Employment Development, Skimmingdish Lane, Bicester, Oxfordshire

Transport Assessment

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Employment Development

Skimmingdish Lane, Bicester, Oxfordshire

Transport Assessment

Job No:	15230
Revision:	C
Status:	Final
Prepared By:	RD/JS
Date:	10/08/15
Checked By:	SKP
Date:	08/09/15

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1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) have been commissioned by Albion Land to review traffic and access implications of a proposed employment facility development land to the north east of Skimmingdish Lane, Bicester.

1.2 The planning application is submitted in outline informed by parameters plans. An illustrative masterplan is shown at **Appendix A**. Access is to be determined as part of the outline application.

1.3 Pre-applications discussions have been undertaken with Oxfordshire County Council (OCC) prior to submission of the application.

1.4 The proposed development has been amended since the submission of the application in July 2015 to take account of the now adopted Local Plan as well as a number of comments received from consultees on the application documentation. This TA assesses the scheme as amended and has also responded to comments from OCC on the application (Reference 15/01012/OUT) dated 21st July 2015.

1.5 The methodology used for this Transport Assessment (TA) in support of the application takes account these discussions and of Planning Practice Guidance issued by Department for Communities and Local Government (DCLG) in October 2014.

1.6 The development consists of the construction of employment facilities and associated parking on a site which is currently an area of agricultural land on the north eastern edge of Bicester. The site is allocated for employment use in the draft Local Plan and the site is known as 'Bicester 11'. The application is for up to 48,308 sqm, with no more than 30% B1(c)/B2 content. B1 office would only be ancillary.

1.7 The Government's sustainability objectives were embodied in updated Planning Policy Guidance. The National Planning Policy Framework (March 2012) confirms that:
"Developments should be located and designed where practical to;

• accommodate the efficient delivery of goods and supplies;

• give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

• create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;

• incorporate facilities for charging plug-in and other ultra-low emission vehicles; and

• consider the needs of people with disabilities by all modes of transport."

1.8 It goes onto say;

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

• the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

• Safe and suitable access to the site can be achieved for all people; and

• Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

1.9 It is proposed that the site be served via a new access junction on the A4421 Skimmingdish Lane. Footways connections will be provided from the site access to link with the existing provision on the A4421. The site access has been designed to accommodate access to the proposed residential scheme on the southern side of Skimmingdish Lane within the immediate vicinity of the site.

1.10 A toucan crossing will be provided via signalised crossing which is confirmed to be acceptable to OCC.

1.11 The site benefits from high frequency bus services within the close proximity to/from Oxford and Langford which stop at Bicester Town and Bicester North railway stations.

1.12 A review of personal injury accident data has demonstrated that there are no significant road safety issues and there is no evidence to suggest that the development proposals will be detrimental to highway safety.

1.13 Trip generation has been assumed using the TRICS database. Traffic distribution and assignment for light vehicles has been based on Census 2011 data for Bicester. Heavy goods traffic has been assigned based on the likely route of lorries to and from the site for the wider network taking into account weight/height restrictions and Oxfordshire County Council's Lorry Route Map.

1.14 The off-site junction assessment model work has been undertaken based on OCC model traffic flows for the future year of 2024.

1.15 In conclusion, the proposals will not result in any material impact on the adjacent transport or highway networks and it is considered that there are no highway or transport reasons to refuse planning permission.

2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The proposed site is located on the north eastern edge of Bicester immediately to the north east of the A4421. Access to the site is via the A4421 Skimmingdish Lane. The location of the site is shown in **Figure 1**.

2.1.2 The site is bound to the south by a new care home which is currently under construction. The A4421 forms the south western site boundary. The site is located in close proximity to Launton Industrial estate to the south and the built up edge of the residential area of Bicester to the West.

2.2 Local Highway Network

2.2.1 Skimmingdish Lane functions as a local distributor road and is typically 7.3m wide. The speed limit is 50mph and street lighting is present within the vicinity of the Launton Road roundabout. The road forms the north eastern edge of Bicester and forms a roundabout junction with Launton Road to the south of the site. To the south east and north west of Launton Road, the A4421 links with Charbridge Lane and the A4095 Buckingham Road respectively via roundabout junctions. Buckingham Road routes south to the centre of Bicester.

2.2.2 Charbridge Lane continues forming the eastern edge of Bicester linking with the A41 for access to Bicester Village, Bicester town railway station and the strategic road network at Junction 9 of the M40.

2.2.3 Shared cycleway/footways are provided on Launton Road and Charbridge Lane. There are no footways on the site frontage. Dropped kerb crossings with tactile paving are provided on all three arms of the Launton Road roundabout. A shared cycleway/footway

is provided immediately to the south of the A4421 running parallel and providing off-road cycle access. An accessibility plan is shown in **Figure 2**.

2.2.4 Launton Road connects to Skimmingdish Lane via a 4-arm roundabout junction at the southern boundary of the site. The fourth arm is currently gated and will provide access to the care home adjacent to the site which is currently undergoing construction. Dropped crossings with tactile paving are provided on all arms of the roundabout. Launton Road is also 7.3 metres wide with footways on either side.

2.2.5 Launton Road provides access to Boston Road, a residential estate road. The nearest bus stops are located on Boston Road around a 450m walking distance from the site entrance.

2.3 Highway Safety

2.3.1 A review of road safety in the area over the past five years (01/01/09-30/09/14) shows there have been a total of 12 reported accidents on the road network. The data was acquired from Oxfordshire County Council, and includes the stretch of Skimmingdish Lane within the proximity of the site access and the roundabout junction of Launton Road and Charbridge Lane. The accident data and location plan are included in **Appendix B**.

2.3.2 8 of the accidents have been classed as “slight”, 3 as “serious”, and one “fatal”. In proportional terms the number of “serious” and “fatal” accidents recorded in relatively high.

2.3.3 The fatal accident involved an intoxicated motorcyclist who had no MOT or insurance. The rider hit the kerb of the AA421/Charbridge Lane/Launton Road roundabout while avoiding cars, before hitting the signs on the roundabout and sustaining fatal injuries.

2.3.4 A serious accident occurred when a motorcyclist lost control of his/her vehicle when entering the AA421/Charbridge Lane/Launton Road roundabout. This accident was cited as the result of a poor turn/manoeuvre. The remaining serious accidents took place on

the A4421 Skimmingdish Lane to the north west of the Launton Road roundabout. One of the "serious" accidents involved a driver under the influence of drugs/medication. The other involved a single vehicle, a motorcyclist, approaching the roundabout junction then lost control and skidded, then fell off the bike.

2.3.5 Of the remaining slight accidents none occurred due to deficiencies in the highway layout or physical constraints on the road network. The "slight" accident occurring to the north west of the proposed access was the result of an overtaking manoeuvre.

2.3.6 The quantum of the accidents in reflective of the type of road and of the traffic volumes and speed limit in place. With due regard to the causation factors, the record does not give rise to specific concern or warrant mitigation measures as part of the development proposals. There were no recorded accidents within this time period after December 2013.

2.4 Local Traffic Flows

2.4.1 An ATC (Automatic Traffic Count) was undertaken on the A4421 Skimmingdish Lane within the vicinity of the proposed site access. The count was for a period of 7 days starting Saturday 15th November 2014. The results are summarised in **Table 1** and the data included in full in **Appendix C**. The 85th percentile speeds are well within the 50mph posted speed limit.

Table 1 – ATC Data for A4421 Skimmingdish Lane

Direction	AM Peak	PM Peak	5 Day Average	85th Percentile Speeds	Average Speeds
Northbound	543	1,105	9,022	41.7	36.9
Southbound	1,080	592	8,649	41.6	35.5

2.4.2 A further speed survey was undertaken on the A4421 Skimmingdish Lane within closer proximity to the Launton Road roundabout. The purpose of this count was to assist with

providing speed data for the detailed design of the proposed site access junction. The speed data are also included in **Appendix C**. The speed data indicate lower 85th percentile speeds of around 31mph.

2.4.3 Manual classified traffic counts and queue length surveys were undertaken at the roundabout junctions of the A4421 with Launton Road and Bicester Road on Tuesday 19th November 2014. The data are included in **Appendix D** and are summarised in section 6 of this report.

2.4.4 Traffic flow data from the OCC Bicester Traffic Model has been provided by OCC for a number of junctions within the immediate vicinity of the site for the future year of 2024. This data includes all known committed development traffic in Bicester and allocated future development schemes in the area. The flows also include the traffic for the site subject of this TA (i.e. Bicester 11). The data is included in **Appendix E**.

2.5 Public Transport

Bus

2.5.1 The nearest bus stops to the site are located on Boston Road approximately 450m south of the site. The bus stops are served by the S5 and 18. Footways are provided from the Launton Road roundabout junction to the bus stops. The developer will be providing continued footway access from the site to link with existing provision. A toucan crossing on Skimmingdish Lane to the south east of the site access will be provided in the form of a signalised arrangement.

2.5.2 The bus stops and routes are shown on **Figure 2. Table 2** summaries the bus services on Boston Road. The full bus route maps and timetables are included in **Appendix F**. There are currently no shelters at the nearest bus stops on Launton Road. The Applicant is willing to fund the provision of bus shelters.

