1	Frieze Way	
A44 Woodstock Road (S)	2	A44 Woodstock Road (S)	
A44 Woodstock Road (N)	3	A44 Woodstock Road (N)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Frieze Way	0.00	99999.00		0.00
A44 Woodstock Road (S)	0.00	99999.00		0.00
A44 Woodstock Road (N)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Frieze Way	10.10	10.50	2.40	41.00	41.00	41.00	
A44 Woodstock Road (S)	8.20	13.60	7.10	30.00	41.00	51.00	
A44 Woodstock Road (N)	5.50	13.60	7.60	46.00	41.00	30.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Frieze Way		(calculated)	(calculated)	0.914	3098.144
A44 Woodstock Road (S)		(calculated)	(calculated)	0.840	2793.589
A44 Woodstock Road (N)		(calculated)	(calculated)	0.764	2284.405

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Frieze Way	ONE HOUR	✓	681.00	100.000
A44 Woodstock Road (S)	ONE HOUR	✓	2101.00	100.000
A44 Woodstock Road (N)	ONE HOUR	✓	1722.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	2.000	335.000	344.000
	A44 Woodstock Road (S)	567.000	10.000	1524.000
	A44 Woodstock Road (N)	251.000	1471.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	0.00	0.49	0.51
	A44 Woodstock Road (S)	0.27	0.00	0.73
	A44 Woodstock Road (N)	0.15	0.85	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	1.000	1.000	1.000
	A44 Woodstock Road (S)	1.000	1.000	1.000
	A44 Woodstock Road (N)	1.000	1.000	1.000

## Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	0.0	0.0	0.0
	A44 Woodstock Road (S)	0.0	0.0	0.0
	A44 Woodstock Road (N)	0.0	0.0	0.0



# Results

## Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Frieze Way	0.44	3.82	0.79	A	624.90	937.35	48.71	3.12	0.54	48.71	3.12
A44 Woodstock Road (S)	0.94	20.46	12.37	C	1927.91	2891.87	453.81	9.42	5.04	453.84	9.42
A44 Woodstock Road (N)	1.05	107.21	62.84	F	1580.14	2370.21	1607.30	40.69	17.86	1607.36	40.69

## Main Results for each time segment

### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	512.69	128.17	511.39	614.50	1108.31	0.00	2085.57	1651.18	0.246	0.00	0.32	2.284	A
A44 Woodstock Road (S)	1581.74	395.44	1575.44	1359.88	259.83	0.00	2575.35	2088.93	0.614	0.00	1.58	3.579	A
A44 Woodstock Road (N)	1296.41	324.10	1288.65	1401.10	434.17	0.00	1952.68	1842.38	0.664	0.00	1.94	5.360	A

### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	612.21	153.05	611.60	734.40	1323.32	0.00	1889.13	1651.18	0.324	0.32	0.48	2.816	A
A44 Woodstock Road (S)	1888.76	472.19	1883.59	1624.18	310.74	0.00	2532.58	2088.93	0.746	1.58	2.87	5.503	A
A44 Woodstock Road (N)	1548.04	387.01	1538.62	1675.24	519.09	0.00	1887.80	1842.38	0.820	1.94	4.30	10.046	B

### Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	749.79	187.45	748.60	875.23	1520.82	0.00	1708.69	1651.18	0.439	0.48	0.78	3.744	A
A44 Woodstock Road (S)	2313.24	578.31	2280.26	1889.07	380.35	0.00	2474.12	2088.94	0.935	2.87	11.11	16.369	C
A44 Woodstock Road (N)	1895.96	473.99	1767.61	2032.18	628.43	0.00	1804.26	1842.38	1.051	4.30	36.38	51.042	F

**Main results: (17:30-17:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	749.79	187.45	749.73	886.05	1540.19	0.00	1690.99	1651.18	0.443	0.78	0.79	3.823	A
A44 Woodstock Road (S)	2313.24	578.31	2308.20	1909.01	380.92	0.00	2473.63	2088.94	0.935	11.11	12.37	20.458	C
A44 Woodstock Road (N)	1895.96	473.99	1790.14	2053.01	636.10	0.00	1798.40	1842.38	1.054	36.38	62.84	107.206	F

**Main results: (17:45-18:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	612.21	153.05	613.11	780.72	1527.58	0.00	1702.52	1651.18	0.360	0.79	0.56	3.309	A
A44 Woodstock Road (S)	1888.76	472.19	1926.21	1829.18	311.51	0.00	2531.94	2088.93	0.746	12.37	3.01	6.299	A
A44 Woodstock Road (N)	1548.04	387.01	1777.50	1706.92	530.80	0.00	1878.85	1842.38	0.824	62.84	5.47	57.957	F

**Main results: (18:00-18:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	512.69	128.17	513.63	620.87	1126.80	0.00	2068.68	1651.18	0.248	0.56	0.33	2.316	A
A44 Woodstock Road (S)	1581.74	395.44	1587.34	1379.46	260.96	0.00	2574.39	2088.93	0.614	3.01	1.61	3.666	A
A44 Woodstock Road (N)	1296.41	324.10	1310.22	1410.86	437.44	0.00	1950.18	1842.38	0.665	5.47	2.02	5.744	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	4.80	0.32	2.284	A	A
A44 Woodstock Road (S)	22.81	1.52	3.579	A	A
A44 Woodstock Road (N)	27.64	1.84	5.360	A	A

**Queueing Delay results: (17:00-17:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	7.05	0.47	2.816	A	A
A44 Woodstock Road (S)	40.86	2.72	5.503	A	A
A44 Woodstock Road (N)	58.64	3.91	10.046	B	B

**Queueing Delay results: (17:15-17:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	11.38	0.76	3.744	A	A
A44 Woodstock Road (S)	134.55	8.97	16.369	C	B
A44 Woodstock Road (N)	330.98	22.07	51.042	F	D

**Queueing Delay results: (17:30-17:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	11.82	0.79	3.823	A	A
A44 Woodstock Road (S)	177.68	11.85	20.458	C	C
A44 Woodstock Road (N)	746.29	49.75	107.206	F	F

**Queueing Delay results: (17:45-18:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	8.63	0.58	3.309	A	A
A44 Woodstock Road (S)	52.95	3.53	6.299	A	A
A44 Woodstock Road (N)	411.31	27.42	57.957	F	E

**Queueing Delay results: (18:00-18:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	5.03	0.34	2.316	A	A
A44 Woodstock Road (S)	24.96	1.66	3.666	A	A
A44 Woodstock Road (N)	32.45	2.16	5.744	A	A

## (Default Analysis Set) - 2031 Base + Dev, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base + Dev, AM	2031 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				7.21	A

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
Frieze Way	1	Frieze Way	
A44 Woodstock Road (S)	2	A44 Woodstock Road (S)	
A44 Woodstock Road (N)	3	A44 Woodstock Road (N)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Frieze Way	0.00	99999.00		0.00
A44 Woodstock Road (S)	0.00	99999.00		0.00
A44 Woodstock Road (N)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Frieze Way	10.10	10.50	2.40	41.00	41.00	41.00	
A44 Woodstock Road (S)	8.20	13.60	7.10	30.00	41.00	51.00	
A44 Woodstock Road (N)	5.50	13.60	7.60	46.00	41.00	30.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Frieze Way		(calculated)	(calculated)	0.914	3098.144
A44 Woodstock Road (S)		(calculated)	(calculated)	0.840	2793.589
A44 Woodstock Road (N)		(calculated)	(calculated)	0.764	2284.405

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Frieze Way	ONE HOUR	✓	422.00	100.000
A44 Woodstock Road (S)	ONE HOUR	✓	1710.00	100.000
A44 Woodstock Road (N)	ONE HOUR	✓	1502.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	1.000	288.000	133.000
	A44 Woodstock Road (S)	368.000	10.000	1332.000
	A44 Woodstock Road (N)	166.000	1336.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	0.00	0.68	0.32
	A44 Woodstock Road (S)	0.22	0.01	0.78
	A44 Woodstock Road (N)	0.11	0.89	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	1.000	1.000	1.000
	A44 Woodstock Road (S)	1.000	1.000	1.000
	A44 Woodstock Road (N)	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
From		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
	Frieze Way	0.0	0.0	0.0
	A44 Woodstock Road (S)	0.0	0.0	0.0
	A44 Woodstock Road (N)	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Frieze Way	0.27	2.81	0.36	A	387.23	580.85	22.93	2.37	0.25	22.93	2.37
A44 Woodstock Road (S)	0.71	4.57	2.37	A	1569.13	2353.69	136.52	3.48	1.52	136.53	3.48
A44 Woodstock Road (N)	0.84	11.45	5.10	B	1378.26	2067.39	238.96	6.94	2.66	238.98	6.94

### Main Results for each time segment

#### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	317.70	79.43	317.02	401.47	1009.06	0.00	2176.25	1557.70	0.146	0.00	0.17	1.936	A
A44 Woodstock Road (S)	1287.38	321.84	1283.77	1225.42	100.67	0.00	2709.03	2378.13	0.475	0.00	0.90	2.519	A
A44 Woodstock Road (N)	1130.78	282.70	1126.00	1099.91	284.53	0.00	2067.01	1879.94	0.547	0.00	1.20	3.807	A

#### Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	379.37	94.84	379.12	480.25	1207.27	0.00	1995.16	1557.70	0.190	0.17	0.23	2.227	A
A44 Woodstock Road (S)	1537.25	384.31	1535.58	1466.00	120.38	0.00	2692.47	2378.13	0.571	0.90	1.32	3.108	A
A44 Woodstock Road (N)	1350.27	337.57	1347.18	1315.62	340.34	0.00	2024.37	1879.94	0.667	1.20	1.97	5.291	A

**Main results: (08:15-08:30)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	464.63	116.16	464.13	586.85	1471.43	0.00	1753.82	1557.72	0.265	0.23	0.36	2.791	A
A44 Woodstock Road (S)	1882.75	470.69	1878.62	1788.18	147.38	0.00	2669.80	2378.12	0.705	1.32	2.35	4.527	A
A44 Woodstock Road (N)	1653.73	413.43	1641.91	1609.62	416.37	0.00	1966.28	1879.94	0.841	1.97	4.93	10.725	B

**Main results: (08:30-08:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	464.63	116.16	464.62	588.95	1481.34	0.00	1744.76	1557.72	0.266	0.36	0.36	2.811	A
A44 Woodstock Road (S)	1882.75	470.69	1882.67	1798.43	147.53	0.00	2669.67	2378.12	0.705	2.35	2.37	4.572	A
A44 Woodstock Road (N)	1653.73	413.43	1653.03	1612.93	417.27	0.00	1965.59	1879.94	0.841	4.93	5.10	11.448	B

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	379.37	94.84	379.87	483.20	1220.94	0.00	1982.67	1557.70	0.191	0.36	0.24	2.246	A
A44 Woodstock Road (S)	1537.25	384.31	1541.38	1480.19	120.62	0.00	2692.27	2378.13	0.571	2.37	1.34	3.138	A
A44 Woodstock Road (N)	1350.27	337.57	1362.51	1320.37	341.63	0.00	2023.39	1879.94	0.667	5.10	2.04	5.544	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	317.70	79.43	317.97	403.51	1016.27	0.00	2169.66	1557.70	0.146	0.24	0.17	1.945	A
A44 Woodstock Road (S)	1287.38	321.84	1289.10	1233.27	100.97	0.00	2708.78	2378.13	0.475	1.34	0.91	2.538	A
A44 Woodstock Road (N)	1130.78	282.70	1134.07	1104.35	285.71	0.00	2066.11	1879.94	0.547	2.04	1.22	3.877	A

**Queueing Delay Results for each time segment**
**Queueing Delay results: (07:45-08:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	2.53	0.17	1.936	A	A
A44 Woodstock Road (S)	13.22	0.88	2.519	A	A
A44 Woodstock Road (N)	17.36	1.16	3.807	A	A

**Queueing Delay results: (08:00-08:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	3.47	0.23	2.227	A	A
A44 Woodstock Road (S)	19.37	1.29	3.108	A	A
A44 Woodstock Road (N)	28.38	1.89	5.291	A	A

**Queueing Delay results: (08:15-08:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	5.31	0.35	2.791	A	A
A44 Woodstock Road (S)	33.88	2.26	4.527	A	A
A44 Woodstock Road (N)	66.31	4.42	10.725	B	B

**Queueing Delay results: (08:30-08:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	5.41	0.36	2.811	A	A
A44 Woodstock Road (S)	35.47	2.36	4.572	A	A
A44 Woodstock Road (N)	75.49	5.03	11.448	B	B

**Queueing Delay results: (08:45-09:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	3.61	0.24	2.246	A	A
A44 Woodstock Road (S)	20.68	1.38	3.138	A	A
A44 Woodstock Road (N)	32.57	2.17	5.544	A	A

**Queueing Delay results: (09:00-09:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	2.61	0.17	1.945	A	A
A44 Woodstock Road (S)	13.91	0.93	2.538	A	A
A44 Woodstock Road (N)	18.85	1.26	3.877	A	A

## (Default Analysis Set) - 2031 Base + Dev, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	



## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Base + Dev, FM	2031 Base + Dev	FM		ONE HOUR	16:45	18:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				82.03	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
Frieze Way	1	Frieze Way	
A44 Woodstock Road (S)	2	A44 Woodstock Road (S)	
A44 Woodstock Road (N)	3	A44 Woodstock Road (N)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Frieze Way	0.00	99999.00		0.00
A44 Woodstock Road (S)	0.00	99999.00		0.00
A44 Woodstock Road (N)	0.00	99999.00		0.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Frieze Way	10.10	10.50	2.40	41.00	41.00	41.00	
A44 Woodstock Road (S)	8.20	13.60	7.10	30.00	41.00	51.00	
A44 Woodstock Road (N)	5.50	13.60	7.60	46.00	41.00	30.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Frieze Way		(calculated)	(calculated)	0.914	3098.144
A44 Woodstock Road (S)		(calculated)	(calculated)	0.840	2793.589
A44 Woodstock Road (N)		(calculated)	(calculated)	0.764	2284.405

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Frieze Way	ONE HOUR	✓	681.00	100.000
A44 Woodstock Road (S)	ONE HOUR	✓	2034.00	100.000
A44 Woodstock Road (N)	ONE HOUR	✓	1829.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	2.000	335.000	344.000
	A44 Woodstock Road (S)	567.000	10.000	1457.000
	A44 Woodstock Road (N)	251.000	1578.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	0.00	0.49	0.51
	A44 Woodstock Road (S)	0.28	0.00	0.72
	A44 Woodstock Road (N)	0.14	0.86	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
From	Frieze Way	1.000	1.000	1.000
	A44 Woodstock Road (S)	1.000	1.000	1.000
	A44 Woodstock Road (N)	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
From		Frieze Way	A44 Woodstock Road (S)	A44 Woodstock Road (N)
	Frieze Way	0.0	0.0	0.0
	A44 Woodstock Road (S)	0.0	0.0	0.0
	A44 Woodstock Road (N)	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Frieze Way	0.45	3.90	0.81	A	624.90	937.35	51.72	3.31	0.57	51.73	3.31
A44 Woodstock Road (S)	0.91	14.89	8.83	B	1866.43	2799.65	358.94	7.69	3.99	358.96	7.69
A44 Woodstock Road (N)	1.12	185.78	117.47	F	1678.32	2517.48	3583.67	85.41	39.82	3583.76	85.41

### Main Results for each time segment

#### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	512.69	128.17	511.33	614.43	1187.43	0.00	2013.28	1648.12	0.255	0.00	0.34	2.394	A
A44 Woodstock Road (S)	1531.30	382.83	1525.49	1438.97	259.80	0.00	2575.37	2090.24	0.595	0.00	1.45	3.412	A
A44 Woodstock Road (N)	1376.97	344.24	1367.62	1351.04	434.25	0.00	1952.62	1827.67	0.705	0.00	2.34	6.062	A

#### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	612.21	153.05	611.53	733.89	1414.68	0.00	1805.66	1648.12	0.339	0.34	0.51	3.013	A
A44 Woodstock Road (S)	1828.52	457.13	1824.15	1715.50	310.70	0.00	2532.61	2090.24	0.722	1.45	2.55	5.050	A
A44 Woodstock Road (N)	1644.23	411.06	1629.31	1615.59	519.27	0.00	1887.66	1827.67	0.871	2.34	6.07	13.225	B

**Main results: (17:15-17:30)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	749.79	187.45	748.64	865.19	1551.76	0.00	1680.43	1648.11	0.446	0.51	0.80	3.859	A
A44 Woodstock Road (S)	2239.48	559.87	2216.59	1920.03	380.37	0.00	2474.10	2090.24	0.905	2.55	8.27	12.969	B
A44 Woodstock Road (N)	2013.77	503.44	1785.95	1965.96	631.00	0.00	1802.30	1827.67	1.117	6.07	63.02	78.409	F

**Main results: (17:30-17:45)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	749.79	187.45	749.76	872.32	1560.51	0.00	1672.43	1648.11	0.448	0.80	0.81	3.901	A
A44 Woodstock Road (S)	2239.48	559.87	2237.24	1929.33	380.94	0.00	2473.62	2090.24	0.905	8.27	8.83	14.886	B
A44 Woodstock Road (N)	2013.77	503.44	1795.98	1981.32	636.86	0.00	1797.82	1827.67	1.120	63.02	117.47	185.782	F

**Main results: (17:45-18:00)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	612.21	153.05	612.99	774.41	1618.58	0.00	1619.37	1648.12	0.378	0.81	0.61	3.581	A
A44 Woodstock Road (S)	1828.52	457.13	1853.22	1920.13	311.45	0.00	2531.99	2090.24	0.722	8.83	2.65	5.491	A
A44 Woodstock Road (N)	1644.23	411.06	1865.48	1637.15	527.52	0.00	1881.36	1827.67	0.874	117.47	62.16	174.570	F

**Main results: (18:00-18:15)**

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Frieze Way	512.69	128.17	513.56	651.40	1401.46	0.00	1817.74	1648.12	0.282	0.61	0.39	2.761	A
A44 Woodstock Road (S)	1531.30	382.83	1535.98	1654.09	260.93	0.00	2574.42	2090.24	0.595	2.65	1.48	3.481	A
A44 Woodstock Road (N)	1376.97	344.24	1615.62	1359.68	437.23	0.00	1950.34	1827.67	0.706	62.16	2.49	22.016	C

**Queueing Delay Results for each time segment**
**Queueing Delay results: (16:45-17:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	5.02	0.33	2.394	A	A
A44 Woodstock Road (S)	21.09	1.41	3.412	A	A
A44 Woodstock Road (N)	32.98	2.20	6.062	A	A

**Queueing Delay results: (17:00-17:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	7.53	0.50	3.013	A	A
A44 Woodstock Road (S)	36.53	2.44	5.050	A	A
A44 Woodstock Road (N)	79.60	5.31	13.225	B	B

**Queueing Delay results: (17:15-17:30)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	11.72	0.78	3.859	A	A
A44 Woodstock Road (S)	105.46	7.03	12.969	B	B
A44 Woodstock Road (N)	533.88	35.59	78.409	F	E

**Queueing Delay results: (17:30-17:45)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	12.08	0.81	3.901	A	A
A44 Woodstock Road (S)	128.99	8.60	14.886	B	B
A44 Woodstock Road (N)	1354.34	90.29	185.782	F	F

**Queueing Delay results: (17:45-18:00)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	9.35	0.62	3.581	A	A
A44 Woodstock Road (S)	43.96	2.93	5.491	A	A
A44 Woodstock Road (N)	1347.21	89.81	174.570	F	F

**Queueing Delay results: (18:00-18:15)**

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Frieze Way	6.01	0.40	2.761	A	A
A44 Woodstock Road (S)	22.91	1.53	3.481	A	A
A44 Woodstock Road (N)	235.66	15.71	22.016	C	C

**User and Project Details**

<b>Project:</b>	<b>Woodstock East</b>
<b>Title:</b>	<b>Loop Farm Roundabout</b>
<b>Location:</b>	Loop Farm Roundabout
<b>File name:</b>	Loop Farm Roundabout.lsg3x
<b>Author:</b>	NS/RM
<b>Company:</b>	David Tucker Associates
<b>Address:</b>	Henley in Arden
<b>Notes:</b>	

**Phase Input Data**

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	2		7	7

**Phase Intergreens Matrix**

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		5	-	-	-
	B	5		-	-	-
	C	-	-		5	5
	D	-	-	5		-
	E	-	-	5	-	

**Phase Delays**

**Stage Stream: 1**

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

**Stage Stream: 2**

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

**Prohibited Stage Change**

**Stage Stream: 1**

	To Stage		
		1	2
From Stage	1		5
	2	5	

**Stage Stream: 2**

	To Stage			
		1	2	3
From Stage	1		2	5
	2	0		5
	3	5	5	

**Phases in Stage**

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	E
2	2	D E
2	3	C

**Give-Way Lane Input Data**

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Frieze Way)	6/2 (Left)	1000	0	9/1	0.33	All	-	-	-	-	-
				9/2	0.33	All					
3/2 (Frieze Way)	7/1 (Ahead)	1000	0	9/1	0.33	All	-	-	-	-	-
				9/2	0.33	All					



**Lane Input Data**

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A44 Woodstock Road (N))	U	A	2	3	5.0	User	1950	-	-	-	-	-
1/2 (A44 Woodstock Road (N))	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/3 (A44 Woodstock Road (N))	U	A	2	3	60.0	User	1950	-	-	-	-	-
2/1 (A44 Woodstock Road (S))	U	E	2	3	60.0	User	1950	-	-	-	-	-
2/2 (A44 Woodstock Road (S))	U	E	2	3	60.0	User	1950	-	-	-	-	-
2/3 (A44 Woodstock Road (S))	U	D	2	3	60.0	User	1950	-	-	-	-	-
3/1 (Frieze Way)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Left	Inf
3/2 (Frieze Way)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead	Inf
4/1 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Frieze Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Frieze Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U	C	2	3	4.0	User	1950	-	-	-	-	-
8/1	U	B	2	3	4.0	User	1950	-	-	-	-	-

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8/2	U	B	2	3	4.0	User	1950	-	-	-	-	-
9/1	U		2	3	5.0	Inf	-	-	-	-	-	-
9/2	U		2	3	5.0	Inf	-	-	-	-	-	-