Table 2 – Summary of Bus Services on Boston Road

Service	Operator	Route	Frequency	
			Mon-Sat	Sunday
18	Langston & Tasker	Buckingham - Steeple Claydon - Bicester	2 -3 hours (Mon-Fri only)	No Service
S5	Stagecoach	Oxford - Gosford - Bicester - Glory Farm / Launton / Arncott / Langford	15 mins	30 mins

2.5.3 The frequency of the S5 bus service, together with the route through the main residential areas and stops at both train stations in the town mean the S5 is an attractive opportunity for local employees to travel to the site. Services start prior to 06:00 and run throughout the day into the late evening.

Rail

2.5.4 The closest railway station to the site is Bicester North situated approximately 2.5km to the west of the site.

2.5.5 This station offers services to Birmingham, London and Banbury. It also has facilities such as the internet, refreshments, seating, public toilets, ramp for disabled access, customer help points, on site staff and CCTV security. **Table 3** summarises the train services.

Table 3 - Summary of Rail Services from North Bicester Station.

Operator	Route	Frequency
Chiltern Railways	Birmingham, Snow Hill	1 hour
Chiltern Railways	London, Marylebone	15-30 mins
Chiltern Railways	Banbury	30 mins

2.5.6 There are plans to revamp Bicester Town station to provide a new Bicester Village station in October 2015. The new station will provide additional trains to/from London, cycle parking and new bus stops.

Walking and Cycling

2.5.7 There is a walkable 2.4 - 2.6m wide grass verge on either side of the carriageway from the current site access heading northbound and southbound.. A footway is present on the northern side of Skimmingdish Lane which extends from the existing site access gate and continues south to the roundabout with Launton Road. A parallel footway/cycleway to the southern side of the A4421 provides excellent local access.

2.5.8 Dropped kerb crossing points with tactile paving are provided at each of the arms of the roundabout at Launton Road. The cycleway/footway on the southern side of the A4421 links with Launton Road at the roundabout. The cycleway continues forming a footway/cycleway on the western side of Launton Road until the junction of Boston Road where dropped kerb crossing points with tactile paving are provided and the footway/cycleway continues south of the junction. A continuous footway/cycleway link is therefore provided from the site on the southern side of the A4421 to the bus stops.

2.5.9 The footway/cycleway continues until the junction with Churchill Road approximately 300m to the south of Boston Road. The footway/cycleway continues on Churchill Road and continuous footway provision is present on both Launton Road and Churchill Road for direct access to Bicester town centre.

2.5.10 The footway/cycleway running parallel to the A4421 on the southern side joins the A4421 to provide an edge of carriageway route in advance of the Buckingham Road/A4095 roundabout junction. The footway/cycleway continues on the southern side of the A4421 linking footways on Buckingham Road. Dropped kerb crossing points are provided at the Buckingham Road approach. The footway/cycleway continues on the southern side of the road to the west of the junction on the A4095. A signalised pedestrian crossing is provided on the A4095 immediately to the west of the Buckingham Road roundabout junction.

2.5.11 The site is well linked for both pedestrians and cyclists with continuous links to the town centre and nearby residential areas.

3.0 DEVELOPMENT, PARKING AND ACCESS PROPOSALS

3.1 Introduction

The site is allocated in the draft Local Plan for employment use and therefore the broad principles of the use of the site have already been established. The site is known as 'Bicester 11'. The application is an informed outline application with a parameters led approach.

3.2 Site Layout and Access

3.2.1 The proposals involve the erection of a mix of B1/B2/B8. This will comprise B1c/B2 and B8 development with ancillary B1a land uses within the total floor space not to exceed 48,308 sq metres. The planning application seeks consent for flexible content, but with a maximum provision of 30% B1(c)/B2 floorspace. A B1c/B2:B8 split of 30% to 70% corresponds to maximum floor area of 14,492 sqm B1(c)/B2 which would in turn leave 33,816 sqm B8 floorspace. The site occupier(s) is unknown at this stage. An illustrative masterplan for the site is included in **Appendix A**.

3.2.2 Vehicular access will be at the southern site boundary from Skimmingdish Lane via a priority junction with a designated right turn lane. The point of access is fixed and is to be determined as part of the application. The access has been designed so as not to prejudice a proposed Taylor Wimpey site access on the opposite side of Skimmingdish Lane. The proposed access design is included in **Figure 3**. A 3.5m wide footway/cycleway is to be provided into the site from the site access junction.

3.2.3 A swept path analysis for the site access has been undertaken with a 16.5m articulated lorry. This is shown in **Figure 4**.

3.2.4 A Road Safety Audit (RSA) was carried out by Mott Macdonald in March 2015 for the proposed site access design including the pedestrian crossing. The RSA is included in **Appendix G**. The Auditor did not raise any specific safety issues with the scheme proposals. Since the audit was undertaken OCC have suggested that a deceleration lane

be added to the design. This has been duly incorporated.

3.2.5 A dropped kerb crossing will be provided to the north west of the proposed access junction to facilitate access to the cycleway/footway located on the southern side of Skimmingdish Lane. A formal signal controlled crossing is also proposed which will be a toucan crossing as requested by OCC. The design reflects a crossing installed on the northern part of the Bicester Ring Road, on the A4095 to the west of the B4100, where the speed limit is also 50 mph.

3.2.6 Traffic speeds on Skimmingdish Lane were measured as summarised in Section 2.4. Observed 85th percentile speeds in the vicinity of the proposed crossing were recorded at around 31 mph, with averages around 26-27 mph. Even further to the north, close to the proposed access 85th percentile speeds only reach 41.7 mph. OCC have requested that a setback of 4.5m is provided. The visibility splays previously shown were at a 4.5m set back and therefore can be achieved and are shown in **Figure 3**.

3.2.7 The crossing can therefore be accommodated within the existing speed limit regime. In addition to serving staff at the proposed application site, the crossing will provide wider betterment by introducing safe crossing opportunity for the staff/occupants of the adjacent care home building. It is located on the pedestrian desire line for the bus stops on Boston Road. Comprehensive footway/cycleway enhancements will also form part of the sustainable routes to and from the site. These are discussed further at Section 5.

3.3 Car Parking

3.3.1 The application seeks flexibility in employment land use class. As such the specific car parking quantum will only be established at the reserved matters stage for each eventual unit. The application limits the quantum of B1(c)/B2 to no more than 30% of floorspace. B1 office will only be ancillary.

3.3.2 The car parking standards for Cherwell District are set out in the interactive Local Plan Appendix B which shows maximum parking standards for B2 and B8 uses as follows:

- B2 – 1 space per 50 sqm;
- B8 – 1 space per 200 sqm.

3.3.3 To illustrate how the site might evolve, an Illustrative Masterplan included at **Appendix A**. A total of 470 car parking spaces are shown where this layout equates to 46,705 sqm. Were this illustrated floor space to be delivered in a 30:70 split, this would equate to a total of 444 spaces (based on 30% B2 at 280 spaces and 70% B8 at 164 spaces). However to re-iterate, the flexibility sought means that only at the reserved matters stage would the precise quantum of spaces be established. The Illustrative Masterplan demonstrates that the maximum number of spaces can be provided on site. Similarly individual units on the illustrative masterplan reflect appropriate parking levels. However, only once the individual unit sizes and land uses are confirmed can the eventual number of spaces also be confirmed. It is the expectation of the applicant that he will comply with the prevalent parking standard at the time of a reserved matters application. The Illustrative Masterplan proves that whatever quantum becomes relevant can be accommodated within the site. This can be dealt with via an appropriately worded planning condition if necessary.

3.3.4 There are no specific standards for HGV parking in the Local Plan. A note is included in the parking standards which states, "Operational parking is the level of parking to accommodate those vehicles required for the essential operation of the land use under consideration."

3.3.5 As stated in the parking standards, cycle parking will be provided in line with the County Council's Parking Strategy.

4.0 TRANSPORT PLANNING POLICY CONTEXT

4.1 National Policy

White Paper: A New Deal for Transport (1998)

4.1.1 In July 1998 the Government set out its policy for the future of transport in the White Paper 'A New Deal for Transport: Better for Everyone'. The document sets out a guideline to integrate planning and transport at a national, strategic, regional and local level, to ensure that the continual growth in road traffic does not affect quality of life. The objective of the document is defined as being:

'to increase personal choice by improving the alternatives and to secure mobility that is sustainable in the long term.'

4.1.2 The White Paper outlines the Government's commitment to create a more integrated transport system to address the problems of congestion and pollution. The objectives of the Government's integrated transport policy set out below underpin the transport philosophy for the proposed development of land at NWB:

- Integration within and between different types of transport – so that each contributes its full potential and people can move easily between them;
- Integration with the environment – so that our transport choices support a better environment;
- Integration with land use planning – at national, regional and local level, so that transport and planning work together to support more sustainable travel choices and reduce the need to travel; and
- Integration with policies for education and wealth creation – so that transport helps to make a fairer, more inclusive society.

National Planning Policy Framework

4.1.3 The Government's sustainability objectives were embodied in updated Planning Policy Guidance. The 'National Planning Policy Framework' (March 2012) confirms that:

"developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies;

- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

4.1.4 More fundamentally the guidance has changed the test of development impacts in transport terms from being one of nil detriment. The guidance states at Para 32 that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and

"…improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

4.1.5 An on-going transport planning process at the site will be required, in line with Government Policy to ensure the efficient operation of the site. Therefore a Travel Plan (TP) will be implemented at the site. The TP will include incentives to encourage sustainable travel from the onset of occupation. This will be secured through a planning condition prior to occupation. The TP has been provided as a separate stand-alone

document as part of the application.

Planning Policy Guidance – Transport Evidence Bases in Plan Making and Decision Taking

4.1.6 Guidance on Transport Assessment issued by the DfT in March 2007 was superseded in October 2014 and replaced by the above document which states that any transport evidence base should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so; and highlight the infrastructure requirements for inclusion in infrastructure spending plans linked to the Community Infrastructure Levy, section 106 provisions and other funding sources.

4.2 Local Policy

Oxfordshire Local Transport Plan 3 2011-2030 (LTP) (2011)

4.2.1 The County Council adopted the third LTP in April 2011 and focuses on attracting and supporting economic investment and growth, delivering transport infrastructure, tackling congestion and improving quality of life. Oxfordshire has significant plans for future economic and housing growth, with a focus on the Local Enterprise Partnership hubs – the Science Vale UK area, Bicester and Oxford City.

4.2.2 The LTP identified Bicester as a growth area and the Plan includes reference to a number of transport improvements at and around Bicester which will be required to cope with the potential future growth. The erection of 5,500 houses is planned in Bicester between 2006 and 2026, as a result of population increase. This is one of the highest projected numbers for all areas in Oxfordshire, with the highest identified in Oxford at 8,000 houses.

4.2.3 The plan also identifies the significant imbalance between houses and jobs in Bicester, with over 60% of residents leaving the town to work; 15% of these outgoing trips are into Oxford. Five thousand new jobs will also be provided for Bicester, redressing the current imbalance with so many residents who commute out to work. Contributions towards transport and highway schemes and travel choice initiatives in this strategy will also be secured from new developments.

Cherwell Local Plan

4.2.4 The Proposed Submission Local Plan was submitted to the Secretary of State for Communities and Local Government for formal Examination on 31 January 2014. It sets out the broad planning framework for meeting the future needs of Cherwell and would replace the Cherwell Local Plan 1996. The Cherwell Local Plan 2011-2031 Part 1 was formally adopted by Cherwell District Council on 20th July 2015.

4.2.5 Within the Local Plan, the site is allocated for employment land, and the area is known as "Bicester 11" and is allocated for B1/B2/B8 development creating up to 1,000 jobs for Bicester.

4.2.6 In transport terms, Bicester 11 requires good accessibility to public transport services; provision of new footways and cycleways to connect with the existing footpath/cycleway links around the site; and the preparation of a Transport Assessment Report and Travel Plan focussing on maximising access by means other than the private. Each of these items is dealt with in this report.

5.0 TRANSPORT STRATEGY

5.1 Pedestrians and Cyclists

5.1.1 Secure, convenient cycle parking will be provided on site in accordance with prevailing parking standards. A footway/cycleway will be provided on the northern side of Skimmingdish Lane which links with the site access and will extend to link with the existing provision at the Launton Road/ Skimmingdish Lane roundabout junction to the south east. The links are shown in **Figure 2**. Within the site, a 3.5m footway/cycleway is provided to connect with the adjacent network.

5.1.2 As part of the access design proposals there will be the potential to provide a dropped kerb crossing to the north west of the proposed access into the Bicester 11 site. This is shown in **Figure 3**. This would allow for access to the cycleway located immediately to the south of Skimmingdish Lane. On this basis, the site will be directly linked on foot and by cycle to the wider network.

5.1.3 As set out at Section 3.2.4 a signalised toucan crossing is also proposed. The crossing sits on the desire line for staff accessing the closest bus stops. It also provides a cohesive link to the nearby cycle lanes and footway networks. It also provides betterment in the form of serving the adjacent care home. The design is incorporated into two potential outcomes (**Figures 3 and 5**). These relate to whether or not the Taylor Wimpey housing scheme comes forward on the opposite side of Skimmingdish Lane. **Figure 5** shows the crossing design on the basis that the Bicester 11 site comes forward before the Taylor Wimpey site. **Figure 3** assumes the Taylor Wimpey access is already constructed.

5.1.4 OCC have requested that a cycleway/footway should be provided at the south eastern corner of the site to shorten the walk distance for users of the buildings located on the eastern side of the site. The scheme changes brought about by the adoption of the Local Plan and consultation responses has resulted in the reconfiguration of the two eastern buildings (siting was 'fixed' under the submitted outline) to provide one single unit. The location of the main entrance of the building is such that there would be no benefit in providing a link on the south eastern corner of the site.

5.2 Bus Access

5.2.1 The nearest bus stops are located on Boston Road to the south of the site. The location of the stops are shown in **Figure 2**. There is the potential to provide bus stops nearer to the site and this is discussed further in section 7.5.

5.2.2 The site benefits from excellent bus services. The S5 operates every 15 minutes to Oxford within stops located in walking distances of the site. Services are every 30 minutes on a Sunday. Buses stop at both train stations in the town centre.

5.3 Travel Plan

5.3.1 The development will be supported by a Framework Travel Plan which includes a number of measures and initiatives that will be implemented by a Travel Plan co-ordinator to encourage users of the site to reduce travel by private car.

5.3.2 Measures to encourage car sharing will be included in the Plan and will involve setting up a car share database for all employees and potentially designating spaces for car shares nearest to the building entrances.

5.4 Lorry Routeing

5.4.1 The Travel Plan will also include measures to ensure lorry drivers associated with the site use the designated lorry routes and route to and from the site to the south at all times. The designated lorry route is via the A4421 Charbridge Lane and the A41 to the south which will allow access to the A43 and M40 at Junction 9 for the wider network. The end user(s) will seek to ensure no lorry movements are routed through the village of Launton.

5.4.2 The Travel Plan will include a Route Management section which will set a protocol for avoiding the risk of HGVs routing through the village of Launton.

5.5 Vehicular Access

5.5.1 The site access junction will take the form of a ghost island right turn lane from Skimmingdish Lane which has been subject to a Road Safety Audit. The internal road

layout will take the form of a typical industrial estate type road with a width of 7.3m. This sits within a 16 m infrastructure corridor as defined on the Access and Circulation Parameters Plan submitted with the application. This provides sufficient width for 3.5 m footway/cycleway and additional 2 m footway to provide dedicated, convenient linkage throughout the site for non-car journeys. Appropriate car parking provision will be provided on site to support the proposed uses in accordance with prevailing local standards at the point of reserved matters applications. Appropriate lorry parking and turning areas will also be provided.

5.6 Construction Traffic

5.6.1 Based on experience at similar sites, the construction phase is expected to generate a maximum of 60 HGV movements a day (assuming 30 arrivals and 30 departures). Assuming 10% of trips take place during the peak hours around 6 movements would be generated over an hour. This equates to around 1 HGV movement every 10 minutes on the local roads. During this period lorry drivers will be instructed not to route through the village of Launton.

5.6.2 It is assumed a maximum of 20-30 staff will be on site at any one time during this period.

6.0 TRIP GENERATION AND DISTRIBUTION

6.1 Trip Generation

6.1.1 In order to assess the likely traffic movements from the development the TRICS database was interrogated. This database contains surveys of the vehicle and multimodal trip rates of a wide variety of sites which are classified by land use and various other attributes. DTA recently prepared a Transport Assessment for employment floorspace on Howes Lane to the west of Bicester. The trip rates have been agreed in principle with the Local Highway Authority as an approximate for a stand-alone site and, given that this forms a broadly comparable site location, have therefore been used for the purposes of this assessment.

6.1.2 The TRICS printouts are attached at **Appendix H** and the trip rates are summarised in **Tables 4 and 5** below for vehicles and HGV's. The trip generation for the B2 and B8 elements is shown in **Tables 6 and 7** and the total trip generation is shown in **Table 8.**

Table 4 – Trip Rates for B2 (per 100 sqm)

	In			Out			Total		
	Lights	OGV1 &2	Total	Lights	OGV1 &2	Total	Lights	OGV1 &2	Total
AM Peak (0800-0900)	0.366	0.024	0.390	0.063	0.023	0.086	0.429	0.047	0.476
PM Peak (1700-1800)	0.036	0.005	0.041	0.302	0.007	0.309	0.338	0.012	0.35
12 Hour	1.58	0.217	1.797	1.716	0.173	1.889	3.296	0.39	3.686

Table 5 – Trip Rates for B8 (per 100 sqm)

	In			Out			Total		
	Lights	OGV1 &2	Total	Lights	OGV1 &2	Total	Lights	OGV1 &2	Total
AM Peak (0800-0900)	0.058	0.013	0.071	0.032	0.015	0.047	0.09	0.028	0.118
PM Peak (1700-1800)	0.021	0.01	0.031	0.069	0.01	0.079	0.09	0.02	0.11
12 Hour	0.619	0.283	0.902	0.661	0.32	0.981	1.28	0.603	1.883

Table 6 – Trip Generation for B2 (14,492 sqm)

	In			Out			Total		
	Lights	OGV1 &2	Total	Lights	OGV1 &2	Total	Lights	OGV1 &2	Total
AM Peak (0800-0900)	53	3	57	9	3	12	62	7	69
PM Peak (1700-1800)	5	1	6	44	1	45	49	2	51
12 Hour	229	31	260	249	25	274	478	57	534

Table 7 – Trip Generation for B8 (33,816 sqm)

	In			Out			Total		
	Lights	OGV1 &2	Total	Lights	OGV1 &2	Total	Lights	OGV1 &2	Total
AM Peak (0800-0900)	20	4	24	11	5	16	30	9	40
PM Peak (1700-1800)	7	3	10	23	3	27	30	7	37
12 Hour	209	96	305	224	108	332	433	204	637

Table 8 – Trip Generation – Total (B2 and B8 combined)

	In			Out			Total		
	Lights	OGV1 &2	Total	Lights	OGV1 &2	Total	Lights	OGV1 &2	Total
AM Peak (0800-0900)	73	8	81	20	8	28	93	16	109
PM Peak (1700-1800)	12	4	16	67	4	71	79	9	88
12 Hour	438	127	565	472	133	605	911	260	1171

6.1.3 Based on TRICS data, the total traffic generation for the whole development is 109 movements in the AM peak and 88 movements in the PM peak. Over a 12 hour period the site will generate 1,171 movements.