**Lane Saturation Flows**

**Scenario 1: 'AM Design'** (FG1: '2031 Base + Dev + Northern Gateway AM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A44 Woodstock Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A44 Woodstock Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
1/3 (A44 Woodstock Road (N) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A44 Woodstock Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A44 Woodstock Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A44 Woodstock Road (S) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (Frieze Way)	3.25	0.00	Y	Arm 6 Left	Inf	100.0 %	1940	1940
3/2 (Frieze Way)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
4/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Frieze Way Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Frieze Way Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						1950	1950
8/2	This lane uses a directly entered Saturation Flow						1950	1950
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

**Scenario 2: 'PM Design'** (FG2: '2031 Base + Dev + Northern Gateway PM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A44 Woodstock Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A44 Woodstock Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
1/3 (A44 Woodstock Road (N) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A44 Woodstock Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A44 Woodstock Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A44 Woodstock Road (S) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (Frieze Way)	3.25	0.00	Y	Arm 6 Left	Inf	100.0 %	1940	1940
3/2 (Frieze Way)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
4/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Frieze Way Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Frieze Way Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						1950	1950
8/2	This lane uses a directly entered Saturation Flow						1950	1950
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Base + Dev + Northern Gateway AM'	08:00	09:00	01:00	
2: '2031 Base + Dev + Northern Gateway PM'	17:00	18:00	01:00	

**Traffic Flows, Desired**

**FG1: '2031 Base + Dev + Northern Gateway AM'**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	166	1517	1683
	B	133	1	321	455
	C	1359	397	10	1766
	Tot.	1492	564	1848	3904

**FG2: '2031 Base + Dev + Northern Gateway PM'**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	251	1600	1851
	B	344	0	366	710
	C	1514	681	0	2195
	Tot.	1858	932	1966	4756

**Stage Timings**

**Scenario 1: 'AM Design'** (FG1: '2031 Base + Dev + Northern Gateway AM', Plan 1: 'Network Control Plan 1')

**Stage Stream: 1**

Stage	1	2
Duration	32	8
Change Point	24	11

**Stage Stream: 2**

Stage	1	2	3
Duration	8	23	7
Change Point	45	8	33

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Loop Farm Roundabout</b>	-	-	N/A	-	-		-	-	-	-	-	-	73.2%
<b>Unnamed Junction</b>	-	-	N/A	-	-		-	-	-	-	-	-	73.2%
1/2+1/1	A44 Woodstock Road (N) Ahead Ahead2	U	1	N/A	A		1	32	-	900	1950:1950	1123+254	65.3 : 65.3%
1/3	A44 Woodstock Road (N) Ahead	U	1	N/A	A		1	32	-	783	1950	1287	60.8%
2/1	A44 Woodstock Road (S) Ahead	U	2	N/A	E		1	33	-	970	1950	1326	73.2%
2/2	A44 Woodstock Road (S) Ahead	U	2	N/A	E		1	33	-	389	1950	1326	29.3%
2/3	A44 Woodstock Road (S) Ahead	U	2	N/A	D		1	23	-	397	1950	936	42.4%
3/1	Frieze Way Left	O	N/A	N/A	-		-	-	-	321	1940	536	59.9%
3/2	Frieze Way Ahead	O	N/A	N/A	-		-	-	-	133	1940	536	24.8%
4/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
4/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
5/1	Frieze Way	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
5/2	Frieze Way	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
6/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
6/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	1104	Inf	Inf	0.0%
7/1	Right Right2	U	2	N/A	C		1	7	-	133	1950	312	42.6%
8/1	Right	U	1	N/A	B		1	8	-	198	1950	351	56.4%
8/2	Right Right2	U	1	N/A	B		1	8	-	199	1950	351	56.7%

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9/1	Ahead	U	N/A	N/A	-	-	-	-	734	Inf	Inf	0.0%	
9/2	Ahead Right	U	N/A	N/A	-	-	-	-	783	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Loop Farm Roundabout</b>	-	-	454	0	0	7.2	6.2	0.0	13.4	-	-	-	-
<b>Unnamed Junction</b>	-	-	454	0	0	7.2	6.2	0.0	13.4	-	-	-	-
1/2+1/1	900	900	-	-	-	1.1	0.9	-	2.0	8.1	5.8	0.9	6.7
1/3	783	783	-	-	-	1.1	0.8	-	1.8	8.4	6.1	0.8	6.9
2/1	970	970	-	-	-	1.4	1.4	-	2.7	10.1	8.4	1.4	9.7
2/2	389	389	-	-	-	0.3	0.2	-	0.6	5.1	2.1	0.2	2.3
2/3	397	397	-	-	-	0.9	0.4	-	1.3	11.8	3.5	0.4	3.9
3/1	321	321	321	0	0	0.3	0.7	-	1.1	12.1	2.9	0.7	3.6
3/2	133	133	133	0	0	0.1	0.2	-	0.2	6.0	0.6	0.2	0.7
4/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	133	133	-	-	-	0.8	0.4	-	1.1	30.9	1.8	0.4	2.2
8/1	198	198	-	-	-	0.6	0.6	-	1.2	22.6	1.8	0.6	2.5
8/2	199	199	-	-	-	0.6	0.6	-	1.3	22.7	1.8	0.6	2.5
9/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%):					37.7	Total Delay for Signalled Lanes (pcuHr):			6.36	Cycle Time (s): 50			
C1 Stream: 2 PRC for Signalled Lanes (%):					23.0	Total Delay for Signalled Lanes (pcuHr):			5.72	Cycle Time (s): 50			
PRC Over All Lanes (%):					23.0	Total Delay Over All Lanes(pcuHr):			13.38				



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**Stage Timings**

**Scenario 2: 'PM Design'** (FG2: '2031 Base + Dev + Northern Gateway PM', Plan 1: 'Network Control Plan 1')

**Stage Stream: 1**

Stage	1	2
Duration	25	10
Change Point	41	26

**Stage Stream: 2**

Stage	1	2	3
Duration	0	24	9
Change Point	11	16	42



**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Loop Farm Roundabout</b>	-	-	N/A	-	-		-	-	-	-	-	-	79.4%
<b>Unnamed Junction</b>	-	-	N/A	-	-		-	-	-	-	-	-	79.4%
1/2+1/1	A44 Woodstock Road (N) Ahead Ahead2	U	1	N/A	A		1	25	-	1007	1950:1950	953+316	79.3 : 79.3%
1/3	A44 Woodstock Road (N) Ahead	U	1	N/A	A		1	25	-	844	1950	1127	74.9%
2/1	A44 Woodstock Road (S) Ahead	U	2	N/A	E		1	26	-	905	1950	1170	77.4%
2/2	A44 Woodstock Road (S) Ahead	U	2	N/A	E		1	26	-	609	1950	1170	52.1%
2/3	A44 Woodstock Road (S) Ahead	U	2	N/A	D		1	24	-	681	1950	1083	62.9%
3/1	Frieze Way Left	O	N/A	N/A	-		-	-	-	366	1940	523	69.9%
3/2	Frieze Way Ahead	O	N/A	N/A	-		-	-	-	344	1940	523	65.7%
4/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	1077	Inf	Inf	0.0%
4/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
5/1	Frieze Way	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
5/2	Frieze Way	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
6/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
6/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	1210	Inf	Inf	0.0%
7/1	Right Right2	U	2	N/A	C		1	9	-	344	1950	433	79.4%
8/1	Right	U	1	N/A	B		1	10	-	340	1950	477	71.3%
8/2	Right Right2	U	1	N/A	B		1	10	-	341	1950	477	71.5%

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9/1	Ahead	U	N/A	N/A	-	-	-	-	756	Inf	Inf	0.0%	
9/2	Ahead Right	U	N/A	N/A	-	-	-	-	844	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Loop Farm Roundabout</b>	-	-	<b>710</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>12.8</b>	<b>0.0</b>	<b>24.0</b>	-	-	-	-
<b>Unnamed Junction</b>	-	-	<b>710</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>12.8</b>	<b>0.0</b>	<b>24.0</b>	-	-	-	-
1/2+1/1	1007	1007	-	-	-	1.7	1.9	-	3.6	13.0	7.5	1.9	9.4
1/3	844	844	-	-	-	1.7	1.5	-	3.1	13.4	7.7	1.5	9.2
2/1	905	905	-	-	-	1.7	1.7	-	3.4	13.4	8.3	1.7	10.0
2/2	609	609	-	-	-	0.9	0.5	-	1.4	8.4	4.4	0.5	4.9
2/3	681	681	-	-	-	1.3	0.8	-	2.1	11.3	5.7	0.8	6.5
3/1	366	366	366	0	0	0.7	1.1	-	1.8	17.7	3.3	1.1	4.4
3/2	344	344	344	0	0	0.6	0.9	-	1.5	16.0	3.0	0.9	3.9
4/1	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1210	1210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	344	344	-	-	-	1.0	1.8	-	2.9	29.8	4.0	1.8	5.9
8/1	340	340	-	-	-	0.8	1.2	-	2.0	21.7	3.9	1.2	5.1
8/2	341	341	-	-	-	0.8	1.2	-	2.1	21.8	3.9	1.2	5.1
9/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%):				13.5	Total Delay for Signalled Lanes (pcuHr):				10.88	Cycle Time (s): 45			
C1 Stream: 2 PRC for Signalled Lanes (%):				13.4	Total Delay for Signalled Lanes (pcuHr):				9.79	Cycle Time (s): 45			
PRC Over All Lanes (%):				13.4	Total Delay Over All Lanes (pcuHr):				23.99				



## Appendix R

<b>Junctions 8</b>
<b>ARCADY 8 - Roundabout Module</b>
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014
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**Filename:** Peartree Roundabout.arc8  
**Path:** P:\15000's\15291\Junction Assessments\2031  
**Report generation date:** 28/10/2014 17:31:36

- » (Default Analysis Set) - 2014 Base, AM
- » (Default Analysis Set) - 2014 Base, PM
- » (Default Analysis Set) - 2031 Base, AM
- » (Default Analysis Set) - 2031 Base, PM
- » (Default Analysis Set) - 2031 Base Plus Dev, AM
- » (Default Analysis Set) - 2031 Base Plus Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 2014 Base</b>								
A34 (N)	0.43	2.39	0.30	A	0.35	2.37	0.26	A
Services Access	0.31	5.09	0.24	A	0.22	4.66	0.18	A
A44 Woodstock Road (E)	1.85	5.81	0.65	A	14.68	34.82	0.95	D
A34 (S)	1.70	5.03	0.63	A	3.33	8.44	0.77	A
A44 Woodstock Road (W)	1.06	2.49	0.52	A	1.13	2.52	0.53	A
<b>A1 - 2031 Base</b>								
A34 (N)	0.73	3.35	0.42	A	0.60	3.34	0.38	A
Services Access	0.66	8.97	0.40	A	0.46	7.80	0.32	A
A44 Woodstock Road (E)	5.41	14.35	0.85	B	236.80	486.56	1.29	F
A34 (S)	4.90	12.21	0.84	B	16.78	35.66	0.96	E
A44 Woodstock Road (W)	1.95	3.76	0.66	A	2.02	3.66	0.67	A
<b>A1 - 2031 Base Plus Dev</b>								
A34 (N)	0.68	3.10	0.41	A	0.67	3.61	0.40	A
Services Access	0.57	7.77	0.37	A	0.52	8.73	0.34	A
A44 Woodstock Road (E)	7.39	19.69	0.89	C	134.92	248.57	1.17	F
A34 (S)	5.98	14.66	0.86	B	27.61	52.81	0.99	F
A44 Woodstock Road (W)	1.64	3.36	0.62	A	2.40	4.16	0.71	A

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

"D1 - 2014 Base, AM" model duration: 07:45 - 09:15  
 "D2 - 2014 Base, PM" model duration: 16:45 - 18:15  
 "D9 - 2031 Base, AM" model duration: 07:45 - 09:15  
 "D10 - 2031 Base, PM" model duration: 16:45 - 18:15  
 "D11 - 2031 Base Plus Dev, AM" model duration: 07:45 - 09:15  
 "D12 - 2031 Base Plus Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 28/10/2014 17:31:31

## File summary

<b>Title</b>	Peartree Roundabout
<b>Location</b>	Oxford
<b>Site Number</b>	
<b>Date</b>	06/10/2014
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	15291
<b>Enumerator</b>	arcady
<b>Description</b>	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## 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

# (Default Analysis Set) - 2014 Base, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A34 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A34 (N) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	Services Access - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A44 Woodstock Road (E) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A34 (S) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A44 Woodstock Road (W) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Base, AM	2014 Base	AM		ONE HOUR	07:45	09:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4,5			4.05	A

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
A34 (N)	1	A34 (N)	
Services Access	2	Services Access	
A44 Woodstock Road (E)	3	A44 Woodstock Road (E)	
A34 (S)	4	A34 (S)	
A44 Woodstock Road (W)	5	A44 Woodstock Road (W)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A34 (N)	0.00	99999.00
Services Access	0.00	99999.00
A44 Woodstock Road (E)	0.00	99999.00
A34 (S)	0.00	99999.00
A44 Woodstock Road (W)	0.00	99999.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A34 (N)	7.89	12.05	40.00	44.20	150.00	27.00	
Services Access	4.11	10.30	19.50	23.80	150.00	42.00	
A44 Woodstock Road (E)	7.48	8.16	5.00	34.30	150.00	48.00	
A34 (S)	8.15	8.41	1.00	114.00	150.00	26.00	
A44 Woodstock Road (W)	10.67	12.31	10.00	30.70	150.00	25.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A34 (N)		(calculated)	(calculated)	0.698	3460.467
Services Access		(calculated)	(calculated)	0.494	2102.155
A44 Woodstock Road (E)		(calculated)	(calculated)	0.521	2308.606
A34 (S)		(calculated)	(calculated)	0.589	2648.630
A44 Woodstock Road (W)		(calculated)	(calculated)	0.728	3681.304

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A34 (N)	ONE HOUR	✓	587.00	100.000
Services Access	ONE HOUR	✓	199.00	100.000
A44 Woodstock Road (E)	ONE HOUR	✓	1049.00	100.000
A34 (S)	ONE HOUR	✓	1113.00	100.000
A44 Woodstock Road (W)	ONE HOUR	✓	1400.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	0.000	45.000	271.000	0.000	271.000
	Services Access	95.000	0.000	76.000	14.000	14.000
	A44 Woodstock Road (E)	317.000	21.000	0.000	337.000	374.000
	A34 (S)	0.000	15.000	416.000	0.000	682.000
	A44 Woodstock Road (W)	145.000	52.000	665.000	538.000	0.000

### Turning Proportions (PCU) - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	0.00	0.08	0.46	0.00	0.46
	Services Access	0.48	0.00	0.38	0.07	0.07
	A44 Woodstock Road (E)	0.30	0.02	0.00	0.32	0.36
	A34 (S)	0.00	0.01	0.37	0.00	0.61
	A44 Woodstock Road (W)	0.10	0.04	0.48	0.38	0.00



# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To				
From		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
	A34 (N)	1.000	1.000	1.000	1.000	1.000
	Services Access	1.000	1.000	1.000	1.000	1.000
	A44 Woodstock Road (E)	1.000	1.000	1.000	1.000	1.000
	A34 (S)	1.000	1.000	1.000	1.000	1.000
	A44 Woodstock Road (W)	1.000	1.000	1.000	1.000	1.000

## Heavy Vehicle Percentages - (untitled) (for whole period)

		To				
From		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
	A34 (N)	0.0	0.0	0.0	0.0	0.0
	Services Access	0.0	0.0	0.0	0.0	0.0
	A44 Woodstock Road (E)	0.0	0.0	0.0	0.0	0.0
	A34 (S)	0.0	0.0	0.0	0.0	0.0
	A44 Woodstock Road (W)	0.0	0.0	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A34 (N)	0.30	2.39	0.43	A
Services Access	0.24	5.09	0.31	A
A44 Woodstock Road (E)	0.65	5.81	1.85	A
A34 (S)	0.63	5.03	1.70	A
A44 Woodstock Road (W)	0.52	2.49	1.06	A

## Main Results for each time segment

### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	441.92	441.09	1282.34	0.00	2566.01	0.172	0.21	1.694	A
Services Access	149.82	149.30	1623.53	0.00	1299.63	0.115	0.13	3.127	A
A44 Woodstock Road (E)	789.74	787.02	700.20	0.00	1943.66	0.406	0.68	3.106	A
A34 (S)	837.92	835.41	819.60	0.00	2166.25	0.387	0.63	2.701	A
A44 Woodstock Road (W)	1053.99	1052.04	648.37	0.00	3209.58	0.328	0.49	1.666	A

**Main results: (08:00-08:15)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	527.70	527.40	1533.40	0.00	2390.89	0.221	0.28	1.931	A
Services Access	178.90	178.68	1941.33	0.00	1142.54	0.157	0.18	3.734	A
A44 Woodstock Road (E)	943.03	941.73	837.29	0.00	1872.21	0.504	1.01	3.863	A
A34 (S)	1000.56	999.36	980.54	0.00	2071.52	0.483	0.93	3.355	A
A44 Woodstock Road (W)	1258.57	1257.82	775.73	0.00	3116.92	0.404	0.67	1.935	A

**Main results: (08:15-08:30)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	646.30	645.72	1876.83	0.00	2151.34	0.300	0.43	2.391	A
Services Access	219.10	218.61	2376.32	0.00	927.52	0.236	0.31	5.075	A
A44 Woodstock Road (E)	1154.97	1151.67	1024.99	0.00	1774.38	0.651	1.83	5.750	A
A34 (S)	1225.44	1222.41	1199.54	0.00	1942.63	0.631	1.68	4.977	A
A44 Woodstock Road (W)	1541.43	1539.90	948.81	0.00	2991.00	0.515	1.06	2.479	A

**Main results: (08:30-08:45)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	646.30	646.29	1879.40	0.00	2149.55	0.301	0.43	2.394	A
Services Access	219.10	219.10	2379.26	0.00	926.06	0.237	0.31	5.091	A
A44 Woodstock Road (E)	1154.97	1154.90	1026.14	0.00	1773.78	0.651	1.85	5.814	A
A34 (S)	1225.44	1225.38	1202.26	0.00	1941.03	0.631	1.70	5.030	A
A44 Woodstock Road (W)	1541.43	1541.41	951.23	0.00	2989.23	0.516	1.06	2.486	A

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	527.70	528.28	1537.16	0.00	2388.27	0.221	0.28	1.935	A
Services Access	178.90	179.38	1945.67	0.00	1140.39	0.157	0.19	3.746	A
A44 Woodstock Road (E)	943.03	946.33	839.00	0.00	1871.32	0.504	1.02	3.905	A
A34 (S)	1000.56	1003.59	984.46	0.00	2069.22	0.484	0.94	3.389	A
A44 Woodstock Road (W)	1258.57	1260.09	779.18	0.00	3114.41	0.404	0.68	1.944	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	441.92	442.23	1286.30	0.00	2563.24	0.172	0.21	1.699	A
Services Access	149.82	150.04	1628.31	0.00	1297.27	0.115	0.13	3.140	A
A44 Woodstock Road (E)	789.74	791.08	702.23	0.00	1942.60	0.407	0.69	3.129	A
A34 (S)	837.92	839.16	823.29	0.00	2164.08	0.387	0.63	2.721	A
A44 Woodstock Road (W)	1053.99	1054.75	651.48	0.00	3207.32	0.329	0.49	1.674	A

## (Default Analysis Set) - 2014 Base, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A34 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A34 (N) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	Services Access - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A44 Woodstock Road (E) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A34 (S) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A44 Woodstock Road (W) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Base, PM	2014 Base	PM		ONE HOUR	16:45	18:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4,5			13.85	B

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
A34 (N)	1	A34 (N)	
Services Access	2	Services Access	
A44 Woodstock Road (E)	3	A44 Woodstock Road (E)	
A34 (S)	4	A34 (S)	
A44 Woodstock Road (W)	5	A44 Woodstock Road (W)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A34 (N)	0.00	99999.00
Services Access	0.00	99999.00
A44 Woodstock Road (E)	0.00	99999.00
A34 (S)	0.00	99999.00
A44 Woodstock Road (W)	0.00	99999.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A34 (N)	7.89	12.05	40.00	44.20	150.00	27.00	
Services Access	4.11	10.30	19.50	23.80	150.00	42.00	
A44 Woodstock Road (E)	7.48	8.16	5.00	34.30	150.00	48.00	
A34 (S)	8.15	8.41	1.00	114.00	150.00	26.00	
A44 Woodstock Road (W)	10.67	12.31	10.00	30.70	150.00	25.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A34 (N)		(calculated)	(calculated)	0.698	3460.467
Services Access		(calculated)	(calculated)	0.494	2102.155
A44 Woodstock Road (E)		(calculated)	(calculated)	0.521	2308.606
A34 (S)		(calculated)	(calculated)	0.589	2648.630
A44 Woodstock Road (W)		(calculated)	(calculated)	0.728	3681.304

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A34 (N)	ONE HOUR	✓	477.00	100.000
Services Access	ONE HOUR	✓	158.00	100.000
A44 Woodstock Road (E)	ONE HOUR	✓	1466.00	100.000
A34 (S)	ONE HOUR	✓	1319.00	100.000
A44 Woodstock Road (W)	ONE HOUR	✓	1471.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	0.000	33.000	268.000	0.000	176.000
	Services Access	20.000	0.000	61.000	49.000	28.000
	A44 Woodstock Road (E)	307.000	70.000	0.000	494.000	595.000
	A34 (S)	0.000	46.000	349.000	0.000	924.000
	A44 Woodstock Road (W)	88.000	53.000	530.000	800.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	0.00	0.07	0.56	0.00	0.37
	Services Access	0.13	0.00	0.39	0.31	0.18
	A44 Woodstock Road (E)	0.21	0.05	0.00	0.34	0.41
	A34 (S)	0.00	0.03	0.26	0.00	0.70
	A44 Woodstock Road (W)	0.06	0.04	0.36	0.54	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	1.000	1.000	1.000	1.000	1.000
	Services Access	1.000	1.000	1.000	1.000	1.000
	A44 Woodstock Road (E)	1.000	1.000	1.000	1.000	1.000
	A34 (S)	1.000	1.000	1.000	1.000	1.000
	A44 Woodstock Road (W)	1.000	1.000	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To				
From		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
	A34 (N)	0.0	0.0	0.0	0.0	0.0
	Services Access	0.0	0.0	0.0	0.0	0.0
	A44 Woodstock Road (E)	0.0	0.0	0.0	0.0	0.0
	A34 (S)	0.0	0.0	0.0	0.0	0.0
	A44 Woodstock Road (W)	0.0	0.0	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A34 (N)	0.26	2.37	0.35	A
Services Access	0.18	4.66	0.22	A
A44 Woodstock Road (E)	0.95	34.82	14.68	D
A34 (S)	0.77	8.44	3.33	A
A44 Woodstock Road (W)	0.53	2.52	1.13	A