6.2 Trip Distribution

6.2.1 The Census 2011 journey to work data provides an estimation of the main destinations for both residents and employees associated with the proposed development. The light

and heavy traffic associated with the site will also follow a different distribution on the local road network. The light traffic will include staff and visitors.

6.2.2 The 2011 Census data uses Middle Layer Super Output Areas as opposed to the Ward data available for the 2001 Census data. On this basis, Cherwell 013 has been used for the origin-destination analysis. This area includes the main existing industrial estate in Bicester and is therefore representative in terms of assessing existing employment journey patterns. An extract of the Cherwell 013 area and the journey to work assessment is included in **Appendix I**.

6.2.3 Application of the site Travel Plan will see these car driver rates targeted. The network appraisals assume the current travel patterns, but commitments will be present to seek to reduce the sole car driver proportion.

6.2.4 The end user(s) of the development are yet to be determined and therefore assuming a distribution for heavy traffic is more difficult. A number of assumptions have nevertheless been made with regards to the likely route.

6.2.5 Given the current height restriction on the railway bridge on the A4095 to the west of the site and the location of the primary routes of the A41 and M40 at Junction 9, it is likely that the majority, if not all heavy traffic will enter and leave the site via the east on the A4421 to access the A41 and the strategic road network.

6.2.6 OCC have queried the methodology for routing all HGV traffic south of the site and suggested that in reality a proportion of traffic would route to/from the north west of the site. On this basis, asensitivity test of the site access has been undertaken with 25% of HGV traffic routing to/from the north west.

6.2.7 At the A41 junction with the A4421, it has been assumed that 10% of vehicles will travel to Aylesbury and the remaining 90% will continue on the A41 towards the M40 Junction 9. The Oxfordshire County Council Lorry Freight Partnership plan indicates that the preferred lorry route for Bicester traffic is via the A41.

6.2.8 The resulting trip generation and distribution in the AM and PM peak periods for the development traffic is shown in **Figures 6 and 7** respectively**.**

6.2.9 Traffic bound for Milton Keynes and the M1 could route via the A4421 north out of Bicester to link with the A421.

6.3 Potential Routing through Launton Village

6.3.1 DTA have been made aware of concerns raised by Launton Parish Council regarding potential increases in traffic both through the village and on the surrounding road network.

6.3.2 No HGV traffic should route through Launton as there is a 7.5t weight restriction in the centre of the village on Blackthorn Road. Notwithstanding this, the Route Management Plan within the Travel Plan will be used to ensure that lorry drivers visiting the site will be advised to use the A4421 Charbridge Lane to access the site and will therefore not be permitted to route through the village. This can be covered by a planning condition if necessary.

6.3.3 In terms of light vehicle traffic, there could be a limited number of cars who choose to 'rat run' through Launton to/from the A41. This relates primarily to traffic routing to/from the A41 to Aylesbury. In terms of the overall trip proportions estimated using the Census 2011 journey to work data, this accounts for around 14% of all car traffic. This equates to 13 trips in the AM peak period and 11 trips in the PM peak period.

6.3.4 Assuming around 50% chose to route through Launton, this equates to a maximum of 7 trips (taking both arrivals and departures together) during the peak period which is an additional trip every 8-9 minutes through the village and will not result in a significant impact for the operation of the road network through this area. Notwithstanding this, employees will be discouraged from doing so within the Travel Plan.

7.0 TRAFFIC IMPACT ANALYSIS

7.1 Base Traffic Data

7.1.1 Base traffic data has been obtained in the form of manual turning counts for the following junctions on the local network in 2014:

- Launton Road/ A4421; and
- A4421/ Charbridge Lane/ Bicester Road.

7.1.2 The manual classified count data are included in **Appendix D** together with the queue surveys. The queue surveys show a queue of 20 or more vehicles on the A4421 southern approach for a period of 15 minutes in the morning peak period. In the afternoon peak period, a queue forms on Launton Road with a maximum of 12 vehicles at 17:05. The data shows there are currently no significant queueing concerns at the junction and when queues develop they typically dissipate relatively quickly during the peak period.

7.1.3 Traffic flow data has been provided by OCC for the future year of 2024 for the junctions within the vicinity of the site. The flow data in included in **Appendix E**. The 2024 data includes all future development schemes in the area has been used for the purposes of the assessment. The base flows also include the Bicester 11 traffic and therefore this has been deducted from the base scenario for comparison in the 'with' and 'without development' scenarios. This is what has been used in the subsequent junction assessments.

7.1.4 The 2024 flows from the OCC traffic model are higher than typical for the nature of the roads in Bicester largely in the PM peak period and to a lesser extent in the AM peak. This has been discussed with OCC and a link threshold has therefore been applied on the basis of 1,350 PCUs on a single link for the purposes of the assessments.

7.2 Percentage Impact Assessment

7.2.1 The percentage impact at each junction within the site vicinity has been determined using the base 2024 flows provided by OCC. The following junctions have been appraised:

- Junction A – A4421/ Launton Road Roundabout
- Junction B – A4421/ Bicester Road Roundabout
- Junction C – A4421/ Buckingham Road Roundabout
- Junction D – A4095 / B4100 Roundabout

7.2.2 The percentage impact as a result of the proposed development in 2024 is shown in **Table 9**. The results indicate the highest percentage change in traffic flows at Junctions A, B, C and therefore a full traffic capacity assessment has been undertaken at these junctions.

7.2.3 The highest percentage impact in the future year of 2024 is 2.8% at the Launton Road/A4421 roundabout junction in the AM peak period. This is well within the daily variation of traffic which is currently observed on the Skimmingdish Lane link and varies by up to 6% on a typical weekday.

Table 9 – Percentage Impact 2024

	Forecast 2024		Development		% increase	
	AM	PM	AM	PM	AM	PM
Junction A	3,000	3,084	83	60	2.8	1.9
Junction B	2,721	2,692	68	47	2.5	1.7
Junction C	3,396	3,156	41	35	1.2	1.1
Junction D	2,904	3,054	27	24	0.9	0.8

7.3 Operational Assessment

7.3.1 The junctions listed in this section have been modelled using the priority and roundabout junction modules of TRL's Junctions8 software. The assessment flows used are included in **Appendix J** and the assessment outputs included in **Appendix K**.

7.3.2 The geometry used for the roundabout junctions in the assessment reflect that used in other local Transport Assessment reports which have been approved by OCC. These include the MJA Transport Assessment for the proposed Taylor Wimpey site. The geometry for the Launton Road/ A4421 roundabout junction has been taken from the proposed care home TA prepared by DTA.

Site Access/ Skimmingdish Lane

7.3.3 The site access junction has been modelled together with the Taylor Wimpey residential access as a staggered priority crossroad junction. A summary of the results are shown in **Table 10**.

Table 10 – Site Access/Skimmingdish Lane Assessment Results

2024 Base	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Max RFC	Queue	Max RFC	Queue
B-CD	0.02	0	0.01	0
B-A	0.03	0	0.03	0
AB-CD	0.10	0	0.03	0
D-AB	0.04	0	0.08	0
D-C	0.04	0	0.12	0
CD-AB	0.01	0	0.02	0

(Note: A is Skimmingdish Lane S, B is Residential Access, C is Skimmingdish Lane N, D is Bicester 11)

7.3.4 The results show that the site access junction will work with ample spare capacity in the future year of 2024 with both the residential access and Bicester 11 access in place.

7.3.5 A revised assessment showing a split of HGVs at the access has been undertaken as requested by OCC. The results are shown in **Table 11** and the output included in **Appendix K.** This does not show any material differences in terms of junction operation to the previous assessment results in **Table 10.**

Table 11 – Site Access/Skimmingdish Lane Assessment Results (with 25% HGVs to/from the north west)

2024 Base	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Max RFC	Queue	Max RFC	Queue
B-CD	0.02	0	0.01	0
B-A	0.04	0	0.03	0
AB-CD	0.10	0	0.02	0
D-AB	0.04	0	0.08	0
D-C	0.05	0	0.13	0
CD-AB	0.01	0	0.02	0

(Note: A is Skimmingdish Lane S, B is Residential Access, C is Skimmingdish Lane N, D is Bicester 11)

A4421 Skimmingdish Lane/ Launton Road

Table 12 – Launton Road/A5521 Skimmingdish Lane/ Care Home Assessment Results

2024 Base	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Max RFC	Queue	Max RFC	Queue
A4421 S	0.85	5	1.05	76
Launton Road	0.82	5	0.76	3
A4421 N	0.61	2	0.60	2
Care Home	0.01	0	0.01	0
2024 Base+Dev	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Max RFC	Queue	Max RFC	Queue
A4421 S	0.88	7	1.06	89
Launton Road	0.85	6	0.76	3
A4421 N	0.64	2	0.63	2
Care Home	0.01	0	0.01	0

7.3.6 The results indicate that the junction will operate with a queue of 76 vehicles in the PM peak period in 2024 on the southern approach to the junction. With the addition of the development traffic the queue will increase on this arm. In terms of the overall operation

of the junction the development traffic will not result in a material impact.