### Main Results for each time segment

#### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	359.11	358.44	1388.02	0.00	2492.30	0.144	0.17	1.686	A
Services Access	118.95	118.55	1594.89	0.00	1313.79	0.091	0.10	3.012	A
A44 Woodstock Road (E)	1103.68	1098.12	806.20	0.00	1888.42	0.584	1.39	4.524	A
A34 (S)	993.01	989.51	896.36	0.00	2121.07	0.468	0.87	3.173	A
A44 Woodstock Road (W)	1107.45	1105.38	593.73	0.00	3249.33	0.341	0.52	1.677	A

#### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	428.81	428.57	1659.69	0.00	2302.80	0.186	0.23	1.920	A
Services Access	142.04	141.88	1907.02	0.00	1159.50	0.123	0.14	3.537	A
A44 Woodstock Road (E)	1317.90	1312.97	963.98	0.00	1806.18	0.730	2.62	7.227	A
A34 (S)	1185.75	1183.62	1071.77	0.00	2017.83	0.588	1.41	4.304	A
A44 Woodstock Road (W)	1322.40	1321.60	710.06	0.00	3164.70	0.418	0.72	1.952	A

**Main results: (17:15-17:30)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	525.19	524.72	2029.16	0.00	2045.09	0.257	0.34	2.368	A
Services Access	173.96	173.62	2333.67	0.00	948.60	0.183	0.22	4.643	A
A44 Woodstock Road (E)	1614.10	1575.39	1180.13	0.00	1693.52	0.953	12.30	24.944	C
A34 (S)	1452.25	1445.06	1290.88	0.00	1888.87	0.769	3.20	7.985	A
A44 Woodstock Road (W)	1619.60	1617.98	859.86	0.00	3055.71	0.530	1.12	2.502	A

**Main results: (17:30-17:45)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	525.19	525.18	2034.05	0.00	2041.68	0.257	0.35	2.373	A
Services Access	173.96	173.96	2337.30	0.00	946.80	0.184	0.22	4.657	A
A44 Woodstock Road (E)	1614.10	1604.56	1181.37	0.00	1692.87	0.953	14.68	34.824	D
A34 (S)	1452.25	1451.74	1310.50	0.00	1877.32	0.774	3.33	8.438	A
A44 Woodstock Road (W)	1619.60	1619.57	869.40	0.00	3048.77	0.531	1.13	2.518	A

**Main results: (17:45-18:00)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	428.81	429.28	1667.32	0.00	2297.48	0.187	0.23	1.928	A
Services Access	142.04	142.37	1912.38	0.00	1156.84	0.123	0.14	3.551	A
A44 Woodstock Road (E)	1317.90	1365.48	965.86	0.00	1805.20	0.730	2.79	9.044	A
A34 (S)	1185.75	1193.16	1106.99	0.00	1997.10	0.594	1.48	4.519	A
A44 Woodstock Road (W)	1322.40	1324.01	726.49	0.00	3152.75	0.419	0.73	1.970	A

**Main results: (18:00-18:15)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	359.11	359.35	1393.01	0.00	2488.81	0.144	0.17	1.692	A
Services Access	118.95	119.11	1599.90	0.00	1311.31	0.091	0.10	3.019	A
A44 Woodstock Road (E)	1103.68	1109.14	808.45	0.00	1887.24	0.585	1.43	4.659	A
A34 (S)	993.01	995.37	904.17	0.00	2116.47	0.469	0.89	3.217	A
A44 Woodstock Road (W)	1107.45	1108.27	598.39	0.00	3245.95	0.341	0.52	1.683	A

## (Default Analysis Set) - 2031 Base, AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A34 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A34 (N) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	Services Access - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A44 Woodstock Road (E) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A34 (S) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A44 Woodstock Road (W) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base, AM	2031 Base	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4,5			8.66	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown



# Arms

## Arms

Name	Arm	Name	Description
A34 (N)	1	A34 (N)	
Services Access	2	Services Access	
A44 Woodstock Road (E)	3	A44 Woodstock Road (E)	
A34 (S)	4	A34 (S)	
A44 Woodstock Road (W)	5	A44 Woodstock Road (W)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A34 (N)	0.00	99999.00
Services Access	0.00	99999.00
A44 Woodstock Road (E)	0.00	99999.00
A34 (S)	0.00	99999.00
A44 Woodstock Road (W)	0.00	99999.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A34 (N)	7.89	12.05	40.00	44.20	150.00	27.00	
Services Access	4.11	10.30	19.50	23.80	150.00	42.00	
A44 Woodstock Road (E)	7.48	8.16	5.00	34.30	150.00	48.00	
A34 (S)	8.15	8.41	1.00	114.00	150.00	26.00	
A44 Woodstock Road (W)	10.67	12.31	10.00	30.70	150.00	25.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A34 (N)		(calculated)	(calculated)	0.698	3460.467
Services Access		(calculated)	(calculated)	0.494	2102.155
A44 Woodstock Road (E)		(calculated)	(calculated)	0.521	2308.606
A34 (S)		(calculated)	(calculated)	0.589	2648.630
A44 Woodstock Road (W)		(calculated)	(calculated)	0.728	3681.304

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A34 (N)	ONE HOUR	✓	715.00	100.000
Services Access	ONE HOUR	✓	243.00	100.000
A44 Woodstock Road (E)	ONE HOUR	✓	1280.00	100.000
A34 (S)	ONE HOUR	✓	1357.00	100.000
A44 Woodstock Road (W)	ONE HOUR	✓	1707.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	0.000	55.000	330.000	0.000	330.000
	Services Access	116.000	0.000	93.000	17.000	17.000
	A44 Woodstock Road (E)	387.000	26.000	0.000	411.000	456.000
	A34 (S)	0.000	18.000	507.000	0.000	832.000
	A44 Woodstock Road (W)	177.000	63.000	811.000	656.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	0.00	0.08	0.46	0.00	0.46
	Services Access	0.48	0.00	0.38	0.07	0.07
	A44 Woodstock Road (E)	0.30	0.02	0.00	0.32	0.36
	A34 (S)	0.00	0.01	0.37	0.00	0.61
	A44 Woodstock Road (W)	0.10	0.04	0.48	0.38	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	1.000	1.000	1.000	1.000	1.000
	Services Access	1.000	1.000	1.000	1.000	1.000
	A44 Woodstock Road (E)	1.000	1.000	1.000	1.000	1.000
	A34 (S)	1.000	1.000	1.000	1.000	1.000
	A44 Woodstock Road (W)	1.000	1.000	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To				
From		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
	A34 (N)	0.0	0.0	0.0	0.0	0.0
	Services Access	0.0	0.0	0.0	0.0	0.0
	A44 Woodstock Road (E)	0.0	0.0	0.0	0.0	0.0
	A34 (S)	0.0	0.0	0.0	0.0	0.0
	A44 Woodstock Road (W)	0.0	0.0	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A34 (N)	0.42	3.35	0.73	A
Services Access	0.40	8.97	0.66	A
A44 Woodstock Road (E)	0.85	14.35	5.41	B
A34 (S)	0.84	12.21	4.90	B
A44 Woodstock Road (W)	0.66	3.76	1.95	A

### Main Results for each time segment

#### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	538.29	537.12	1562.57	0.00	2370.54	0.227	0.29	1.962	A
Services Access	182.94	182.17	1978.06	0.00	1124.38	0.163	0.19	3.816	A
A44 Woodstock Road (E)	963.65	959.41	853.14	0.00	1863.95	0.517	1.06	3.962	A
A34 (S)	1021.62	1017.72	998.95	0.00	2060.68	0.496	0.98	3.439	A
A44 Woodstock Road (W)	1285.12	1282.31	790.26	0.00	3106.35	0.414	0.70	1.971	A

#### Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	642.77	642.25	1868.43	0.00	2157.20	0.298	0.42	2.376	A
Services Access	218.45	218.01	2365.23	0.00	933.00	0.234	0.30	5.031	A
A44 Woodstock Road (E)	1150.69	1147.71	1020.20	0.00	1776.88	0.648	1.81	5.694	A
A34 (S)	1219.92	1217.19	1194.94	0.00	1945.34	0.627	1.66	4.925	A
A44 Woodstock Road (W)	1534.56	1533.19	945.30	0.00	2993.55	0.513	1.05	2.463	A

**Main results: (08:15-08:30)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	787.23	786.03	2283.13	0.00	1867.94	0.421	0.72	3.325	A
Services Access	267.55	266.16	2891.45	0.00	672.88	0.398	0.65	8.822	A
A44 Woodstock Road (E)	1409.31	1395.88	1248.00	0.00	1658.15	0.850	5.16	13.106	B
A34 (S)	1494.08	1482.03	1456.13	0.00	1791.61	0.834	4.67	11.217	B
A44 Woodstock Road (W)	1879.44	1875.92	1150.82	0.00	2844.03	0.661	1.93	3.704	A

**Main results: (08:30-08:45)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	787.23	787.21	2290.77	0.00	1862.61	0.423	0.73	3.346	A
Services Access	267.55	267.51	2899.65	0.00	668.83	0.400	0.66	8.969	A
A44 Woodstock Road (E)	1409.31	1408.32	1250.69	0.00	1656.75	0.851	5.41	14.346	B
A34 (S)	1494.08	1493.17	1465.85	0.00	1785.89	0.837	4.90	12.208	B
A44 Woodstock Road (W)	1879.44	1879.35	1159.78	0.00	2837.51	0.662	1.95	3.756	A

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	642.77	643.97	1879.14	0.00	2149.73	0.299	0.43	2.392	A
Services Access	218.45	219.85	2376.80	0.00	927.28	0.236	0.31	5.100	A
A44 Woodstock Road (E)	1150.69	1164.83	1024.02	0.00	1774.89	0.648	1.88	6.032	A
A34 (S)	1219.92	1232.62	1208.36	0.00	1937.44	0.630	1.73	5.198	A
A44 Woodstock Road (W)	1534.56	1538.09	957.67	0.00	2984.55	0.514	1.06	2.494	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	538.29	538.82	1569.15	0.00	2365.95	0.228	0.30	1.972	A
Services Access	182.94	183.40	1985.81	0.00	1120.55	0.163	0.20	3.843	A
A44 Woodstock Road (E)	963.65	966.83	856.31	0.00	1862.30	0.517	1.08	4.034	A
A34 (S)	1021.62	1024.55	1005.45	0.00	2056.86	0.497	0.99	3.496	A
A44 Woodstock Road (W)	1285.12	1286.54	795.88	0.00	3102.26	0.414	0.71	1.983	A

## (Default Analysis Set) - 2031 Base, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A34 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A34 (N) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	Services Access - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A44 Woodstock Road (E) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A34 (S) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A44 Woodstock Road (W) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base, PM	2031 Base	PM		ONE HOUR	16:45	18:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4,5			157.10	F

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
A34 (N)	1	A34 (N)	
Services Access	2	Services Access	
A44 Woodstock Road (E)	3	A44 Woodstock Road (E)	
A34 (S)	4	A34 (S)	
A44 Woodstock Road (W)	5	A44 Woodstock Road (W)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A34 (N)	0.00	99999.00
Services Access	0.00	99999.00
A44 Woodstock Road (E)	0.00	99999.00
A34 (S)	0.00	99999.00
A44 Woodstock Road (W)	0.00	99999.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A34 (N)	7.89	12.05	40.00	44.20	150.00	27.00	
Services Access	4.11	10.30	19.50	23.80	150.00	42.00	
A44 Woodstock Road (E)	7.48	8.16	5.00	34.30	150.00	48.00	
A34 (S)	8.15	8.41	1.00	114.00	150.00	26.00	
A44 Woodstock Road (W)	10.67	12.31	10.00	30.70	150.00	25.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A34 (N)		(calculated)	(calculated)	0.698	3460.467
Services Access		(calculated)	(calculated)	0.494	2102.155
A44 Woodstock Road (E)		(calculated)	(calculated)	0.521	2308.606
A34 (S)		(calculated)	(calculated)	0.589	2648.630
A44 Woodstock Road (W)		(calculated)	(calculated)	0.728	3681.304

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A34 (N)	ONE HOUR	✓	589.00	100.000
Services Access	ONE HOUR	✓	196.00	100.000
A44 Woodstock Road (E)	ONE HOUR	✓	1810.00	100.000
A34 (S)	ONE HOUR	✓	1629.00	100.000
A44 Woodstock Road (W)	ONE HOUR	✓	1816.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	0.000	41.000	331.000	0.000	217.000
	Services Access	25.000	0.000	75.000	61.000	35.000
	A44 Woodstock Road (E)	379.000	86.000	0.000	610.000	735.000
	A34 (S)	0.000	57.000	431.000	0.000	1141.000
	A44 Woodstock Road (W)	109.000	65.000	654.000	988.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	0.00	0.07	0.56	0.00	0.37
	Services Access	0.13	0.00	0.38	0.31	0.18
	A44 Woodstock Road (E)	0.21	0.05	0.00	0.34	0.41
	A34 (S)	0.00	0.03	0.26	0.00	0.70
	A44 Woodstock Road (W)	0.06	0.04	0.36	0.54	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	1.000	1.000	1.000	1.000	1.000
	Services Access	1.000	1.000	1.000	1.000	1.000
	A44 Woodstock Road (E)	1.000	1.000	1.000	1.000	1.000
	A34 (S)	1.000	1.000	1.000	1.000	1.000
	A44 Woodstock Road (W)	1.000	1.000	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To				
From		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
	A34 (N)	0.0	0.0	0.0	0.0	0.0
	Services Access	0.0	0.0	0.0	0.0	0.0
	A44 Woodstock Road (E)	0.0	0.0	0.0	0.0	0.0
	A34 (S)	0.0	0.0	0.0	0.0	0.0
	A44 Woodstock Road (W)	0.0	0.0	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A34 (N)	0.38	3.34	0.60	A
Services Access	0.32	7.80	0.46	A
A44 Woodstock Road (E)	1.29	486.56	236.80	F
A34 (S)	0.96	35.66	16.78	E
A44 Woodstock Road (W)	0.67	3.66	2.02	A

### Main Results for each time segment

#### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	443.43	442.46	1711.92	0.00	2266.37	0.196	0.24	1.973	A
Services Access	147.56	146.96	1967.90	0.00	1129.40	0.131	0.15	3.662	A
A44 Woodstock Road (E)	1362.66	1350.36	995.89	0.00	1789.55	0.761	3.07	7.988	A
A34 (S)	1226.40	1220.13	1103.27	0.00	1999.29	0.613	1.57	4.584	A
A44 Woodstock Road (W)	1367.18	1364.12	731.18	0.00	3149.34	0.434	0.76	2.013	A

#### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	529.50	529.07	2044.96	0.00	2034.06	0.260	0.35	2.392	A
Services Access	176.20	175.88	2352.56	0.00	939.26	0.188	0.23	4.713	A
A44 Woodstock Road (E)	1627.15	1584.28	1190.86	0.00	1687.93	0.964	13.79	27.450	D
A34 (S)	1464.44	1457.29	1299.11	0.00	1884.03	0.777	3.35	8.299	A
A44 Woodstock Road (W)	1632.55	1631.03	866.00	0.00	3051.24	0.535	1.14	2.533	A



**Main results: (17:15-17:30)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	648.50	647.53	2474.47	0.00	1734.48	0.374	0.59	3.309	A
Services Access	215.80	214.89	2870.72	0.00	683.13	0.316	0.46	7.674	A
A44 Woodstock Road (E)	1992.85	1546.17	1457.19	0.00	1549.12	1.286	125.46	169.483	F
A34 (S)	1793.56	1751.69	1329.43	0.00	1866.18	0.961	13.82	25.255	D
A44 Woodstock Road (W)	1999.45	1996.05	949.38	0.00	2990.58	0.669	1.99	3.608	A

**Main results: (17:30-17:45)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	648.50	648.48	2486.64	0.00	1725.98	0.376	0.60	3.340	A
Services Access	215.80	215.77	2882.54	0.00	677.29	0.319	0.46	7.800	A
A44 Woodstock Road (E)	1992.85	1547.50	1459.88	0.00	1547.72	1.288	236.80	415.132	F
A34 (S)	1793.56	1781.74	1330.93	0.00	1865.30	0.962	16.78	35.658	E
A44 Woodstock Road (W)	1999.45	1999.36	958.84	0.00	2983.70	0.670	2.02	3.656	A

**Main results: (17:45-18:00)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	529.50	530.47	2071.43	0.00	2015.60	0.263	0.36	2.427	A
Services Access	176.20	177.11	2373.62	0.00	928.85	0.190	0.24	4.794	A
A44 Woodstock Road (E)	1627.15	1678.80	1194.78	0.00	1685.89	0.965	223.89	486.562	F
A34 (S)	1464.44	1515.41	1362.67	0.00	1846.62	0.793	4.03	12.382	B
A44 Woodstock Road (W)	1632.55	1635.88	907.86	0.00	3020.79	0.540	1.18	2.607	A

**Main results: (18:00-18:15)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	443.43	443.87	1740.84	0.00	2246.20	0.197	0.25	1.999	A
Services Access	147.56	147.89	1977.08	0.00	1124.87	0.131	0.15	3.688	A
A44 Woodstock Road (E)	1362.66	1779.73	999.47	0.00	1787.68	0.762	119.62	348.490	F
A34 (S)	1226.40	1234.27	1388.74	0.00	1831.27	0.670	2.07	6.109	A
A44 Woodstock Road (W)	1367.18	1368.68	845.84	0.00	3065.92	0.446	0.81	2.124	A

# (Default Analysis Set) - 2031 Base Plus Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A34 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A34 (N) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	Services Access - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A44 Woodstock Road (E) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A34 (S) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A44 Woodstock Road (W) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base Plus Dev, AM	2031 Base Plus Dev	AM		ONE HOUR	07:45	09:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4,5			10.54	B

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
A34 (N)	1	A34 (N)	
Services Access	2	Services Access	
A44 Woodstock Road (E)	3	A44 Woodstock Road (E)	
A34 (S)	4	A34 (S)	
A44 Woodstock Road (W)	5	A44 Woodstock Road (W)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A34 (N)	0.00	99999.00
Services Access	0.00	99999.00
A44 Woodstock Road (E)	0.00	99999.00
A34 (S)	0.00	99999.00
A44 Woodstock Road (W)	0.00	99999.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A34 (N)	7.89	12.05	40.00	44.20	150.00	27.00	
Services Access	4.11	10.30	19.50	23.80	150.00	42.00	
A44 Woodstock Road (E)	7.48	8.16	5.00	34.30	150.00	48.00	
A34 (S)	8.15	8.41	1.00	114.00	150.00	26.00	
A44 Woodstock Road (W)	10.67	12.31	10.00	30.70	150.00	25.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A34 (N)		(calculated)	(calculated)	0.698	3460.467
Services Access		(calculated)	(calculated)	0.494	2102.155
A44 Woodstock Road (E)		(calculated)	(calculated)	0.521	2308.606
A34 (S)		(calculated)	(calculated)	0.589	2648.630
A44 Woodstock Road (W)		(calculated)	(calculated)	0.728	3681.304

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A34 (N)	ONE HOUR	✓	724.00	100.000
Services Access	ONE HOUR	✓	243.00	100.000
A44 Woodstock Road (E)	ONE HOUR	✓	1293.00	100.000
A34 (S)	ONE HOUR	✓	1391.00	100.000
A44 Woodstock Road (W)	ONE HOUR	✓	1604.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	0.000	55.000	330.000	0.000	339.000
	Services Access	116.000	0.000	93.000	17.000	17.000
	A44 Woodstock Road (E)	387.000	26.000	0.000	411.000	469.000
	A34 (S)	0.000	18.000	507.000	0.000	866.000
	A44 Woodstock Road (W)	197.000	63.000	597.000	747.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	0.00	0.08	0.46	0.00	0.47
	Services Access	0.48	0.00	0.38	0.07	0.07
	A44 Woodstock Road (E)	0.30	0.02	0.00	0.32	0.36
	A34 (S)	0.00	0.01	0.36	0.00	0.62
	A44 Woodstock Road (W)	0.12	0.04	0.37	0.47	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	1.000	1.000	1.000	1.000	1.000
	Services Access	1.000	1.000	1.000	1.000	1.000
	A44 Woodstock Road (E)	1.000	1.000	1.000	1.000	1.000
	A34 (S)	1.000	1.000	1.000	1.000	1.000
	A44 Woodstock Road (W)	1.000	1.000	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To				
From		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
	A34 (N)	0.0	0.0	0.0	0.0	0.0
	Services Access	0.0	0.0	0.0	0.0	0.0
	A44 Woodstock Road (E)	0.0	0.0	0.0	0.0	0.0
	A34 (S)	0.0	0.0	0.0	0.0	0.0
	A44 Woodstock Road (W)	0.0	0.0	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A34 (N)	0.41	3.10	0.68	A
Services Access	0.37	7.77	0.57	A
A44 Woodstock Road (E)	0.89	19.69	7.39	C
A34 (S)	0.86	14.66	5.98	B
A44 Woodstock Road (W)	0.62	3.36	1.64	A

### Main Results for each time segment

#### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	545.07	543.91	1470.21	0.00	2434.97	0.224	0.29	1.903	A
Services Access	182.94	182.20	1892.49	0.00	1166.68	0.157	0.19	3.655	A
A44 Woodstock Road (E)	973.44	968.91	928.35	0.00	1824.75	0.533	1.13	4.185	A
A34 (S)	1047.22	1043.08	1015.33	0.00	2051.05	0.511	1.03	3.557	A
A44 Woodstock Road (W)	1207.58	1205.04	790.14	0.00	3106.43	0.389	0.63	1.891	A

#### Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	650.86	650.37	1757.95	0.00	2234.26	0.291	0.41	2.273	A
Services Access	218.45	218.06	2262.89	0.00	983.59	0.222	0.28	4.700	A
A44 Woodstock Road (E)	1162.38	1158.88	1110.12	0.00	1730.01	0.672	2.01	6.264	A
A34 (S)	1250.48	1247.42	1214.39	0.00	1933.89	0.647	1.80	5.221	A
A44 Woodstock Road (W)	1441.96	1440.80	945.06	0.00	2993.72	0.482	0.92	2.317	A

**Main results: (08:15-08:30)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	797.14	796.06	2147.25	0.00	1962.72	0.406	0.68	3.083	A
Services Access	267.55	266.42	2765.72	0.00	735.03	0.364	0.56	7.664	A
A44 Woodstock Road (E)	1423.62	1404.23	1358.37	0.00	1600.63	0.889	6.85	16.897	C
A34 (S)	1531.52	1516.37	1476.43	0.00	1779.66	0.861	5.59	12.991	B
A44 Woodstock Road (W)	1766.04	1763.26	1148.03	0.00	2846.06	0.621	1.62	3.316	A

**Main results: (08:30-08:45)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	797.14	797.12	2155.11	0.00	1957.24	0.407	0.68	3.102	A
Services Access	267.55	267.52	2773.93	0.00	730.97	0.366	0.57	7.766	A
A44 Woodstock Road (E)	1423.62	1421.48	1360.80	0.00	1599.36	0.890	7.39	19.686	C
A34 (S)	1531.52	1529.96	1489.29	0.00	1772.09	0.864	5.98	14.659	B
A44 Woodstock Road (W)	1766.04	1765.97	1159.19	0.00	2837.94	0.622	1.64	3.357	A

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	650.86	651.94	1769.24	0.00	2226.39	0.292	0.41	2.289	A
Services Access	218.45	219.58	2274.72	0.00	977.74	0.223	0.29	4.756	A
A44 Woodstock Road (E)	1162.38	1183.54	1113.64	0.00	1728.18	0.673	2.10	6.858	A
A34 (S)	1250.48	1266.83	1232.78	0.00	1923.07	0.650	1.89	5.619	A
A44 Woodstock Road (W)	1441.96	1444.75	960.99	0.00	2982.13	0.484	0.94	2.345	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	545.07	545.56	1476.48	0.00	2430.59	0.224	0.29	1.909	A
Services Access	182.94	183.35	1899.88	0.00	1163.03	0.157	0.19	3.675	A
A44 Woodstock Road (E)	973.44	977.21	931.57	0.00	1823.07	0.534	1.16	4.276	A
A34 (S)	1047.22	1050.56	1022.39	0.00	2046.89	0.512	1.06	3.627	A
A44 Woodstock Road (W)	1207.58	1208.78	796.16	0.00	3102.05	0.389	0.64	1.901	A

# (Default Analysis Set) - 2031 Base Plus Dev, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A34 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A34 (N) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	Services Access - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A44 Woodstock Road (E) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A34 (S) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	A44 Woodstock Road (W) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base Plus Dev, PM	2031 Base Plus Dev	PM		ONE HOUR	16:45	18:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4,5			82.91	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Name	Arm	Name	Description
A34 (N)	1	A34 (N)	
Services Access	2	Services Access	
A44 Woodstock Road (E)	3	A44 Woodstock Road (E)	
A34 (S)	4	A34 (S)	
A44 Woodstock Road (W)	5	A44 Woodstock Road (W)	

## Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A34 (N)	0.00	99999.00
Services Access	0.00	99999.00
A44 Woodstock Road (E)	0.00	99999.00
A34 (S)	0.00	99999.00
A44 Woodstock Road (W)	0.00	99999.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A34 (N)	7.89	12.05	40.00	44.20	150.00	27.00	
Services Access	4.11	10.30	19.50	23.80	150.00	42.00	
A44 Woodstock Road (E)	7.48	8.16	5.00	34.30	150.00	48.00	
A34 (S)	8.15	8.41	1.00	114.00	150.00	26.00	
A44 Woodstock Road (W)	10.67	12.31	10.00	30.70	150.00	25.00	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A34 (N)		(calculated)	(calculated)	0.698	3460.467
Services Access		(calculated)	(calculated)	0.494	2102.155
A44 Woodstock Road (E)		(calculated)	(calculated)	0.521	2308.606
A34 (S)		(calculated)	(calculated)	0.589	2648.630
A44 Woodstock Road (W)		(calculated)	(calculated)	0.728	3681.304

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓



# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A34 (N)	ONE HOUR	✓	610.00	100.000
Services Access	ONE HOUR	✓	196.00	100.000
A44 Woodstock Road (E)	ONE HOUR	✓	1597.00	100.000
A34 (S)	ONE HOUR	✓	1723.00	100.000
A44 Woodstock Road (W)	ONE HOUR	✓	1902.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	0.000	41.000	331.000	0.000	238.000
	Services Access	25.000	0.000	75.000	61.000	35.000
	A44 Woodstock Road (E)	379.000	86.000	0.000	610.000	522.000
	A34 (S)	0.000	57.000	431.000	0.000	1235.000
	A44 Woodstock Road (W)	121.000	65.000	675.000	1041.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	0.00	0.07	0.54	0.00	0.39
	Services Access	0.13	0.00	0.38	0.31	0.18
	A44 Woodstock Road (E)	0.24	0.05	0.00	0.38	0.33
	A34 (S)	0.00	0.03	0.25	0.00	0.72
	A44 Woodstock Road (W)	0.06	0.03	0.35	0.55	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To				
		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
From	A34 (N)	1.000	1.000	1.000	1.000	1.000
	Services Access	1.000	1.000	1.000	1.000	1.000
	A44 Woodstock Road (E)	1.000	1.000	1.000	1.000	1.000
	A34 (S)	1.000	1.000	1.000	1.000	1.000
	A44 Woodstock Road (W)	1.000	1.000	1.000	1.000	1.000

### Heavy Vehicle Percentages - (untitled) (for whole period)

		To				
From		A34 (N)	Services Access	A44 Woodstock Road (E)	A34 (S)	A44 Woodstock Road (W)
	A34 (N)	0.0	0.0	0.0	0.0	0.0
	Services Access	0.0	0.0	0.0	0.0	0.0
	A44 Woodstock Road (E)	0.0	0.0	0.0	0.0	0.0
	A34 (S)	0.0	0.0	0.0	0.0	0.0
	A44 Woodstock Road (W)	0.0	0.0	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A34 (N)	0.40	3.61	0.67	A
Services Access	0.34	8.73	0.52	A
A44 Woodstock Road (E)	1.17	248.57	134.92	F
A34 (S)	0.99	52.81	27.61	F
A44 Woodstock Road (W)	0.71	4.16	2.40	A

### Main Results for each time segment

#### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	459.24	458.20	1767.56	0.00	2227.56	0.206	0.26	2.033	A
Services Access	147.56	146.94	2039.15	0.00	1094.18	0.135	0.16	3.799	A
A44 Woodstock Road (E)	1202.31	1193.88	1051.39	0.00	1760.62	0.683	2.11	6.263	A
A34 (S)	1297.16	1290.65	961.61	0.00	2082.66	0.623	1.63	4.509	A
A44 Woodstock Road (W)	1431.93	1428.60	731.91	0.00	3148.80	0.455	0.83	2.089	A

#### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	548.38	547.89	2112.52	0.00	1986.94	0.276	0.38	2.502	A
Services Access	176.20	175.85	2437.72	0.00	897.17	0.196	0.24	4.988	A
A44 Woodstock Road (E)	1435.67	1420.60	1257.20	0.00	1653.35	0.868	5.87	14.606	B
A34 (S)	1548.94	1541.48	1145.58	0.00	1974.39	0.785	3.50	8.177	A
A44 Woodstock Road (W)	1709.86	1708.10	872.66	0.00	3046.40	0.561	1.27	2.686	A

**Main results: (17:15-17:30)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	671.62	670.49	2556.14	0.00	1677.51	0.400	0.66	3.572	A
Services Access	215.80	214.74	2968.98	0.00	634.56	0.340	0.51	8.554	A
A44 Woodstock Road (E)	1758.33	1496.13	1537.94	0.00	1507.03	1.167	71.42	102.011	F
A34 (S)	1897.06	1831.54	1252.00	0.00	1911.76	0.992	19.88	31.723	D
A44 Woodstock Road (W)	2094.14	2089.77	981.76	0.00	2967.02	0.706	2.36	4.083	A

**Main results: (17:30-17:45)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	671.62	671.59	2570.33	0.00	1667.61	0.403	0.67	3.613	A
Services Access	215.80	215.76	2982.47	0.00	627.89	0.344	0.52	8.733	A
A44 Woodstock Road (E)	1758.33	1504.33	1541.31	0.00	1505.28	1.168	134.92	248.568	F
A34 (S)	1897.06	1866.13	1257.81	0.00	1908.34	0.994	27.61	52.813	F
A44 Woodstock Road (W)	2094.14	2093.99	994.08	0.00	2958.06	0.708	2.40	4.165	A

**Main results: (17:45-18:00)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	548.38	549.50	2157.76	0.00	1955.39	0.280	0.39	2.564	A
Services Access	176.20	177.27	2469.24	0.00	881.59	0.200	0.25	5.118	A
A44 Woodstock Road (E)	1435.67	1638.73	1261.95	0.00	1650.88	0.870	84.16	240.465	F
A34 (S)	1548.94	1640.09	1281.45	0.00	1894.42	0.818	4.82	18.507	C
A44 Woodstock Road (W)	1709.86	1714.04	964.28	0.00	2979.74	0.574	1.36	2.852	A

**Main results: (18:00-18:15)**

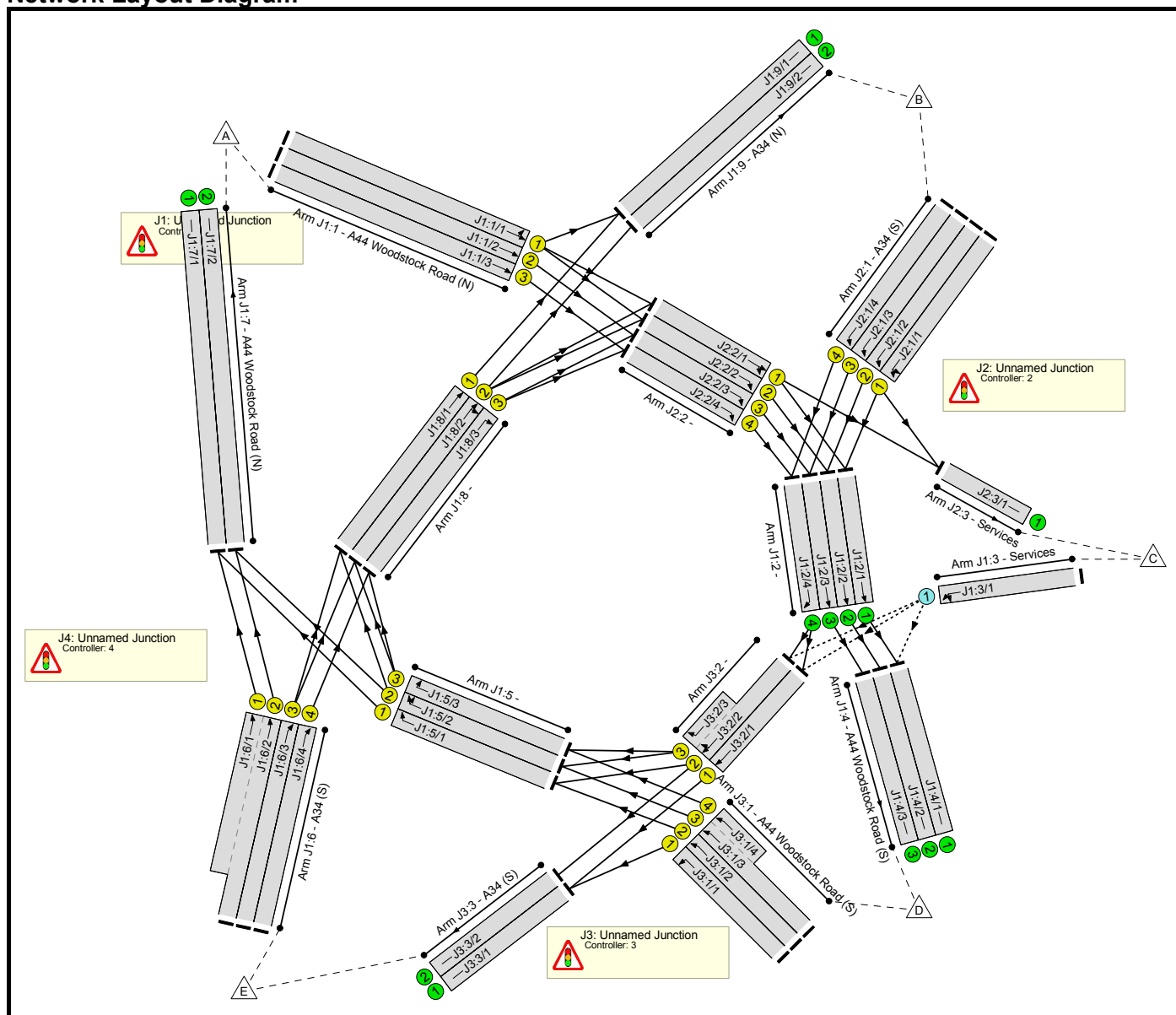
Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A34 (N)	459.24	459.75	1795.61	0.00	2207.99	0.208	0.26	2.059	A
Services Access	147.56	147.94	2049.79	0.00	1088.92	0.136	0.16	3.829	A
A44 Woodstock Road (E)	1202.31	1529.84	1055.48	0.00	1758.49	0.684	2.27	50.315	F
A34 (S)	1297.16	1308.48	1170.16	0.00	1959.92	0.662	1.99	5.620	A
A44 Woodstock Road (W)	1431.93	1433.85	834.91	0.00	3073.86	0.466	0.88	2.199	A

Full Input Data And Results  
**Full Input Data And Results**

**User and Project Details**

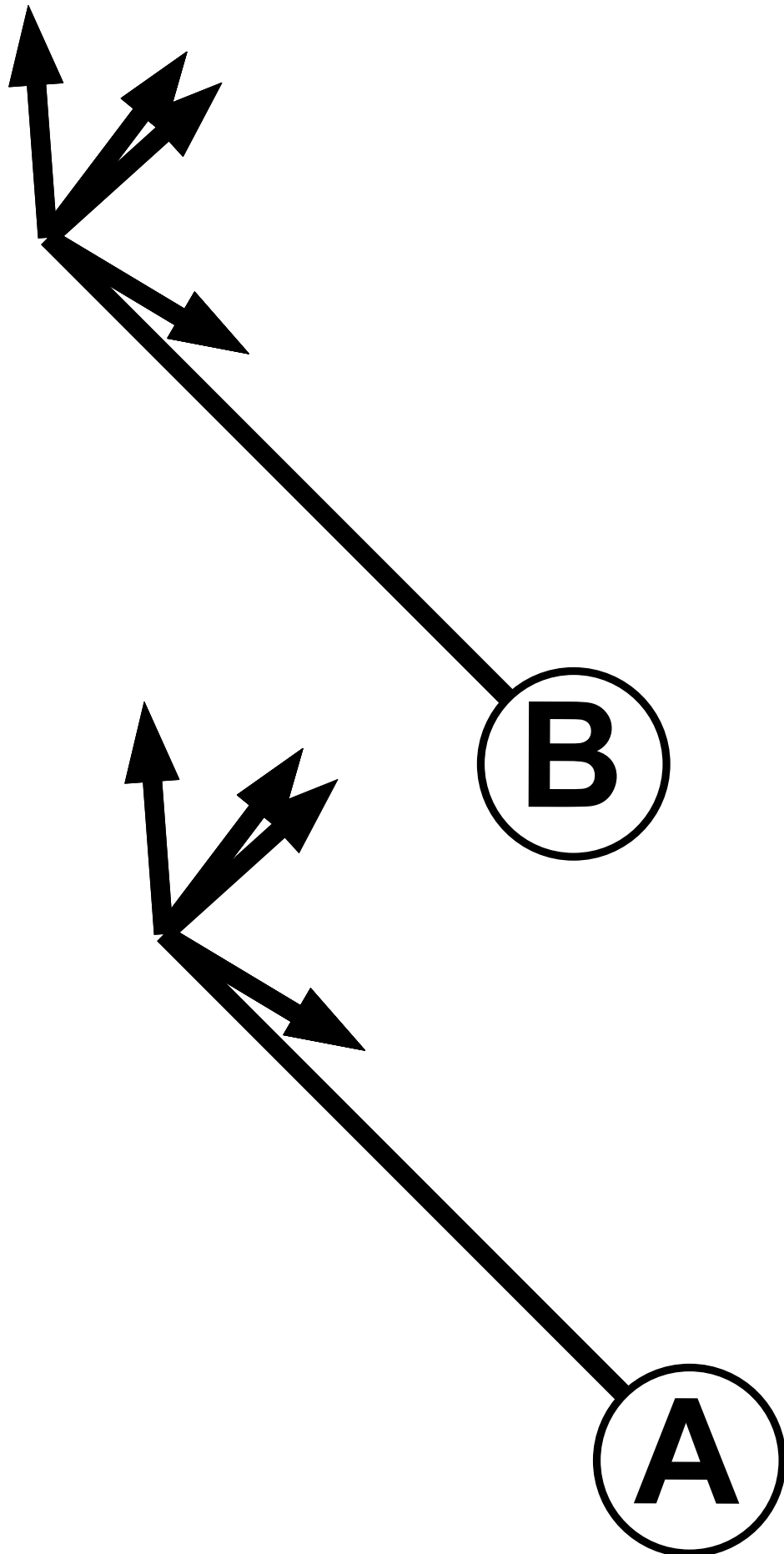
<b>Project:</b>	<b>Woodstock East</b>
<b>Title:</b>	<b>Peartree roundabout</b>
<b>Location:</b>	Peartree roundabout
<b>File name:</b>	Peartree.lsg3x
<b>Author:</b>	NS/RM
<b>Company:</b>	David Tucker Associates
<b>Address:</b>	Henley in Arden
<b>Notes:</b>	

**Network Layout Diagram**



Full Input Data And Results

**C1**  
**Phase Diagram**



Full Input Data And Results

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

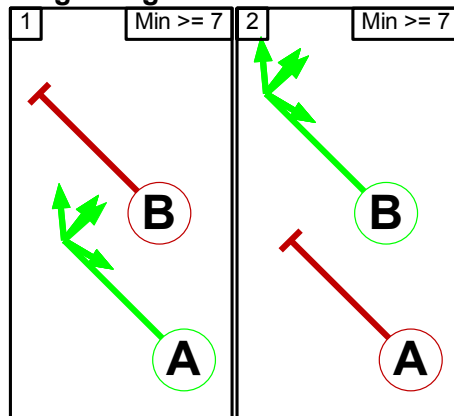
**Phase Intergreens Matrix**

Terminating Phase	Starting Phase	
	A	B
	A	5
B	5	

**Phases in Stage**

Stage No.	Phases in Stage
1	A
2	B

**Stage Diagram**



**Phase Delays**

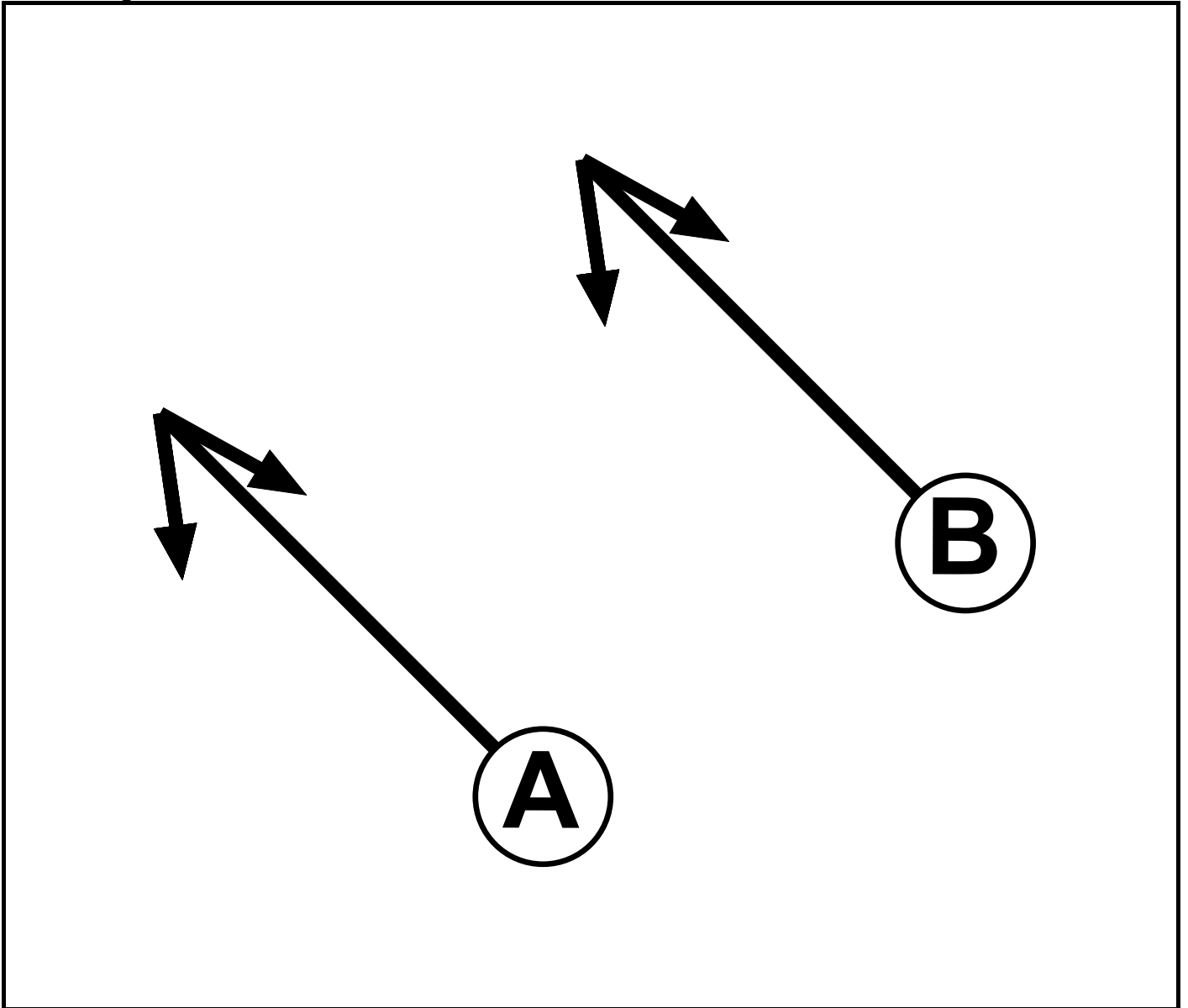
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