A4421 Charbridge Lane/ Bicester Road

Table 13 – A4421 Charbridge Lane/ Bicester Road Assessment Results

2024 Base	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Max RFC	Queue	Max RFC	Queue
Bicester Road	0.32	0	0.24	0
Charbridge Lane	0.57	1	0.60	2
A4421	0.89	7	0.87	6
2024 Base+Dev	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Max RFC	Queue	Max RFC	Queue
Bicester Road	0.33	0	0.24	0
Charbridge Lane	0.59	2	0.61	2
A4421	0.90	8	0.89	7

7.3.7 The results indicate that the junction will operate within capacity during peak periods with a maximum queue of 7 vehicles in the base AM peak scenario on the A4421 approach. With the development traffic in place this queue is forecast to increase to 8 vehicles.

A4095/ A4421/ Buckingham Road

Table 14 – A4095/ A4421/ Buckingham Road Assessment Results

2024 Base	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Max RFC	Queue	Max RFC	Queue
A4421 N	0.88	6	0.41	1
A4421 E	0.35	1	0.66	2
Buckingham Road	0.38	1	0.49	1
A4095	0.57	1	0.30	0
2024 Base+Dev	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Max RFC	Queue	Max RFC	Queue
A4421 N	0.89	8	0.41	1
A4421 E	0.36	1	0.67	2
Buckingham Road	0.38	1	0.49	1
A4095	0.59	2	0.30	1

7.3.8 The junction is shown to be operating within capacity during both peak periods. There is forecast to be an increase of 2 vehicles in the AM peak period with the development traffic on the A4421 northern approach.

7.4 Overall Traffic Impact

7.4.1 The impact of the development in junction operation terms will not be significant during the peak periods and will not exacerbate queuing to the extent that mitigation measures would be required. The overall percentage increase in traffic is well within the daily variation of background traffic flow on the local network.

7.4.2 OCC have queried the use of a single peak hour for the junction assessments. A justification has been requested for not considering a longer peak time period. A typical network assessment is carried out over a single peak hour in Junctions software with 15 minute shoulder periods either side of the peak to allow for a potential pre or post-peak queue. It is not usual for a longer peak period to be assessed.

7.4.3 In addition, the model data on which the assessments have been based are taken from an OCC traffic model and are only available for a single peak hour in the morning and the afternoon.

7.4.4 In the context of NPPF paragraph 32 the impact of the development proposals will not be 'severe'.

7.5 Request for Contributions

7.5.1 In the response from OCC, there is a request for a number of financial contributions to mitigate the impact of the proposed development as follows:

- £907,000 towards implementing increased capacity on the A4421 between the Buckingham Road and Gavray Drive;
- Travel plan monitoring fees of £1,240;
- The developer to provide or procure a bus service from Bicester's residential areas to the development site, to operate at least two times per hour at defined and agreed journey-to-work times, for a period of at least five years;
- £8,945 towards the procurement, installation and ongoing maintenance of a new bus shelter at Boston Road (for travel towards Bicester and Oxford). The developer to liaise with Bicester Town Council regarding the provision of the bus shelter, in respect of ongoing maintenance and ownership.

7.5.2 OCC have requested a contribution of £907,000 towards increased link capacity on the A4421. The request stems from the emerging Local Transport Plan 4 Bicester Area Strategy which includes the following:

"Implementing increased link capacity on the A4421 between Buckingham Road and Gavray Drive to complement the transport solution at the railway level crossing at Charbridge Lane and facilitate development in the area. The scheme will improve the

operation of this section of the eastern perimeter road, and enhance the integration of the North East Bicester Business Park site with the rest of the town."

7.5.3 The contribution has been calculated based on the Cherwell Planning Obligations SPD dated July 2011. This document is available in draft and there is no evidence that the document has been formally adopted by the District Council. The calculation upon which the contribution has been calculated includes costs against B1, B2 and B8 floor space. The B1 cost has been used rather than B2 for the proportion of floor area attributed to B1c/B2. It could be argued that the B1 floorspace relates to B1a (office) rather than B1c (light industry), although this is not explicit.

7.5.4 There are no further details in the SPD as to what schemesa contribution would relate to and there is a lack of consistency in deriving a cost from a 2011 draft SPD document and applying these to the list of schemes set out in the Local Transport Plan 4. The LTP4 is also not yet formally adopted.

7.5.5 Although the District have begun setting of a Community Infrastructure Levy (CIL) and the preparation of a new Developer Contributions SPD, Cherwell District Council currently have no Community Infrastructure Levy (CIL) charging schedule in place.

7.5.6 In addition, the contribution has to be assessed against the context of Para 204 of the NPPF which states that, planning obligations should only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

7.5.7 In terms of the conclusions of the TA, in the context of NPPF the impact of the proposed development cannot be considered to be 'severe'. It has to be the case that the development does not warrant the need for improvements to Skimmingdish Lane in order to be acceptable, nor are these works directly linked to the development in terms of

providing mitigation of the impact.

7.5.8 On this basis, it is not considered appropriate for the developer to pay any form of contribution towards improvements to the A4421 as no defined need in terms of impact has been identified, nor is there an appropriate mechanism in place to do so.

7.5.9 OCC have requested that a bus service is procured from Bicester's residential areas to the development site to operate at least two times per hour at defined and agreed journey-to-work times, for a period of at least 5 years. The Developer has entered into discussions with Stagecoach on this matter. As part of the initial discussions, the developer is willing to fund two new bus stops on the A4421 closer to the site which are shown in **Figure 2**. This would be in lieu of providing a contribution to upgrade the stops on Boston Road. The discussions are ongoing and an update in this regard will be provided in due course.

8.0 CONCLUSIONS

8.1 The application is outline with access determined, to provide B1/B2/B8 erection employment floor space on an allocated site within the emerging Local Plan known as 'Bicester 11' on land to the north of Skimmingdish Lane, Bicester. B1 (c)/B2 will occupy no more than 30% of the floorspace. B1 (a) will only be ancillary to the main uses.

8.2 Access will be provided from the A4421 Skimmingdish Lane via a new priority T-junction with a designated right-turn lane. The access has been designed so as not to prejudice the delivery of a residential access on the opposite side of Skimmingdish Road.

8.3 The site is in a sustainable location within walking distance of local bus stops and residential areas. Bus services to Oxford are every 15 minutes with the S5 bus stopping at both Bicester railway stations. The site benefits from excellent cycle and pedestrian access within the immediate vicinity linking with nearby residential areas and the town centre of Bicester.

8.4 Pedestrian access will be provided via an extension of the existing footway network from the Launton Road roundabout adjacent to the site. A dropped kerb crossing point will be provided to the north west of the access providing direct access to the cycleway/footway on the southern side of Skimmingdish Lane. A signalised toucan crossing is proposed to provide safe and convenient access for the site, whilst also providing betterment for neighbouring land uses.