**Prohibited Stage Change**

From Stage	To Stage	
	1	2
	1	5
2	5	

C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7



## Full Input Data And Results

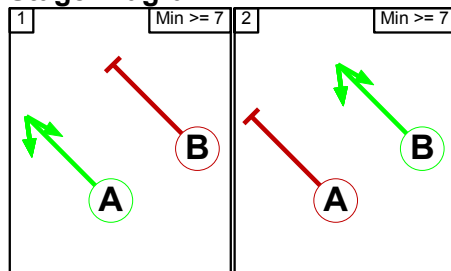
### Phase Intergrens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

### Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

### Stage Diagram



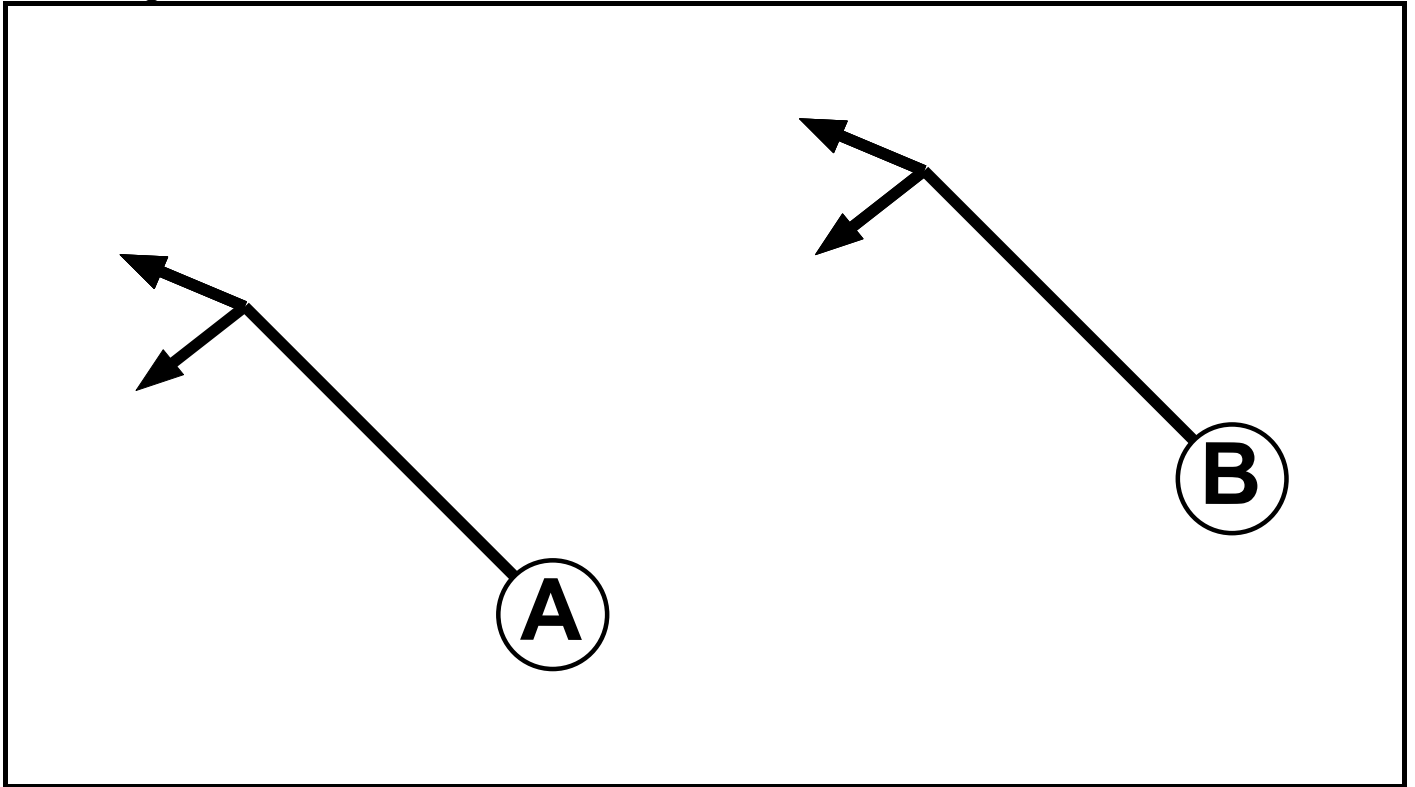
### Phase Delays

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

### Prohibited Stage Change

From Stage	To Stage	
	1	2
	2	5

**C3**  
**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

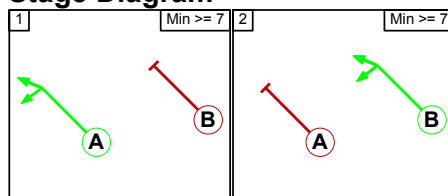
**Phase Intergreens Matrix**

		Starting Phase	
		A	B
Terminating Phase	A		5
	B	5	

**Phases in Stage**

Stage No.	Phases in Stage
1	A
2	B

**Stage Diagram**



Full Input Data And Results

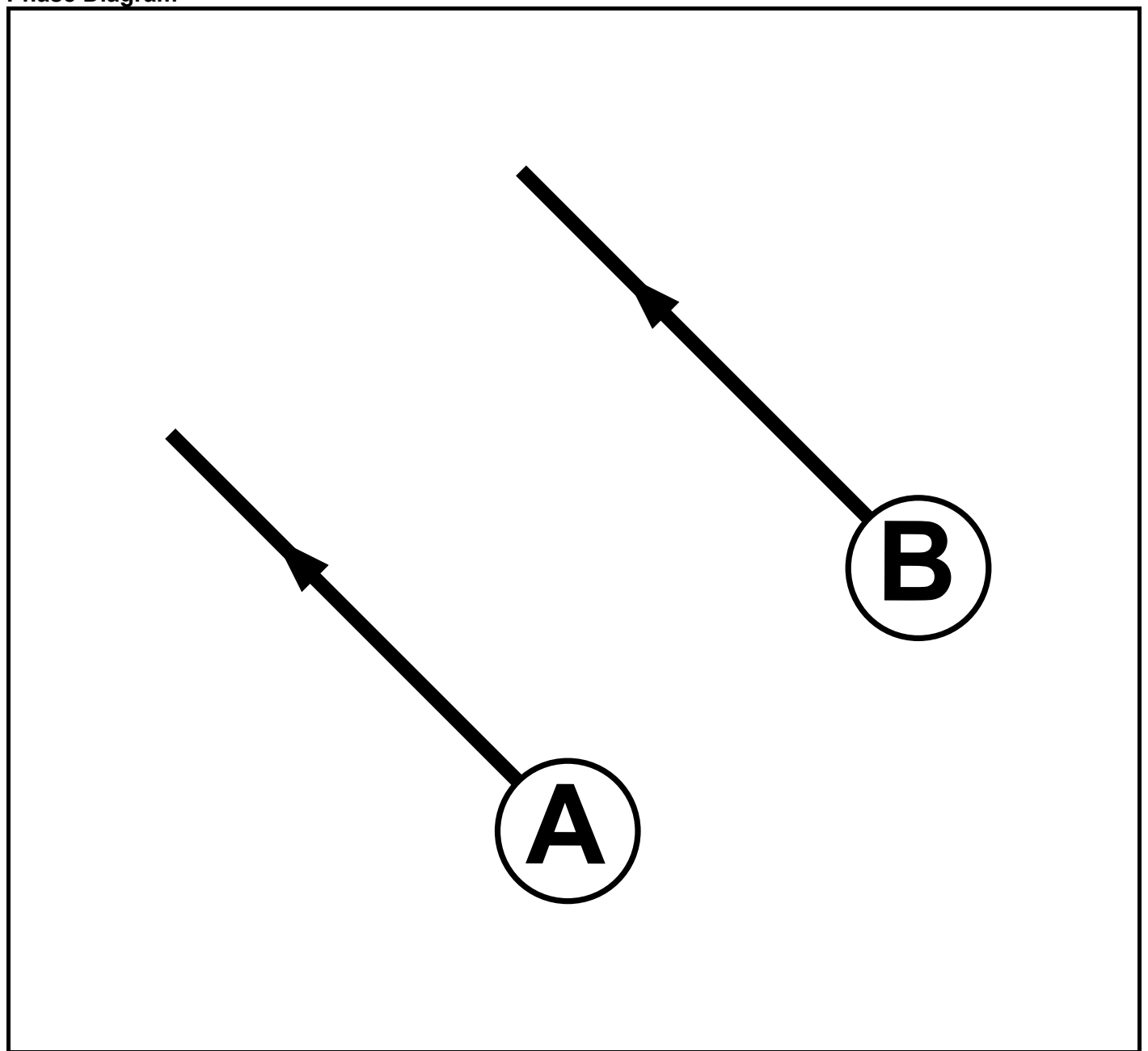
**Phase Delays**

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

**Prohibited Stage Change**

From Stage	To Stage	
	1	2
1	■	5
2	5	■

**C4  
Phase Diagram**



Full Input Data And Results

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

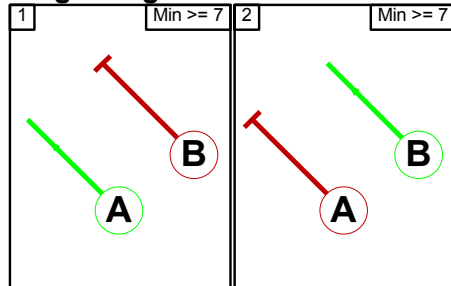
**Phase Intergreens Matrix**

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

**Phases in Stage**

Stage No.	Phases in Stage
1	A
2	B

**Stage Diagram**



**Phase Delays**

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

**Prohibited Stage Change**

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

**Give-Way Lane Input Data**

Junction: J1: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:3/1 (Services)	J1:4/1 (Left)	1439	0	J1:2/1	1.09	All	-	-	-	-	-
				J1:2/2	1.09	All					
				J1:2/3	1.09	All					
				J1:2/4	1.09	All					
	J3:2/1 (Ahead)	1439	0	J1:2/1	1.09	All					
				J1:2/2	1.09	All					
				J1:2/3	1.09	All					
				J1:2/4	1.09	All					
	J3:2/2 (Ahead)	1439	0	J1:2/1	1.09	All					
				J1:2/2	1.09	All					
				J1:2/3	1.09	All					
				J1:2/4	1.09	All					

**Junction: J2: Unnamed Junction**

There are no Opposed Lanes in this Junction

**Junction: J3: Unnamed Junction**

There are no Opposed Lanes in this Junction

**Junction: J4: Unnamed Junction**

There are no Opposed Lanes in this Junction

Full Input Data And Results

**Lane Input Data**

Junction: J1: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A44 Woodstock Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
J1:1/2 (A44 Woodstock Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:9 Left	Inf
J1:1/3 (A44 Woodstock Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
J1:2/1	U		2	3	11.3	Inf	-	-	-	-	-	-
J1:2/2	U		2	3	11.3	Inf	-	-	-	-	-	-
J1:2/3	U		2	3	11.3	Inf	-	-	-	-	-	-
J1:2/4	U		2	3	11.3	Inf	-	-	-	-	-	-
J1:3/1 (Services)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:4 Left Arm J3:2 Ahead	Inf Inf
J1:4/1 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/2 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/3 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1	U	B	2	3	17.4	Geom	-	3.25	0.00	Y	Arm J1:7 Right	Inf
J1:5/2	U	B	2	3	17.4	Geom	-	3.25	0.00	Y	Arm J1:7 Right Arm J1:8 Right	Inf Inf
J1:5/3	U	B	2	3	17.4	Geom	-	3.25	0.00	Y	Arm J1:8 Right	Inf
J1:6/1 (A34 (S))	U	A	2	3	20.0	User	1900	-	-	-	-	-

Full Input Data And Results

J1:6/2 (A34 (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-
J1:6/3 (A34 (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-
J1:6/4 (A34 (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-
J1:7/1 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/2 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1	U	B	2	3	17.4	User	1900	-	-	-	-	-
J1:8/2	U	B	2	3	17.4	User	1900	-	-	-	-	-
J1:8/3	U	B	2	3	17.4	User	1900	-	-	-	-	-
J1:9/1 (A34 (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/2 (A34 (N))	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A34 (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:2 Ahead	Inf
											Arm J2:3 Left	Inf
J2:1/2 (A34 (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:2 Ahead	Inf
J2:1/3 (A34 (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:2 Ahead	Inf
J2:1/4 (A34 (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:2 Ahead	Inf
J2:2/1	U	B	2	3	20.0	Geom	-	3.25	0.00	Y	Arm J1:2 Right	Inf
											Arm J2:3 Ahead	Inf
J2:2/2	U	B	2	3	20.0	Geom	-	3.25	0.00	Y	Arm J1:2 Right	Inf
J2:2/3	U	B	2	3	20.0	Geom	-	3.25	0.00	Y	Arm J1:2 Right	Inf
J2:2/4	U	B	2	3	20.0	Geom	-	3.25	0.00	Y	Arm J1:2 Right	Inf
J2:3/1 (Services)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J3: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (A44 Woodstock Road (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-
J3:1/2 (A44 Woodstock Road (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-
J3:1/3 (A44 Woodstock Road (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-
J3:1/4 (A44 Woodstock Road (S))	U	A	2	3	5.0	User	1900	-	-	-	-	-
J3:2/1	U	B	2	3	11.3	User	1900	-	-	-	-	-
J3:2/2	U	B	2	3	11.3	User	1900	-	-	-	-	-
J3:2/3	U	B	2	3	5.0	User	1900	-	-	-	-	-
J3:3/1 (A34 (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/2 (A34 (S))	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J4: Unnamed Junction
No Lane data to display

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 + Dev + Northern Gateway AM Peak'	08:00	09:00	01:00	
2: '2031 + Dev + Northern Gateway PM Peak'	17:00	18:00	01:00	

Scenario 1: 'New Scenario' (FG1: '2031 + Dev + Northern Gateway AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
	A	B	C	D	E	Tot.	
A	0	197	63	810	747	1817	
B	339	0	55	499	0	893	
C	17	116	0	93	17	243	
D	525	411	26	0	507	1469	
E	866	0	18	957	0	1841	
Tot.	1747	724	162	2359	1271	6263	



Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 1: New Scenario
<b>Junction: J1: Unnamed Junction</b>	
J1:1/1	806
J1:1/2	264
J1:1/3	747
J1:2/1	564
J1:2/2	742
J1:2/3	960
J1:2/4	1086
J1:3/1	243
J1:4/1	657
J1:4/2	742
J1:4/3	960
J1:5/1	613
J1:5/2	626
J1:5/3	195
J1:6/1 (short)	433
J1:6/2 (with short)	866(In) 433(Out)
J1:6/3	464
J1:6/4	511
J1:7/1	1046
J1:7/2	701
J1:8/1	358
J1:8/2	659
J1:8/3	511
J1:9/1	555
J1:9/2	169
<b>Junction: J2: Unnamed Junction</b>	
J2:1/1	185
J2:1/2	184
J2:1/3	185
J2:1/4	339
J2:2/1	541
J2:2/2	558
J2:2/3	775
J2:2/4	747
J2:3/1	162
<b>Junction: J3: Unnamed Junction</b>	
J3:1/1	507
J3:1/2	406

### Full Input Data And Results

J3:1/3 (with short)	556(In) 368(Out)
J3:1/4 (short)	188
J3:2/1	501
J3:2/2 (with short)	735(In) 470(Out)
J3:2/3 (short)	265
J3:3/1	1008
J3:3/2	263
<b>Junction: J4: Unnamed Junction</b>	

Full Input Data And Results

**Lane Saturation Flows**

Junction: J1: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm J2:2 Ahead Arm J1:9 Left	Inf Inf	75.6 % 24.4 %	1940	1940
J1:1/2 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:2/3	Infinite Saturation Flow						Inf	Inf
J1:2/4	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Services)	3.25	0.00	Y	Arm J1:4 Left Arm J3:2 Ahead	Inf Inf	38.3 % 61.7 %	1940	1940
J1:4/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/3 (A44 Woodstock Road (S) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.25	0.00	Y	Arm J1:7 Right	Inf	100.0 %	1940	1940
J1:5/2	3.25	0.00	Y	Arm J1:7 Right Arm J1:8 Right	Inf Inf	42.8 % 57.2 %	1940	1940
J1:5/3	3.25	0.00	Y	Arm J1:8 Right	Inf	100.0 %	1940	1940
J1:6/1 (A34 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A34 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A34 (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/4 (A34 (S) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

J1:9/1 (A34 (N) Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:9/2 (A34 (N) Lane 2)	Infinite Saturation Flow	Inf	Inf

Junction: J2: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	70.3 %	1940	1940
				Arm J2:3 Left	Inf	29.7 %		
J2:1/2 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J2:1/3 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J2:1/4 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:2 Right	Inf	80.2 %	1940	1940
				Arm J2:3 Ahead	Inf	19.8 %		
J2:2/2	3.25	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1940	1940
J2:2/3	3.25	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1940	1940
J2:2/4	3.25	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1940	1940
J2:3/1 (Services Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A44 Woodstock Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (A44 Woodstock Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (A44 Woodstock Road (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/4 (A44 Woodstock Road (S) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (A34 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (A34 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Unnamed Junction
No data to display

Full Input Data And Results

**Scenario 2: 'New Scenario'** (FG2: '2031 + Dev + Northern Gateway PM Peak', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination						
	A	B	C	D	E	Tot.	
A	0	121	65	736	1041	1963	
B	238	0	41	368	0	647	
Origin	C	35	25	0	75	61	196
D	673	489	86	0	814	2062	
E	1235	0	57	484	0	1776	
Tot.	2181	635	249	1663	1916	6644	

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 2: New Scenario
<b>Junction: J1: Unnamed Junction</b>	
J1:1/1	631
J1:1/2	291
J1:1/3	1041
J1:2/1	276
J1:2/2	431
J1:2/3	881
J1:2/4	1279
J1:3/1	196
J1:4/1	351
J1:4/2	431
J1:4/3	881
J1:5/1	560
J1:5/2	554
J1:5/3	432
J1:6/1 (short)	617
J1:6/2 (with short)	1235(In) 618(Out)
J1:6/3	87
J1:6/4	454
J1:7/1	1177
J1:7/2	1004
J1:8/1	168
J1:8/2	519
J1:8/3	454
J1:9/1	289
J1:9/2	346
<b>Junction: J2: Unnamed Junction</b>	
J2:1/1	136
J2:1/2	137
J2:1/3	136
J2:1/4	238
J2:2/1	389
J2:2/2	294
J2:2/3	745
J2:2/4	1041
J2:3/1	249
<b>Junction: J3: Unnamed Junction</b>	
J3:1/1	814
J3:1/2	410

### Full Input Data And Results

J3:1/3 (with short)	838(In) 425(Out)
J3:1/4 (short)	413
J3:2/1	673
J3:2/2 (with short)	727(In) 579(Out)
J3:2/3 (short)	148
J3:3/1	1487
J3:3/2	429
<b>Junction: J4: Unnamed Junction</b>	

Full Input Data And Results

**Lane Saturation Flows**

Junction: J1: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm J2:2 Ahead Arm J1:9 Left	Inf Inf	80.8 % 19.2 %	1940	1940
J1:1/2 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:2/3	Infinite Saturation Flow						Inf	Inf
J1:2/4	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Services)	3.25	0.00	Y	Arm J1:4 Left Arm J3:2 Ahead	Inf Inf	38.3 % 61.7 %	1940	1940
J1:4/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/3 (A44 Woodstock Road (S) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.25	0.00	Y	Arm J1:7 Right	Inf	100.0 %	1940	1940
J1:5/2	3.25	0.00	Y	Arm J1:7 Right Arm J1:8 Right	Inf Inf	69.7 % 30.3 %	1940	1940
J1:5/3	3.25	0.00	Y	Arm J1:8 Right	Inf	100.0 %	1940	1940
J1:6/1 (A34 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A34 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A34 (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/4 (A34 (S) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	This lane uses a directly entered Saturation Flow						1900	1900



Full Input Data And Results

J1:9/1 (A34 (N) Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:9/2 (A34 (N) Lane 2)	Infinite Saturation Flow	Inf	Inf

Junction: J2: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	69.9 %	1940	1940
				Arm J2:3 Left	Inf	30.1 %		
J2:1/2 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J2:1/3 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J2:1/4 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:2 Right	Inf	46.5 %	1940	1940
				Arm J2:3 Ahead	Inf	53.5 %		
J2:2/2	3.25	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1940	1940
J2:2/3	3.25	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1940	1940
J2:2/4	3.25	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1940	1940
J2:3/1 (Services Lane 1)	Infinite Saturation Flow						Inf	Inf

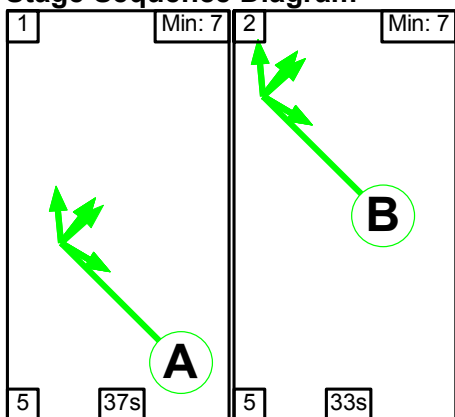
Junction: J3: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A44 Woodstock Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (A44 Woodstock Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (A44 Woodstock Road (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/4 (A44 Woodstock Road (S) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (A34 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (A34 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Unnamed Junction
No data to display

Full Input Data And Results

Scenario 1: 'New Scenario' (FG1: '2031 + Dev + Northern Gateway AM Peak', Plan 1: 'Network Control Plan 1')  
 C1

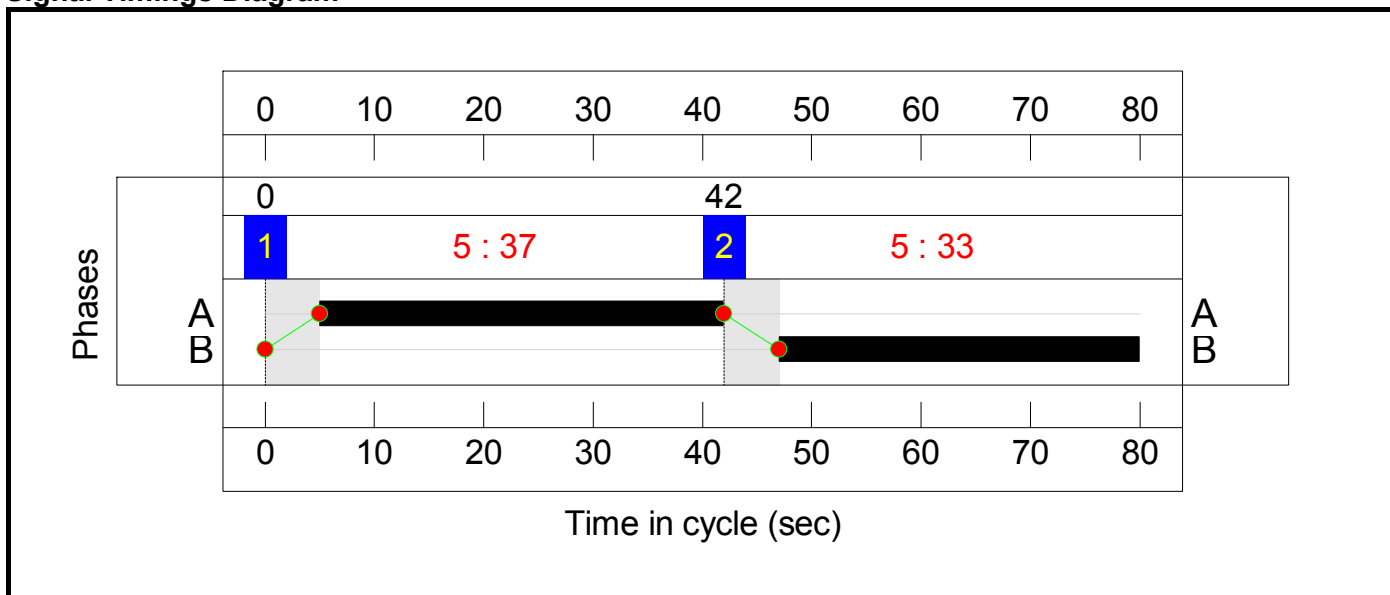
Stage Sequence Diagram



Stage Timings

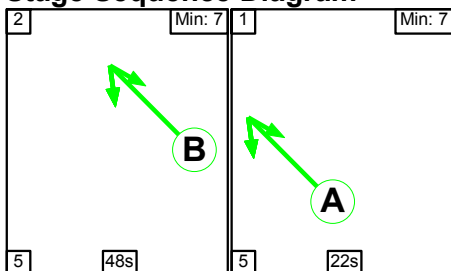
Stage	1	2
Duration	37	33
Change Point	0	42

Signal Timings Diagram



C2

Stage Sequence Diagram

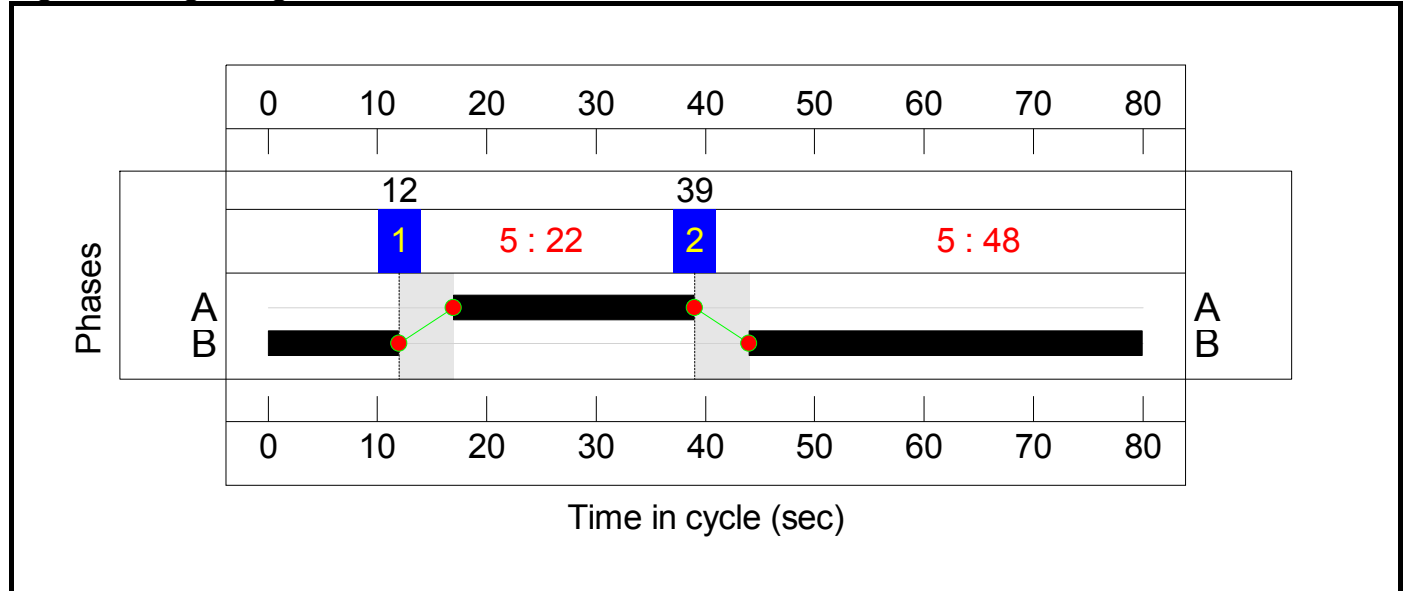


Full Input Data And Results

**Stage Timings**

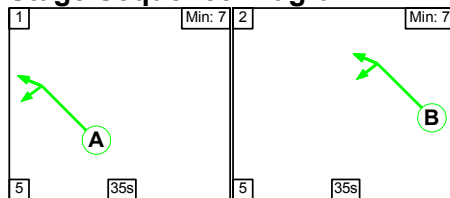
Stage	2	1
Duration	48	22
Change Point	39	12

**Signal Timings Diagram**



**C3**

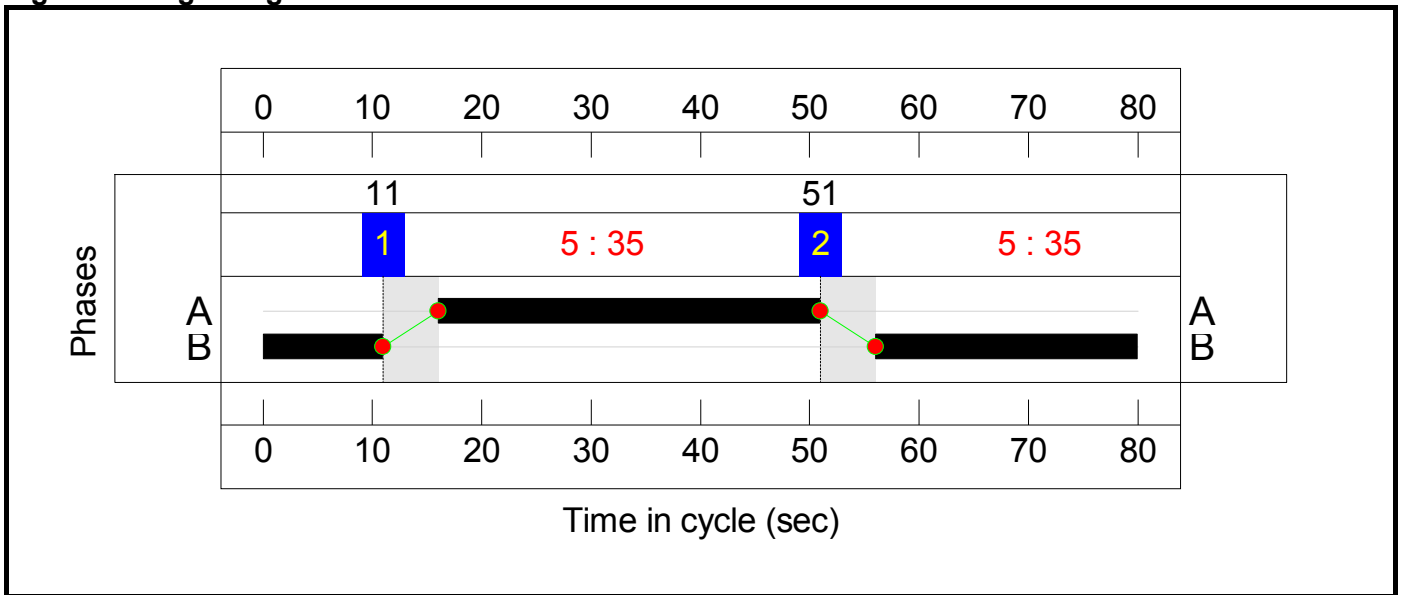
**Stage Sequence Diagram**



**Stage Timings**

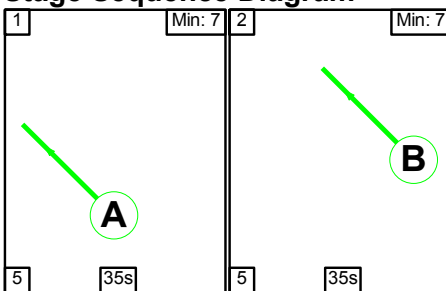
Stage	1	2
Duration	35	35
Change Point	11	51

**Signal Timings Diagram**



**C4**

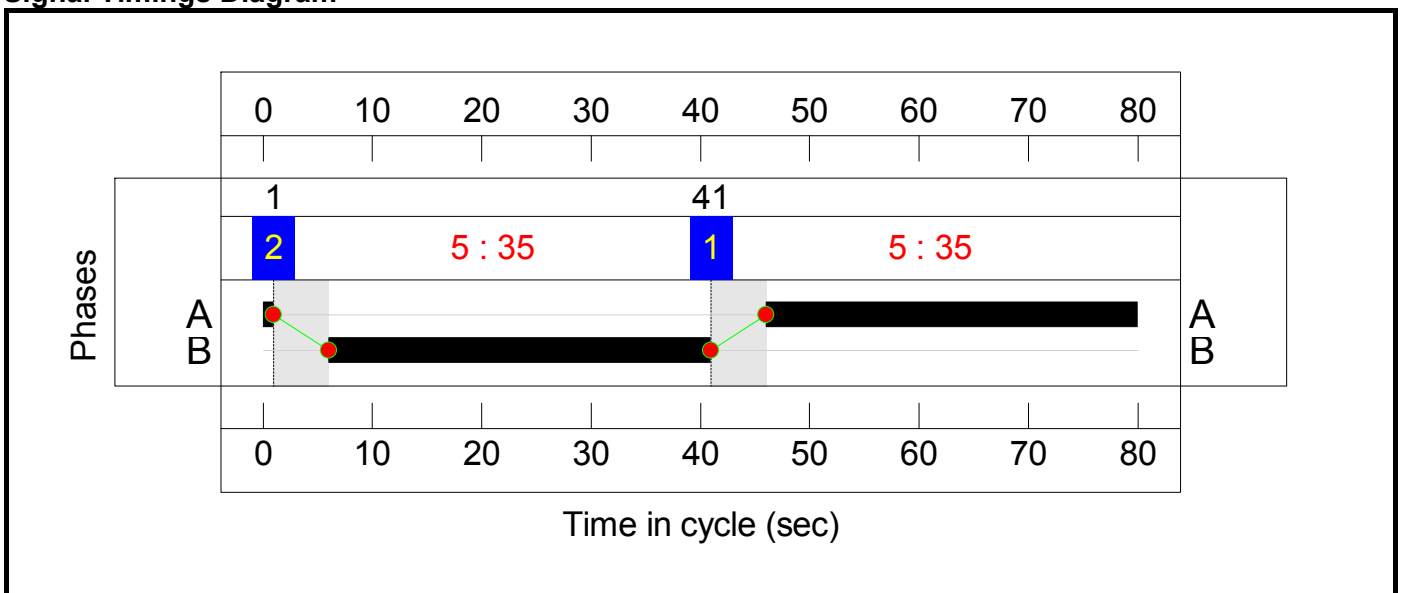
**Stage Sequence Diagram**



**Stage Timings**

Stage	1	2
Duration	35	35
Change Point	41	1

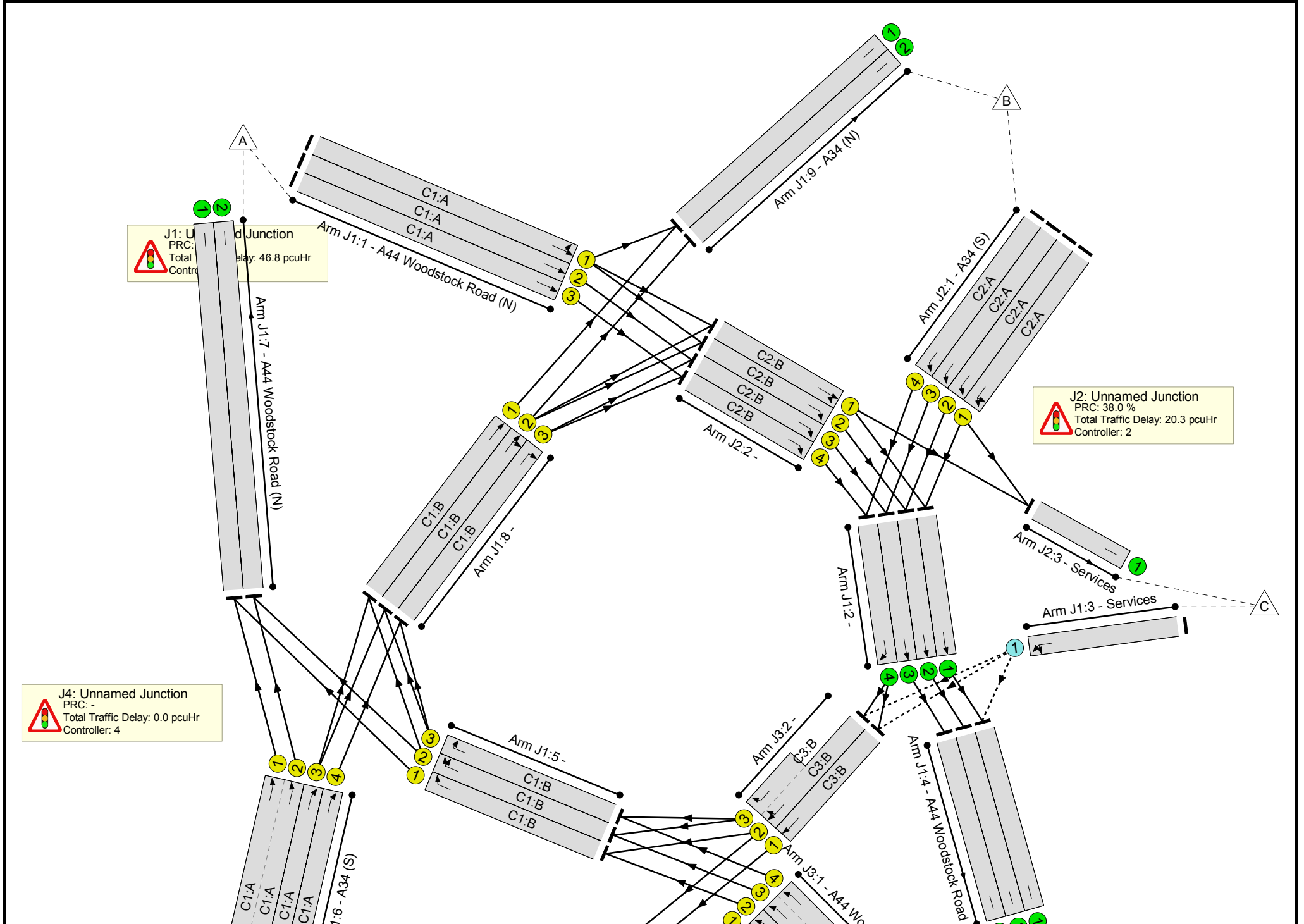
**Signal Timings Diagram**



## Full Input Data And Results

Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



## Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>87.5%</b>
<b>J1: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>87.5%</b>
1/1	A44 Woodstock Road (N) Ahead Left	U	N/A	N/A	C1:A		1	37	-	806	1940	921	87.5%
1/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	C1:A		1	37	-	264	1940	921	28.6%
1/3	A44 Woodstock Road (N) Ahead	U	N/A	N/A	C1:A		1	37	-	747	1940	921	81.1%
2/1	Ahead	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
2/4	Right	U	N/A	N/A	-		-	-	-	1086	Inf	Inf	0.0%
3/1	Services Left Ahead	O	N/A	N/A	-		-	-	-	243	1940	319	76.2%
4/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
4/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
4/3	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
5/1	Right	U	N/A	N/A	C1:B		1	33	-	613	1940	825	74.3%
5/2	Right Right2	U	N/A	N/A	C1:B		1	33	-	626	1940	825	75.9%
5/3	Right	U	N/A	N/A	C1:B		1	33	-	195	1940	825	23.7%
6/2+6/1	A34 (S) Ahead	U	N/A	N/A	C1:A		1	37	-	866	1900:1900	900+900	48.1 : 48.1%
6/3	A34 (S) Ahead	U	N/A	N/A	C1:A		1	37	-	464	1900	903	51.4%
6/4	A34 (S) Ahead	U	N/A	N/A	C1:A		1	37	-	511	1900	903	56.6%
7/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	1046	Inf	Inf	0.0%

Full Input Data And Results

7/2	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	701	Inf	Inf	0.0%
8/1	Ahead	U	N/A	N/A	C1:B	1	33	-	358	1900	808	44.3%
8/2	Right Ahead	U	N/A	N/A	C1:B	1	33	-	659	1900	808	81.6%
8/3	Right	U	N/A	N/A	C1:B	1	33	-	511	1900	808	63.3%
9/1	A34 (N)	U	N/A	N/A	-	-	-	-	555	Inf	Inf	0.0%
9/2	A34 (N)	U	N/A	N/A	-	-	-	-	169	Inf	Inf	0.0%
<b>J2: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>65.2%</b>
1/1	A34 (S) Ahead Left	U	N/A	N/A	C2:A	1	22	-	185	1940	558	33.2%
1/2	A34 (S) Ahead	U	N/A	N/A	C2:A	1	22	-	184	1940	558	33.0%
1/3	A34 (S) Ahead	U	N/A	N/A	C2:A	1	22	-	185	1940	558	33.2%
1/4	A34 (S) Ahead	U	N/A	N/A	C2:A	1	22	-	339	1940	558	60.8%
2/1	Right Ahead	U	N/A	N/A	C2:B	1	48	-	541	1940	1188	45.5%
2/2	Right	U	N/A	N/A	C2:B	1	48	-	558	1940	1188	47.0%
2/3	Right	U	N/A	N/A	C2:B	1	48	-	775	1940	1188	65.2%
2/4	Right	U	N/A	N/A	C2:B	1	48	-	747	1940	1188	62.9%
3/1	Services	U	N/A	N/A	-	-	-	-	162	Inf	Inf	0.0%
<b>J3: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>74.0%</b>
1/1	A44 Woodstock Road (S) Left	U	N/A	N/A	C3:A	1	35	-	507	1900	855	59.3%
1/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	C3:A	1	35	-	406	1900	855	47.5%
1/3+1/4	A44 Woodstock Road (S) Ahead	U	N/A	N/A	C3:A	1	35	-	556	1900:1900	649+332	56.7 : 56.7%
2/1	Ahead	U	N/A	N/A	C3:B	1	35	-	501	1900	855	58.6%
2/2+2/3	Right Ahead	U	N/A	N/A	C3:B	1	35	-	735	1900:1900	635+358	74.0 : 74.0%
3/1	A34 (S)	U	N/A	N/A	-	-	-	-	1008	Inf	Inf	0.0%
3/2	A34 (S)	U	N/A	N/A	-	-	-	-	263	Inf	Inf	0.0%



Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	<b>243</b>	<b>0</b>	<b>0</b>	<b>57.6</b>	<b>23.4</b>	<b>0.0</b>	<b>81.0</b>	-	-	-	-
<b>J1: Unnamed Junction</b>	-	-	<b>243</b>	<b>0</b>	<b>0</b>	<b>31.5</b>	<b>15.3</b>	<b>0.0</b>	<b>46.8</b>	-	-	-	-
1/1	806	806	-	-	-	4.2	3.3	-	7.5	33.6	15.9	3.3	19.2
1/2	264	264	-	-	-	0.9	0.2	-	1.1	15.5	3.5	0.2	3.7
1/3	747	747	-	-	-	3.7	2.1	-	5.8	28.0	14.1	2.1	16.2
2/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	243	243	243	0	0	1.0	1.5	-	2.5	37.7	3.2	1.5	4.8
4/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	613	613	-	-	-	2.1	1.4	-	3.6	21.0	9.2	1.4	10.6
5/2	626	626	-	-	-	1.9	1.6	-	3.5	20.1	8.2	1.6	9.8
5/3	195	195	-	-	-	0.8	0.2	-	1.0	18.5	3.8	0.2	3.9
6/2+6/1	866	866	-	-	-	3.4	0.5	-	3.9	16.2	6.5	0.5	7.0
6/3	464	464	-	-	-	1.9	0.5	-	2.4	18.7	7.1	0.5	7.6
6/4	511	511	-	-	-	2.1	0.7	-	2.8	19.7	8.1	0.7	8.7
7/1	1046	1046	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	358	358	-	-	-	0.5	0.4	-	0.9	8.9	0.9	0.4	1.3
8/2	659	659	-	-	-	4.4	2.2	-	6.6	35.8	14.5	2.2	16.7
8/3	511	511	-	-	-	4.3	0.9	-	5.1	36.3	11.4	0.9	12.2
9/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