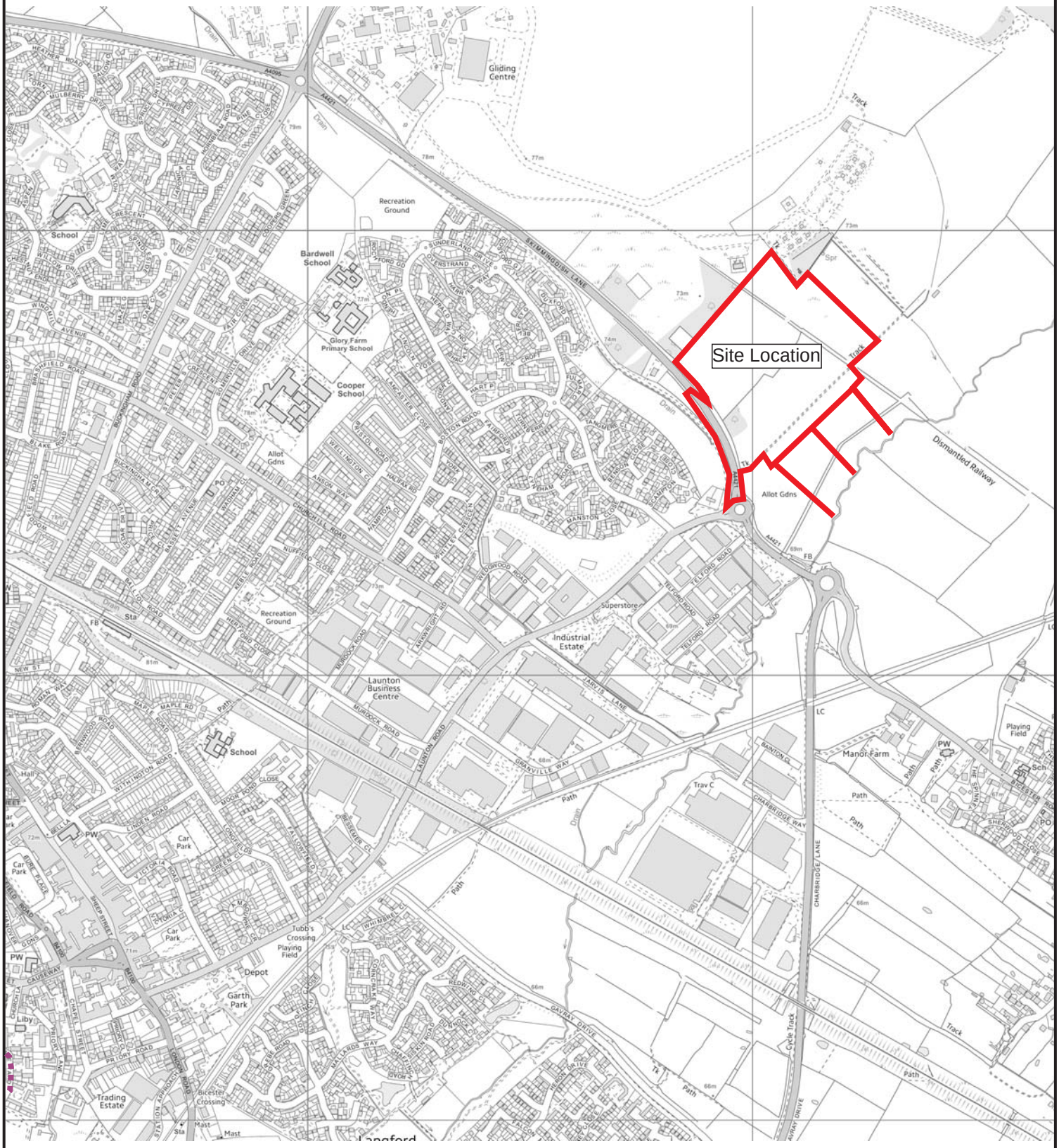
8.5 The road accident record has indicated that there are no road safety issues that would warrant mitigation measures as a result of the development proposals.

8.6 The proposed site access junction can accommodate the proposed development traffic in the future year of 2024. The addition of the proposed development traffic will not result in a material impact on the overall operation of the local or strategic road network and on this basis there are no specific off-site junction highway works required as part of the proposals.

8.7 Overall, therefore, the proposed development is in accordance with guidance in the NPPF paragraph 32 and as such planning permission should not be declined on transport grounds.

SKP/JS/15230-01b-TA
8th September 2015

Figure 1



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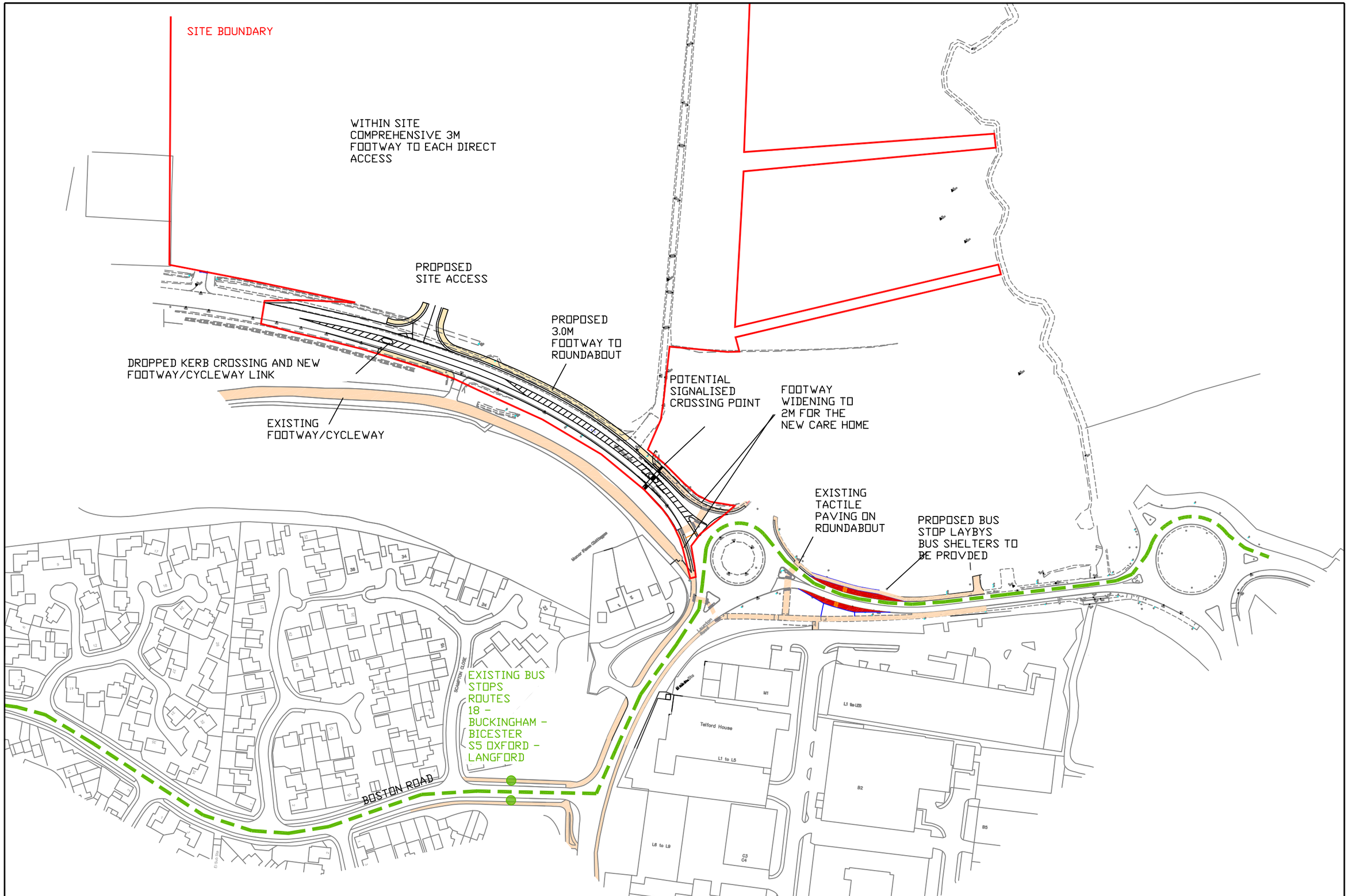
Notes:

Figure 1
Drawing Title 15230-11
Job Title Skimmingdish Lane, Bicester
Client Albion Land

Scale : NTS

NORTH

Figure 2



REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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JOB TITLE	CLIENT
Skimmingdish Lane, Bicester	Albion Land

DRAWING TITLE

Site Accessibility Plan

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
NTS	BP	May2015	15230-04	B

Figure 3

Employment Access Geometry (TD42/95)

Right turn lane design to 85kph design speed:
turning length 10m (para 7.32);
direct taper length 15m (para 7.34; Table 7/4);
turning lane width 3.5m (para 7.35);
ahead lane widths 3.65m;
deceleration length 55m (para 7.40; Table 7/5a);
tapers 1:25 (symmetrical around centreline (para 7.30; Table 7/3).
Minor arm design:
Carriageway 7.3m;
Kerb radii 15m;

ATC Location 2 Eastbound: Average speeds of 35.5mph (56.8kph) and 85%ile speeds of 41.6mph (66.56kph) were recorded. TA22/81 allows for corrections to be made to adjust for weather conditions (given that the deceleration rates are actually based on wet road surface conditions) but in this instance the results are not going to be particularly sensitive. For a design speed of 70kph the Design Manual for Roads and Bridges a splay of 120m.

ATC Location 2 Westbound: Average speeds of 36.9mph (59.04kph) and 85%ile speeds of 41.7(66.72kph) were recorded. TA22/81 allows for corrections to be made to adjust for weather conditions (given that the deceleration rates are actually based on wet road surface conditions) but in this instance the results are not going to be particularly sensitive. For a design speed of 70kph the Design Manual for Roads and Bridges a splay of 120m.

LHS visibility splay 4.5m to tangent (160m commensurate with 85kph design speed - DMRB desirable - achiveable)

RHS visibility splay 4.5m to tangent (160m commensurate with 85kph design - DMRB desirable - achievable)

POTENTIAL PEDESTRIAN CROSSING POINT

Proposed 3.0m footway/cycleway

Proposed 3.0m footway/cycleway

LHS visibility splay 2.4m × 120m commensurate with 70kph design (DMRB desirable)

Residential Access Geometry (TD42/95)

Right turn lane design to 70kph design speed:
turning length 10m (para 7.32);
direct taper length 15m (para 7.34; Table 7/4);
turning lane width 3.5m (para 7.35);
ahead lane widths 3.65m;
deceleration length 40m (para 7.40; Table 7/5a);
tapers 1:25 (symmetrical around centreline (para 7.30; Table 7/3).
Minor arm design:
Carriageway 7.3m;
Kerb radii 10m;

RHS visibility splay 2.4m × 70m commensurate with 50kph design (DMRB desirable)

ATC Location 1: Average speeds of 26.6mph (42.6kph) and 85%ile speeds of 30.5mph (48.8kph) were recorded. TA22/81 allows for corrections to be made to adjust for weather conditions (given that the deceleration rates are actually based on wet road surface conditions) but in this instance the results are not going to be particularly sensitive. For a design speed of 50kph, Manual for Streets would recommend a splay of 43m and the Design Manual for Roads and Bridges a splay of 70m.

Skimmingdish Lane

Manor Farm Cottages

Launton Road

M1

Telford House

REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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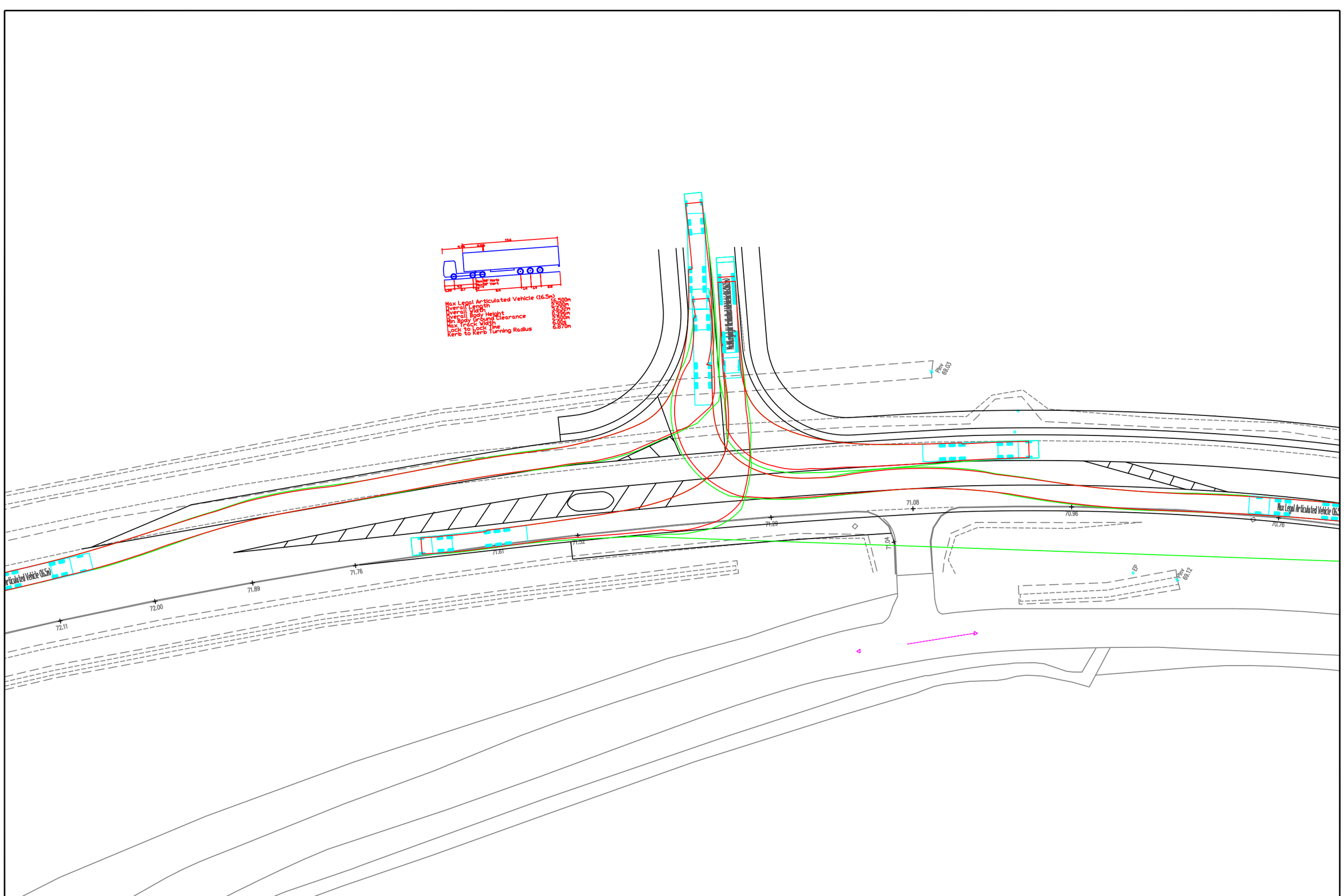
JOB TITLE	CLIENT
Skimmingdish Lane, Bicester	Albion Land

DRAWING TITLE

Site Access Proposals
(with Taylor Wimpey Access)

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1000@A3	BP	Aug2015	15230-08	B

Figure 4



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JOB TITLE	CLIENT
Skimmingdish Lane, Bicester	Albion Land

DRAWING TITLE

Vehicle Tracking

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/500@A3	JS	May2015	15230-06	d

Figure 5

Employment Access Geometry (TD42/95)

Right turn lane design to 85kph design speed:
turning length 10m (para 7.32);
direct taper length 15m (para 7.34; Table 7/4);
turning lane width 3.5m (para 7.35);
ahead lane widths 3.65m;
deceleration length 55m (para 7.40; Table 7/5a);
tapers 1:25 (symmetrical around centreline (para 7.30; Table 7/3).

Minor arm design:
Carriageway 7.3m;
Kerb radii 15m;

ATC Location 2 Eastbound: Average speeds of 35.5mph (56.8kph) and 85%ile speeds of 41.6mph (66.56kph) were recorded. TA22/81 allows for corrections to be made to adjust for weather conditions (given that the deceleration rates are actually based on wet road surface conditions) but in this instance the results are not going to be particularly sensitive. For a design speed of 70kph the Design Manual for Roads and Bridges a splay of 120m.

ATC Location 2 Westbound: Average speeds of 36.9mph (59.04kph) and 85%ile speeds of 41.7(66.72kph) were recorded. TA22/81 allows for corrections to be made to adjust for weather conditions (given that the deceleration rates are actually based on wet road surface conditions) but in this instance the results are not going to be particularly sensitive. For a design speed of 70kph the Design Manual for Roads and Bridges a splay of 120m.

LHS visibility splay 4.5m to tangent (160m commensurate with 85kph design speed - DMRB desirable - achieveable)

RHS visibility splay 4.5m to tangent (160m commensurate with 85kph design speed - DMRB desirable - achievable)

Proposed 3.0m footway/cycleway

POTENTIAL PEDESTRIAN CROSSING POINT

Proposed 3.0m footway/cycleway

ATC Location 1: Average speeds of 26.6mph (42.6kph) and 85%ile speeds of 30.5mph (48.8kph) were recorded. TA22/81 allows for corrections to be made to adjust for weather conditions (given that the deceleration rates are actually based on wet road surface conditions) but in this instance the results are not going to be particularly sensitive. For a design speed of 50kph, Manual for Streets would recommend a splay of 43m and the Design Manual for Roads and Bridges a splay of 70m.

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Launton Road

M1

Telford House

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JOB TITLE	CLIENT
Skimmingdish Lane, Bicester	Albion Land

DRAWING TITLE

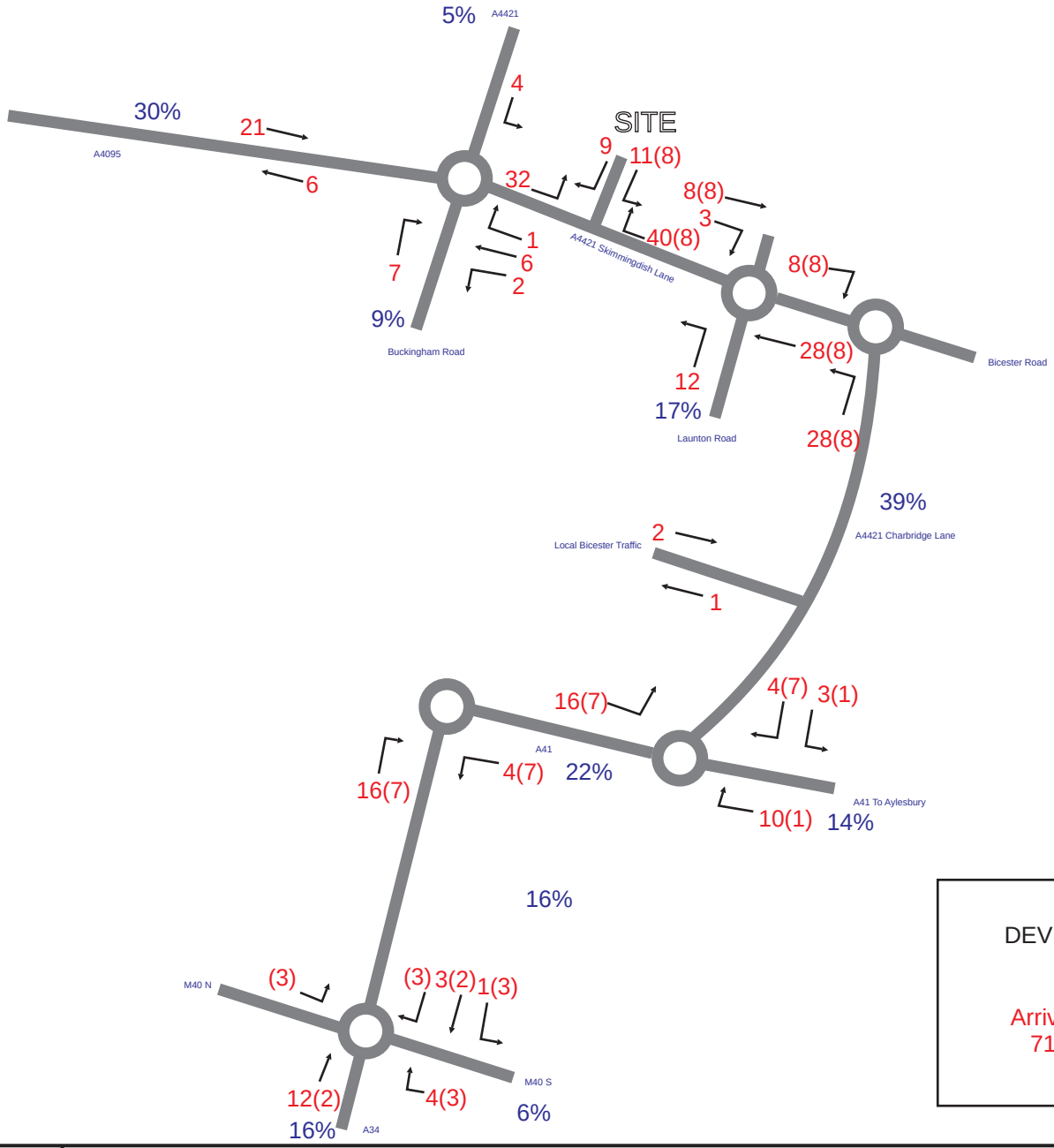
Site Access Proposals
(prior to Taylor Wimpey scheme)