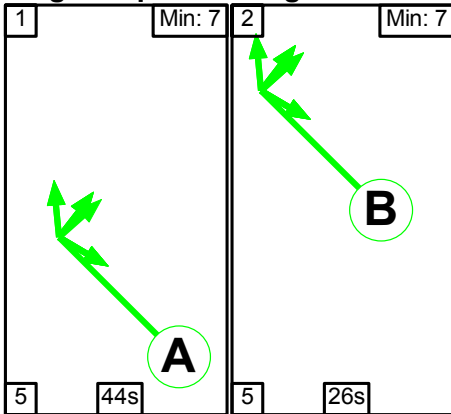
<b>J2: Unnamed Junction</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>4.1</b>	<b>0.0</b>	<b>20.3</b>	-	-	-	-
1/1	185	185	-	-	-	1.2	0.2	-	1.4	27.3	3.2	0.2	3.5
1/2	184	184	-	-	-	1.1	0.2	-	1.4	27.2	3.2	0.2	3.4
1/3	185	185	-	-	-	1.2	0.2	-	1.4	27.3	3.2	0.2	3.5
1/4	339	339	-	-	-	2.3	0.8	-	3.1	32.8	6.5	0.8	7.3
2/1	541	541	-	-	-	1.4	0.4	-	1.8	11.9	6.3	0.4	6.7
2/2	558	558	-	-	-	1.6	0.4	-	2.1	13.4	7.3	0.4	7.8
2/3	775	775	-	-	-	1.7	0.9	-	2.6	12.2	5.8	0.9	6.7
2/4	747	747	-	-	-	5.7	0.8	-	6.6	31.7	16.6	0.8	17.4
3/1	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Unnamed Junction</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>3.9</b>	<b>0.0</b>	<b>13.9</b>	-	-	-	-
1/1	507	507	-	-	-	2.3	0.7	-	3.0	21.7	8.4	0.7	9.2
1/2	406	406	-	-	-	1.7	0.5	-	2.2	19.4	6.2	0.5	6.7
1/3+1/4	556	556	-	-	-	2.2	0.7	-	2.9	18.8	5.9	0.7	6.6
2/1	501	501	-	-	-	0.2	0.7	-	0.9	6.3	0.8	0.7	1.5
2/2+2/3	735	735	-	-	-	3.4	1.4	-	4.8	23.7	8.9	1.4	10.3
3/1	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J4: Unnamed Junction</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
			C1	PRC for Signalled Lanes (%)	2.9	Total Delay for Signalled Lanes (pcuHr):			44.23	Cycle Time (s):		80	
			C2	PRC for Signalled Lanes (%)	38.0	Total Delay for Signalled Lanes (pcuHr):			20.35	Cycle Time (s):		80	
			C3	PRC for Signalled Lanes (%)	21.6	Total Delay for Signalled Lanes (pcuHr):			13.85	Cycle Time (s):		80	
			C4	PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):			0.00	Cycle Time (s):		80	
				PRC Over All Lanes (%)	2.9	Total Delay Over All Lanes(pcuHr):			80.97				

Full Input Data And Results

Scenario 2: 'New Scenario' (FG2: '2031 + Dev + Northern Gateway PM Peak', Plan 1: 'Network Control Plan 1')

C1

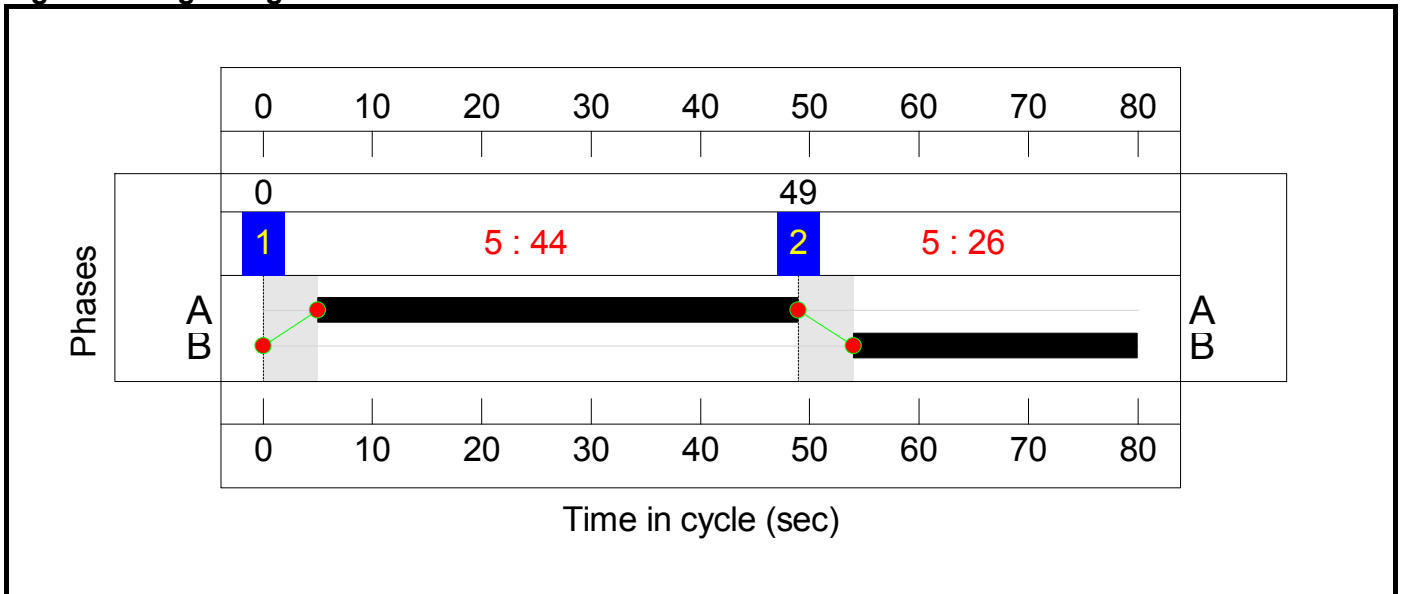
Stage Sequence Diagram



Stage Timings

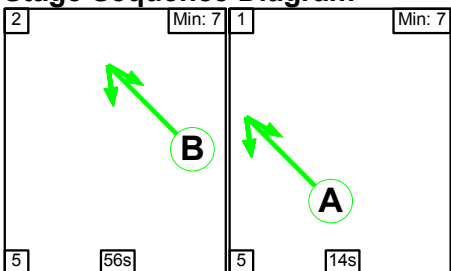
Stage	1	2
Duration	44	26
Change Point	0	49

Signal Timings Diagram



C2

Stage Sequence Diagram

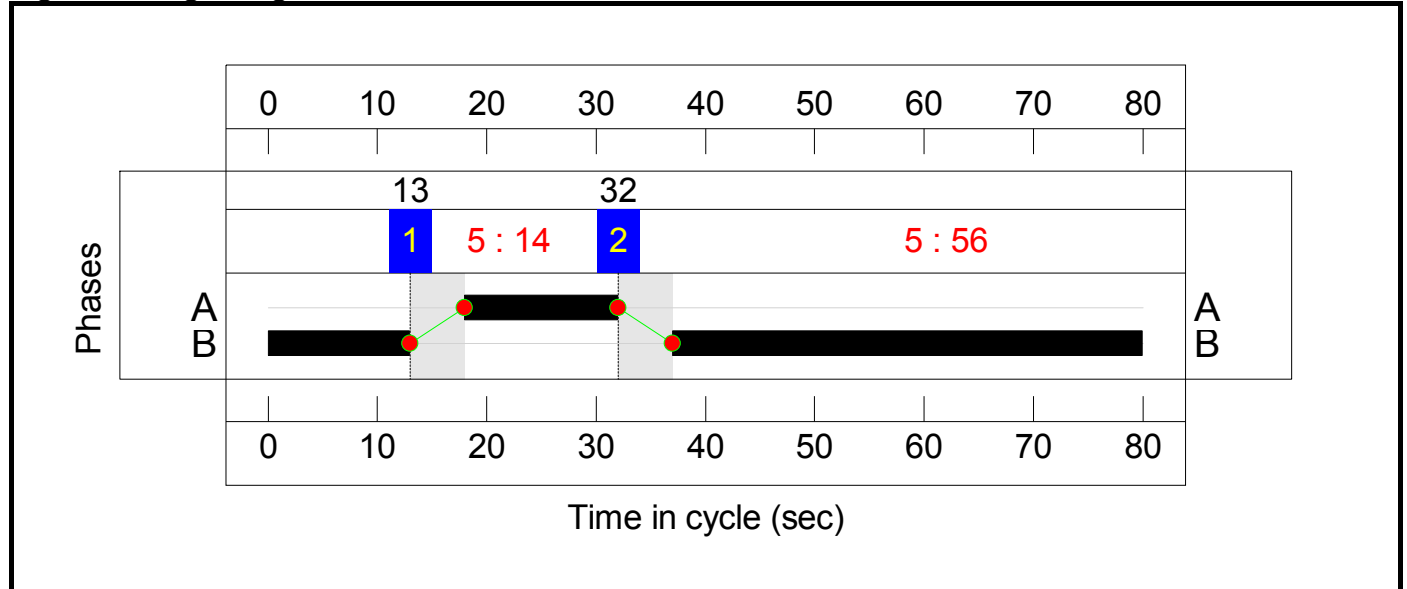


Full Input Data And Results

**Stage Timings**

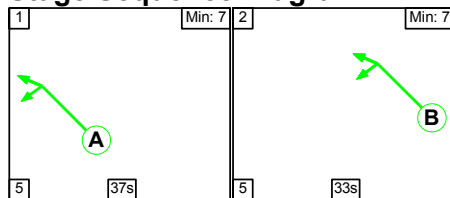
Stage	2	1
Duration	56	14
Change Point	32	13

**Signal Timings Diagram**



**C3**

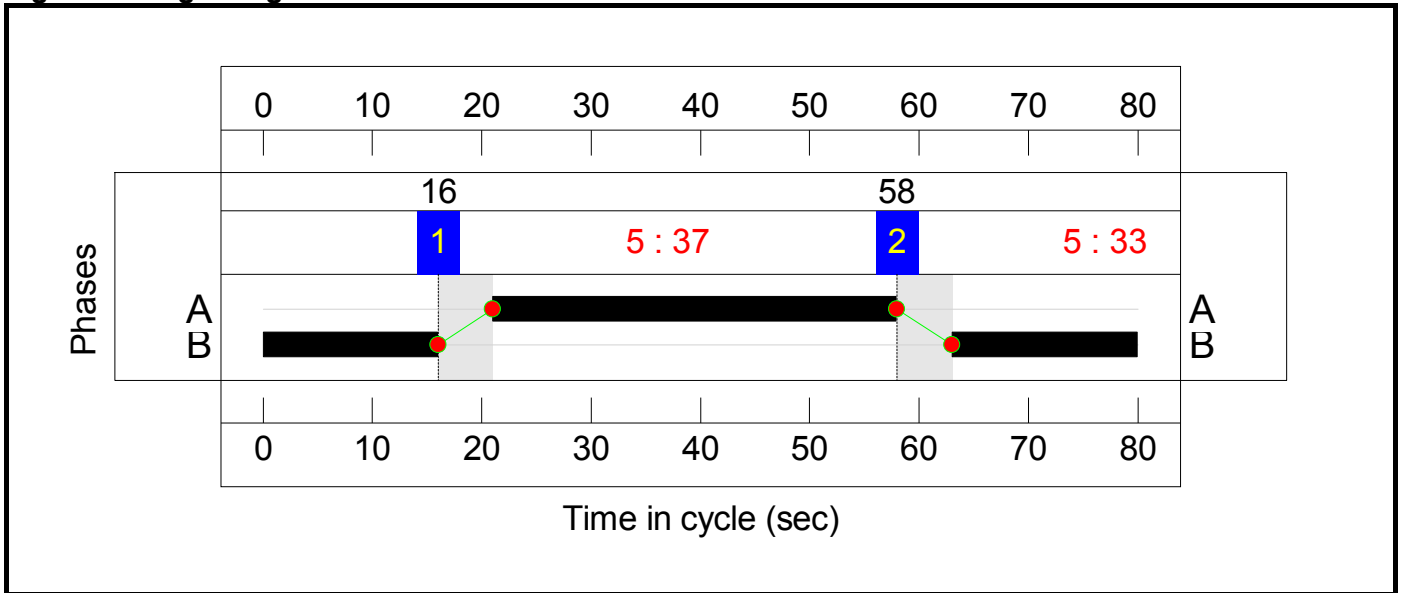
**Stage Sequence Diagram**



**Stage Timings**

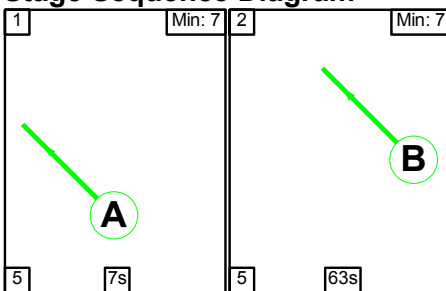
Stage	1	2
Duration	37	33
Change Point	16	58

**Signal Timings Diagram**



**C4**

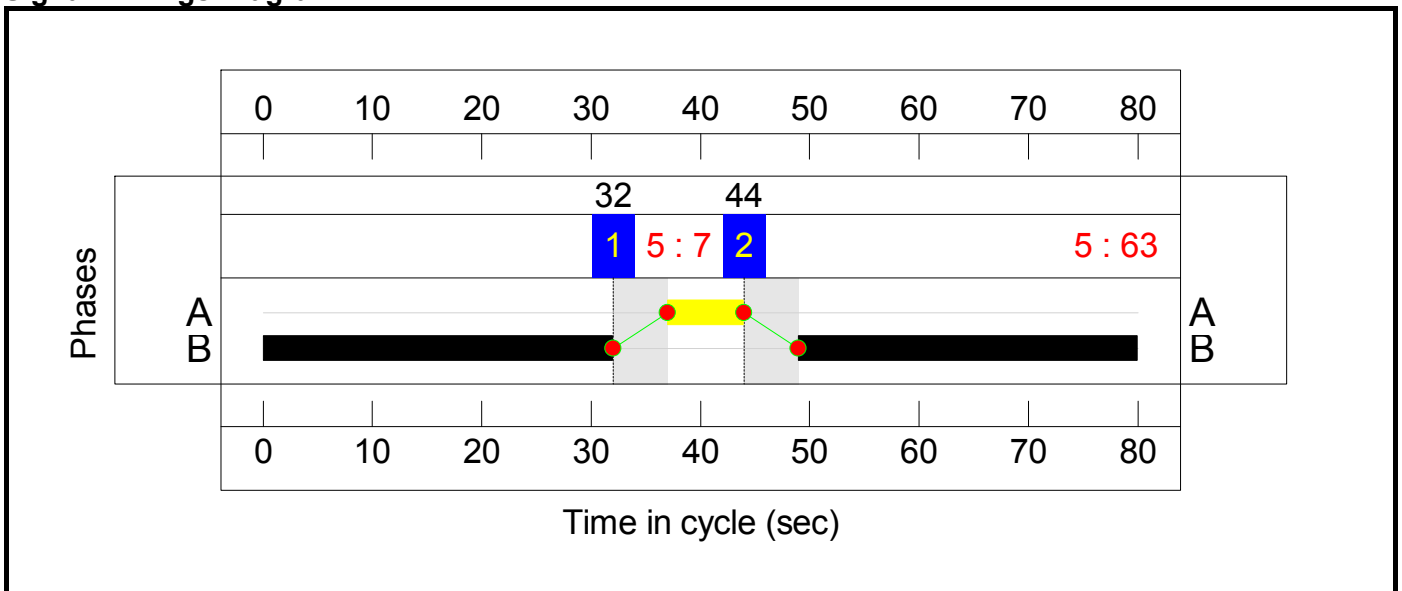
**Stage Sequence Diagram**



**Stage Timings**

Stage	1	2
Duration	7	63
Change Point	32	44

**Signal Timings Diagram**

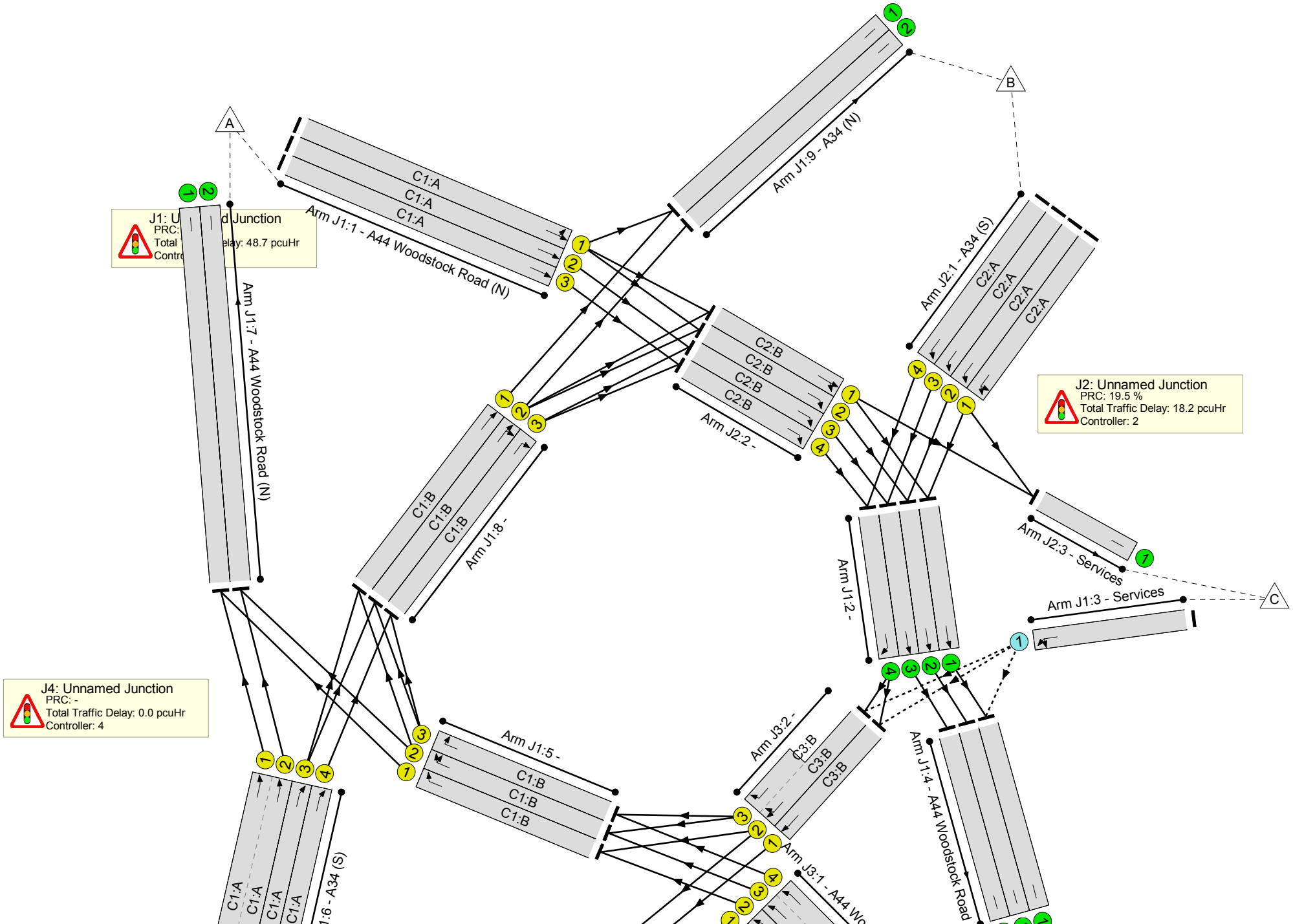




## Full Input Data And Results

Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



## Full Input Data And Results

Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>95.4%</b>
<b>J1: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>95.4%</b>
1/1	A44 Woodstock Road (N) Ahead Left	U	N/A	N/A	C1:A		1	44	-	631	1940	1091	57.8%
1/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	C1:A		1	44	-	291	1940	1091	26.7%
1/3	A44 Woodstock Road (N) Ahead	U	N/A	N/A	C1:A		1	44	-	1041	1940	1091	<b>95.4%</b>
2/1	Ahead	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
2/4	Right	U	N/A	N/A	-		-	-	-	1279	Inf	Inf	0.0%
3/1	Services Left Ahead	O	N/A	N/A	-		-	-	-	196	1940	246	79.7%
4/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
4/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
4/3	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
5/1	Right	U	N/A	N/A	C1:B		1	26	-	560	1940	655	85.5%
5/2	Right Right2	U	N/A	N/A	C1:B		1	26	-	554	1940	655	84.6%
5/3	Right	U	N/A	N/A	C1:B		1	26	-	432	1940	655	66.0%
6/2+6/1	A34 (S) Ahead	U	N/A	N/A	C1:A		1	44	-	1235	1900:1900	951+949	65.0 : 65.0%
6/3	A34 (S) Ahead	U	N/A	N/A	C1:A		1	44	-	87	1900	1069	8.1%
6/4	A34 (S) Ahead	U	N/A	N/A	C1:A		1	44	-	454	1900	1069	42.5%
7/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	1177	Inf	Inf	0.0%

Full Input Data And Results

7/2	A44 Woodstock Road (N)	U	N/A	N/A	-	-	-	-	1004	Inf	Inf	0.0%
8/1	Ahead	U	N/A	N/A	C1:B	1	26	-	168	1900	641	26.2%
8/2	Right Ahead	U	N/A	N/A	C1:B	1	26	-	519	1900	641	80.9%
8/3	Right	U	N/A	N/A	C1:B	1	26	-	454	1900	641	70.8%
9/1	A34 (N)	U	N/A	N/A	-	-	-	-	289	Inf	Inf	0.0%
9/2	A34 (N)	U	N/A	N/A	-	-	-	-	346	Inf	Inf	0.0%
<b>J2: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>75.3%</b>
1/1	A34 (S) Ahead Left	U	N/A	N/A	C2:A	1	14	-	136	1940	364	37.4%
1/2	A34 (S) Ahead	U	N/A	N/A	C2:A	1	14	-	137	1940	364	37.7%
1/3	A34 (S) Ahead	U	N/A	N/A	C2:A	1	14	-	136	1940	364	37.4%
1/4	A34 (S) Ahead	U	N/A	N/A	C2:A	1	14	-	238	1940	364	65.4%
2/1	Right Ahead	U	N/A	N/A	C2:B	1	56	-	389	1940	1382	28.1%
2/2	Right	U	N/A	N/A	C2:B	1	56	-	294	1940	1382	21.3%
2/3	Right	U	N/A	N/A	C2:B	1	56	-	745	1940	1382	53.9%
2/4	Right	U	N/A	N/A	C2:B	1	56	-	1041	1940	1382	75.3%
3/1	Services	U	N/A	N/A	-	-	-	-	249	Inf	Inf	0.0%
<b>J3: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>90.2%</b>
1/1	A44 Woodstock Road (S) Left	U	N/A	N/A	C3:A	1	37	-	814	1900	903	90.2%
1/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	C3:A	1	37	-	410	1900	903	45.4%
1/3+1/4	A44 Woodstock Road (S) Ahead	U	N/A	N/A	C3:A	1	37	-	838	1900:1900	574+558	74.0 : 74.0%
2/1	Ahead	U	N/A	N/A	C3:B	1	33	-	673	1900	808	83.3%
2/2+2/3	Right Ahead	U	N/A	N/A	C3:B	1	33	-	727	1900:1900	698+178	83.0 : 83.0%
3/1	A34 (S)	U	N/A	N/A	-	-	-	-	1487	Inf	Inf	0.0%
3/2	A34 (S)	U	N/A	N/A	-	-	-	-	429	Inf	Inf	0.0%

Full Input Data And Results

<b>J4: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>0.0%</b>
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	<b>196</b>	<b>0</b>	<b>0</b>	<b>55.5</b>	<b>36.8</b>	<b>0.0</b>	<b>92.3</b>	-	-	-	-
<b>J1: Unnamed Junction</b>	-	-	<b>196</b>	<b>0</b>	<b>0</b>	<b>27.0</b>	<b>21.7</b>	<b>0.0</b>	<b>48.7</b>	-	-	-	-
1/1	631	631	-	-	-	2.0	0.7	-	2.7	15.2	8.9	0.7	9.6
1/2	291	291	-	-	-	0.7	0.2	-	0.9	11.3	3.3	0.2	3.5
1/3	1041	1041	-	-	-	4.8	7.9	-	12.7	43.8	21.7	7.9	29.6
2/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	1279	1279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	196	196	196	0	0	1.1	1.8	-	2.9	53.1	3.2	1.8	5.0
4/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	560	560	-	-	-	2.5	2.8	-	5.3	34.1	9.4	2.8	12.2
5/2	554	554	-	-	-	2.5	2.6	-	5.1	33.4	9.9	2.6	12.5
5/3	432	432	-	-	-	2.3	1.0	-	3.3	27.1	9.2	1.0	10.2
6/2+6/1	1235	1235	-	-	-	3.9	0.9	-	4.8	14.0	8.8	0.9	9.7
6/3	87	87	-	-	-	0.2	0.0	-	0.2	9.9	0.9	0.0	0.9
6/4	454	454	-	-	-	1.3	0.4	-	1.6	13.0	5.7	0.4	6.0
7/1	1177	1177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1004	1004	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	168	168	-	-	-	0.2	0.2	-	0.4	8.4	0.3	0.2	0.5
8/2	519	519	-	-	-	1.2	2.1	-	3.3	22.6	3.2	2.1	5.3
8/3	454	454	-	-	-	4.3	1.2	-	5.5	43.5	10.1	1.2	11.3
9/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



Full Input Data And Results

<b>J2: Unnamed Junction</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>4.3</b>	<b>0.0</b>	<b>18.2</b>	-	-	-	-	
1/1	136	136	-	-	-	1.1	0.3	-	1.4	36.3	2.6	0.3	2.9	
1/2	137	137	-	-	-	1.1	0.3	-	1.4	36.3	2.6	0.3	2.9	
1/3	136	136	-	-	-	1.1	0.3	-	1.4	36.3	2.6	0.3	2.9	
1/4	238	238	-	-	-	2.0	0.9	-	2.9	44.2	4.9	0.9	5.8	
2/1	389	389	-	-	-	0.7	0.2	-	0.9	8.6	4.1	0.2	4.3	
2/2	294	294	-	-	-	0.9	0.1	-	1.0	12.2	4.9	0.1	5.0	
2/3	745	745	-	-	-	1.1	0.6	-	1.7	8.2	5.2	0.6	5.7	
2/4	1041	1041	-	-	-	6.0	1.5	-	7.5	26.0	23.0	1.5	24.5	
3/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
<b>J3: Unnamed Junction</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>10.8</b>	<b>0.0</b>	<b>25.5</b>	-	-	-	-	
1/1	814	814	-	-	-	4.4	4.2	-	8.6	37.9	16.5	4.2	20.7	
1/2	410	410	-	-	-	1.6	0.4	-	2.0	17.7	6.0	0.4	6.5	
1/3+1/4	838	838	-	-	-	3.3	1.4	-	4.7	20.4	8.4	1.4	9.8	
2/1	673	673	-	-	-	1.8	2.4	-	4.2	22.3	13.4	2.4	15.8	
2/2+2/3	727	727	-	-	-	3.6	2.4	-	6.0	29.5	10.7	2.4	13.1	
3/1	1487	1487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
<b>J4: Unnamed Junction</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-	
			C1	PRC for Signalled Lanes (%):	-6.0	Total Delay for Signalled Lanes (pcuHr):			45.78	Cycle Time (s):		80		
			C2	PRC for Signalled Lanes (%):	19.5	Total Delay for Signalled Lanes (pcuHr):			18.17	Cycle Time (s):		80		
			C3	PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):			25.45	Cycle Time (s):		80		
			C4	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):			0.00	Cycle Time (s):		80		
				PRC Over All Lanes (%):	-6.0	Total Delay Over All Lanes(pcuHr):			92.29					

## Appendix S

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014
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**Filename:** A44 Site Access Junction.arc8  
**Path:** P:\15000's\15291\Junction Assessments\2031  
**Report generation date:** 06/11/2014 10:53:51

- » (Default Analysis Set) - 2031 Base + Dev, AM
- » (Default Analysis Set) - 2031 Base + Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2031 Base + Dev								
Stream B-AC	2.05	39.73	0.69	E	0.85	26.97	0.47	D
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.09	7.98	0.08	A	0.14	7.42	0.12	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2031 Base + Dev, AM " model duration: 07:45 - 09:15  
 "D2 - 2031 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 06/11/2014 10:53:50

### File summary

<b>Title</b>	A44 Site Access
<b>Location</b>	Woodstock
<b>Site Number</b>	
<b>Date</b>	30/07/2014
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	15291
<b>Enumerator</b>	
<b>Description</b>	

### Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## 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

## (Default Analysis Set) - 2031 Base + Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base + Dev, AM	2031 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	34.36	D

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.10		0.00	✓	3.20	250.00		

*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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.30										110	108

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	585.374	0.088	0.221	0.139	0.316
1	B-C	712.643	0.090	0.227	-	-
1	C-B	796.964	0.254	0.254	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1096.00	100.000
B	ONE HOUR	✓	177.00	100.000
C	ONE HOUR	✓	582.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	69.000	1027.000
	B	110.000	0.000	67.000
	C	546.000	36.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.62	0.00	0.38
	C	0.94	0.06	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.69	39.73	2.05	E
C-A	-	-	-	-
C-B	0.08	7.98	0.09	A
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	133.25	131.28	0.00	397.07	0.336	0.49	13.451	B
C-A	411.06	411.06	0.00	-	-	-	-	-
C-B	27.10	26.91	0.00	587.62	0.046	0.05	6.419	A
A-B	51.95	51.95	0.00	-	-	-	-	-
A-C	773.18	773.18	0.00	-	-	-	-	-

### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	159.12	157.88	0.00	350.35	0.454	0.80	18.582	C
C-A	490.84	490.84	0.00	-	-	-	-	-
C-B	32.36	32.31	0.00	546.99	0.059	0.06	6.994	A
A-B	62.03	62.03	0.00	-	-	-	-	-
A-C	923.25	923.25	0.00	-	-	-	-	-

**Main results: (08:15-08:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	194.88	190.32	0.00	283.98	0.686	1.94	36.777	E
C-A	601.16	601.16	0.00	-	-	-	-	-
C-B	39.64	39.54	0.00	490.81	0.081	0.09	7.975	A
A-B	75.97	75.97	0.00	-	-	-	-	-
A-C	1130.75	1130.75	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	194.88	194.45	0.00	283.96	0.686	2.05	39.732	E
C-A	601.16	601.16	0.00	-	-	-	-	-
C-B	39.64	39.64	0.00	490.81	0.081	0.09	7.978	A
A-B	75.97	75.97	0.00	-	-	-	-	-
A-C	1130.75	1130.75	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	159.12	163.87	0.00	350.31	0.454	0.86	19.761	C
C-A	490.84	490.84	0.00	-	-	-	-	-
C-B	32.36	32.46	0.00	546.99	0.059	0.06	6.997	A
A-B	62.03	62.03	0.00	-	-	-	-	-
A-C	923.25	923.25	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	133.25	134.64	0.00	397.01	0.336	0.52	13.794	B
C-A	411.06	411.06	0.00	-	-	-	-	-
C-B	27.10	27.16	0.00	587.62	0.046	0.05	6.423	A
A-B	51.95	51.95	0.00	-	-	-	-	-
A-C	773.18	773.18	0.00	-	-	-	-	-

## (Default Analysis Set) - 2031 Base + Dev, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base + Dev, PM	2031 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	19.90	C

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.10		0.00	✓	3.20	250.00		

*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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.30										110	108

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	585.374	0.088	0.221	0.139	0.316
1	B-C	712.643	0.090	0.227	-	-
1	C-B	796.964	0.254	0.254	-	-

*The slopes and intercepts shown above do NOT include any corrections or adjustments.*

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	881.00	100.000
B	ONE HOUR	✓	106.00	100.000
C	ONE HOUR	✓	1133.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	101.000	780.000
	B	71.000	0.000	35.000
	C	1073.000	60.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.11	0.89
	B	0.67	0.00	0.33
	C	0.95	0.05	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.47	26.97	0.85	D
C-A	-	-	-	-
C-B	0.12	7.42	0.14	A
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	79.80	78.74	0.00	376.28	0.212	0.26	12.059	B
C-A	807.81	807.81	0.00	-	-	-	-	-
C-B	45.17	44.86	0.00	628.69	0.072	0.08	6.163	A
A-B	76.04	76.04	0.00	-	-	-	-	-
A-C	587.22	587.22	0.00	-	-	-	-	-

#### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	95.29	94.73	0.00	324.64	0.294	0.41	15.618	C
C-A	964.60	964.60	0.00	-	-	-	-	-
C-B	53.94	53.85	0.00	596.03	0.091	0.10	6.640	A
A-B	90.80	90.80	0.00	-	-	-	-	-
A-C	701.20	701.20	0.00	-	-	-	-	-

#### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	116.71	115.00	0.00	249.93	0.467	0.83	26.354	D
C-A	1181.40	1181.40	0.00	-	-	-	-	-
C-B	66.06	65.92	0.00	550.87	0.120	0.14	7.421	A
A-B	111.20	111.20	0.00	-	-	-	-	-
A-C	858.80	858.80	0.00	-	-	-	-	-

**Main results: (17:30-17:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
<b>B-AC</b>	116.71	116.62	0.00	249.88	0.467	0.85	26.967	<b>D</b>
<b>C-A</b>	1181.40	1181.40	0.00	-	-	-	-	-
<b>C-B</b>	66.06	66.06	0.00	550.87	0.120	0.14	7.424	<b>A</b>
<b>A-B</b>	111.20	111.20	0.00	-	-	-	-	-
<b>A-C</b>	858.80	858.80	0.00	-	-	-	-	-

**Main results: (17:45-18:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
<b>B-AC</b>	95.29	97.00	0.00	324.56	0.294	0.43	15.934	<b>C</b>
<b>C-A</b>	964.60	964.60	0.00	-	-	-	-	-
<b>C-B</b>	53.94	54.08	0.00	596.03	0.091	0.10	6.646	<b>A</b>
<b>A-B</b>	90.80	90.80	0.00	-	-	-	-	-
<b>A-C</b>	701.20	701.20	0.00	-	-	-	-	-

**Main results: (18:00-18:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
<b>B-AC</b>	79.80	80.41	0.00	376.16	0.212	0.27	12.198	<b>B</b>
<b>C-A</b>	807.81	807.81	0.00	-	-	-	-	-
<b>C-B</b>	45.17	45.26	0.00	628.69	0.072	0.08	6.170	<b>A</b>
<b>A-B</b>	76.04	76.04	0.00	-	-	-	-	-
<b>A-C</b>	587.22	587.22	0.00	-	-	-	-	-

<b>Junctions 8</b>
<b>ARCADY 8 - Roundabout Module</b>
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014
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**Filename:** A4095 Upper Campsfield Road Site Access.arc8  
**Path:** P:\15000's\15291\Junction Assessments\2031  
**Report generation date:** 29/10/2014 11:27:07

- » (Default Analysis Set) - 2031 Base + Dev, AM
- » (Default Analysis Set) - 2031 Base + Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 2031 Base + Dev</b>								
<b>A4095 (N)</b>	1.92	10.51	0.66	B	2.17	11.88	0.69	B
<b>A4095 (S)</b>	1.56	5.90	0.61	A	1.35	5.07	0.58	A
<b>Site Access</b>	0.48	6.58	0.33	A	1.22	10.07	0.55	B

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

"D1 - 2031 Base + Dev, AM " model duration: 07:45 - 09:15  
 "D2 - 2031 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 29/10/2014 11:27:06

### File summary

<b>Title</b>	A4095 Upper Campsfield Road Site Access
<b>Location</b>	Woodstock
<b>Site Number</b>	
<b>Date</b>	07/10/2014
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	15921
<b>Enumerator</b>	arcady
<b>Description</b>	

### Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## 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

## (Default Analysis Set) - 2031 Base + Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base + Dev, AM	2031 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			7.62	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Name	Arm	Name	Description
A4095 (N)	1	A4095 (N)	
A4095 (S)	2	A4095 (S)	
Site Access	3	Site Access	

### Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A4095 (N)	0.00	99999.00
A4095 (S)	0.00	99999.00
Site Access	0.00	99999.00

## Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A4095 (N)	3.33	4.04	3.05	24.04	45.00	29.99	
A4095 (S)	3.50	6.50	20.00	23.17	45.00	30.48	
Site Access	3.50	4.23	2.43	21.62	45.00	31.83	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A4095 (N)		(calculated)	(calculated)	0.521	1141.624
A4095 (S)		(calculated)	(calculated)	0.626	1683.104
Site Access		(calculated)	(calculated)	0.524	1170.125

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A4095 (N)	ONE HOUR	✓	607.00	100.000
A4095 (S)	ONE HOUR	✓	874.00	100.000
Site Access	ONE HOUR	✓	240.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		A4095 (N)	A4095 (S)	Site Access
From	A4095 (N)	0.000	447.000	160.000
	A4095 (S)	622.000	0.000	252.000
	Site Access	11.000	229.000	0.000

### Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		A4095 (N)	A4095 (S)	Site Access
From	A4095 (N)	0.00	0.74	0.26
	A4095 (S)	0.71	0.00	0.29
	Site Access	0.05	0.95	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

		To		
From		A4095 (N)	A4095 (S)	Site Access
	A4095 (N)	1.000	1.000	1.000
	A4095 (S)	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000

## Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
From		A4095 (N)	A4095 (S)	Site Access
	A4095 (N)	0.0	0.0	0.0
	A4095 (S)	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A4095 (N)	0.66	10.51	1.92	B
A4095 (S)	0.61	5.90	1.56	A
Site Access	0.33	6.58	0.48	A

## Main Results for each time segment

### Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A4095 (N)	456.98	453.95	171.48	0.00	1052.24	0.434	0.76	5.988	A
A4095 (S)	657.99	655.24	119.66	0.00	1608.20	0.409	0.69	3.766	A
Site Access	180.68	179.72	466.32	0.00	925.98	0.195	0.24	4.818	A

### Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A4095 (N)	545.68	544.32	205.55	0.00	1034.49	0.527	1.10	7.323	A
A4095 (S)	785.71	784.60	143.48	0.00	1593.29	0.493	0.96	4.445	A
Site Access	215.76	215.42	558.38	0.00	877.79	0.246	0.32	5.433	A

**Main results: (08:15-08:30)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A4095 (N)	668.32	665.15	251.55	0.00	1010.51	0.661	1.89	10.326	B
A4095 (S)	962.29	959.95	175.33	0.00	1573.35	0.612	1.55	5.847	A
Site Access	264.24	263.63	683.17	0.00	812.45	0.325	0.48	6.553	A

**Main results: (08:30-08:45)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A4095 (N)	668.32	668.20	252.12	0.00	1010.21	0.662	1.92	10.514	B
A4095 (S)	962.29	962.24	176.13	0.00	1572.85	0.612	1.56	5.895	A
Site Access	264.24	264.23	684.80	0.00	811.60	0.326	0.48	6.576	A

**Main results: (08:45-09:00)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A4095 (N)	545.68	548.82	206.44	0.00	1034.02	0.528	1.14	7.466	A
A4095 (S)	785.71	788.03	144.67	0.00	1592.54	0.493	0.98	4.487	A
Site Access	215.76	216.36	560.82	0.00	876.51	0.246	0.33	5.457	A

**Main results: (09:00-09:15)**

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A4095 (N)	456.98	458.42	172.73	0.00	1051.60	0.435	0.78	6.083	A
A4095 (S)	657.99	659.13	120.83	0.00	1607.46	0.409	0.70	3.799	A
Site Access	180.68	181.02	469.09	0.00	924.53	0.195	0.24	4.845	A

## (Default Analysis Set) - 2031 Base + Dev, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Base + Dev, PM	2031 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			8.33	A



## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Name	Arm	Name	Description
A4095 (N)	1	A4095 (N)	
A4095 (S)	2	A4095 (S)	
Site Access	3	Site Access	

### Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A4095 (N)	0.00	99999.00
A4095 (S)	0.00	99999.00
Site Access	0.00	99999.00

### Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A4095 (N)	3.33	4.04	3.05	24.04	45.00	29.99	
A4095 (S)	3.50	6.50	20.00	23.17	45.00	30.48	
Site Access	3.50	4.23	2.43	21.62	45.00	31.83	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A4095 (N)		(calculated)	(calculated)	0.521	1141.624
A4095 (S)		(calculated)	(calculated)	0.626	1683.104
Site Access		(calculated)	(calculated)	0.524	1170.125

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A4095 (N)	ONE HOUR	✓	610.00	100.000
A4095 (S)	ONE HOUR	✓	877.00	100.000
Site Access	ONE HOUR	✓	401.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

	To			
		A4095 (N)	A4095 (S)	Site Access
From	A4095 (N)	0.000	600.000	10.000
	A4095 (S)	644.000	0.000	233.000
	Site Access	109.000	292.000	0.000

## Turning Proportions (PCU) - (untitled) (for whole period)

	To			
		A4095 (N)	A4095 (S)	Site Access
From	A4095 (N)	0.00	0.98	0.02
	A4095 (S)	0.73	0.00	0.27
	Site Access	0.27	0.73	0.00

# Vehicle Mix

## Average PCU Per Vehicle - (untitled) (for whole period)

	To			
		A4095 (N)	A4095 (S)	Site Access
From	A4095 (N)	1.000	1.000	1.000
	A4095 (S)	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000

## Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		A4095 (N)	A4095 (S)	Site Access
From	A4095 (N)	0.0	0.0	0.0
	A4095 (S)	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A4095 (N)	0.69	11.88	2.17	B
A4095 (S)	0.58	5.07	1.35	A
Site Access	0.55	10.07	1.22	B

## Main Results for each time segment

### Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A4095 (N)	459.24	456.05	218.42	0.00	1027.78	0.447	0.80	6.262	A
A4095 (S)	660.25	657.67	7.48	0.00	1678.42	0.393	0.64	3.518	A
Site Access	301.89	299.95	482.94	0.00	917.28	0.329	0.49	5.815	A

### Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A4095 (N)	548.38	546.85	261.87	0.00	1005.13	0.546	1.18	7.829	A
A4095 (S)	788.41	787.46	8.96	0.00	1677.49	0.470	0.88	4.040	A
Site Access	360.49	359.63	578.25	0.00	867.38	0.416	0.70	7.079	A

### Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A4095 (N)	671.62	667.82	320.04	0.00	974.81	0.689	2.13	11.580	B
A4095 (S)	965.59	963.75	10.95	0.00	1676.25	0.576	1.34	5.039	A
Site Access	441.51	439.50	707.70	0.00	799.61	0.552	1.20	9.940	A

### Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A4095 (N)	671.62	671.45	321.45	0.00	974.08	0.690	2.17	11.876	B
A4095 (S)	965.59	965.56	11.01	0.00	1676.21	0.576	1.35	5.065	A
Site Access	441.51	441.45	709.03	0.00	798.91	0.553	1.22	10.066	B

### Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A4095 (N)	548.38	552.17	263.95	0.00	1004.05	0.546	1.23	8.031	A
A4095 (S)	788.41	790.23	9.05	0.00	1677.44	0.470	0.89	4.067	A
Site Access	360.49	362.48	580.28	0.00	866.32	0.416	0.72	7.172	A

### Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A4095 (N)	459.24	460.87	220.49	0.00	1026.70	0.447	0.82	6.382	A
A4095 (S)	660.25	661.22	7.56	0.00	1678.37	0.393	0.65	3.544	A
Site Access	301.89	302.80	485.55	0.00	915.92	0.330	0.50	5.879	A