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1000@A3	BP	Sept2015	15230-07	B

Figure 6

AM Peak Trip Generation

AM Peak (08:00-09:00)
Lights (Heavies)



DEVELOPMENT TRIPS

AM Peak

Arrivals	Departures
71(8)	20(8)

David Tucker Associates
Transport Planning Consultancy
Forester House, Doctors Lane, Henley-in-Arden
Warwickshire, B95 5AW
Tel: +44(0) 1564 793598 Fax: +44(0) 1564 793983
www.dtatransportation.co.uk

Notes:

Figure 6
Drawing Title
Job Title
Client

Drawing No : 15230-09
Development Trips AM Peak Period
Bicester 11, Skimmingdish Lane
Albion Land

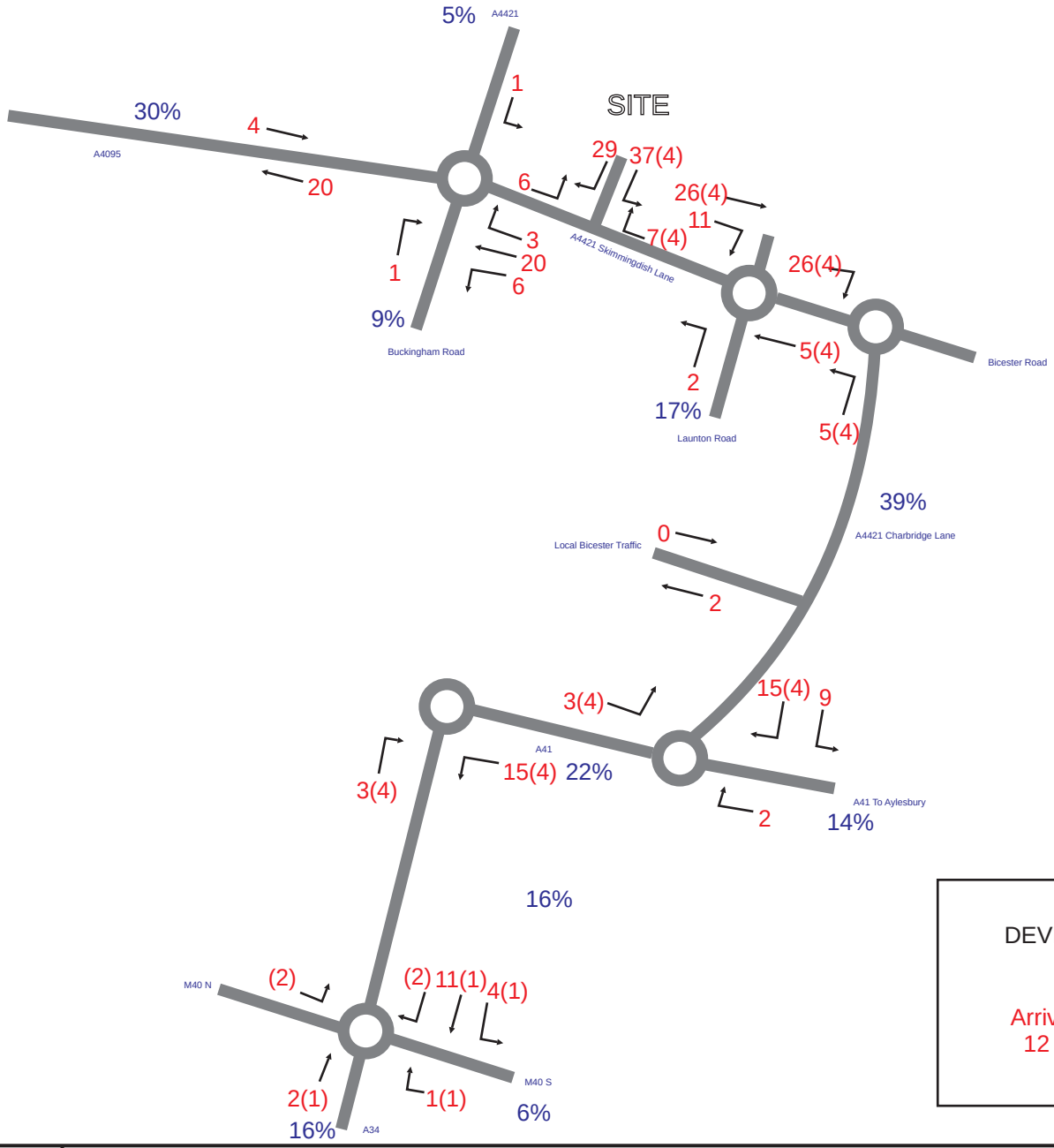
Scale : NTS

NORTH

Figure 7

PM Peak Trip Generation

PM Peak (17:00-18:00)
Lights (Heavies)



DEVELOPMENT TRIPS

PM Peak

Arrivals	Departures
12 (4)	66 (4)

David Tucker Associates
Transport Planning Consultancy
Forester House, Doctors Lane, Henley-in-Arden
Warwickshire, B95 5AW
Tel: +44(0) 1564 793598 Fax: +44(0) 1564 793983
www.dtatransportation.co.uk

Notes:

Figure 7
Drawing Title
Job Title
Client

Drawing No : 15230-10
Development Trips PM Peak Period
Bicester 11, Skimmingdish Lane
Albion Land

Scale : NTS

NORTH

Appendix A

Notes:
Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.

Subject to statutory approvals and survey.

AREAS
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.

SCHEDULE OF ACCOMMODATION GIA

	sq. ft.	sq.m.
UNIT 1 (inc. 10% Offices at G+1)	262,210	24,360
UNIT 2 (inc. 10% Offices at G+1)	146,390	13,600
UNIT 3 (inc. 10% Offices at G+1)	94,130	8,745
TOTAL DEVELOPMENT	502,730	46,705

UNIT 1	
Car parking (inc. disabled)	270 spaces
HGV parking	64 spaces
Dock levellers	24 No.
Level access doors	4 No.
UNIT 2	
Car parking (inc. disabled)	130 spaces
HGV parking	28 spaces
Dock levellers	15 No.
Level access doors	3 No.
UNIT 3	
Car parking (inc. disabled)	70 spaces
HGV parking	20 spaces
Dock levellers	7 No.
Level access doors	2 No.
Site Area	35.71acres / 14.45ha

0m 10m 20m 50m 100m

26	Lagoons updated.	08.09.15 PMJS
25	Lagoons and mounding updated.	03.09.15 PMJS
24	Acoustic fence added.	27.08.15 PMJS
23	Amended to suit minor changes.	07.08.15 RS
22	Scheme updated to 3 unit layout	03.08.15 PMJS
21	Planning Issue	15.05.15 SM

revisions

PROPOSALS

chetwoods®
architects
32 Frederick street, Birmingham B1 3HH
T: +44 (0) 121 234 7500 F: +44 (0) 121 234 7501

Project Job Number 3830-11

SKIMMINGDISH LANE, BICESTER

ALBION LAND

Drawing Title Drawing Size A1

ILLUSTRATIVE MASTERPLAN
(Other than the siting of Unit 1)

Drawn AF	Date Oct 14	Scale 1/1250	Cadfile 3830
Reviewed by GC	Drawing No. 3830-11		Rev. 26

Appendix B

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT

Accidents between following dates:
01/01/2009 and 30/09/2014

OXFORDSHIRE COUNTY COUNCIL

Date drawn: 18/11/2014
Drawn by: CJM

Map centre:
easting. 459977, northing. 223445

Accidents between dates **01/01/2009** **and** **30/09/2014** (69) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 05/06/2010 Time 1405 Fatal at A4421 SKIMMINGDISH LANE RBT J/W LAUNTON ROAD BICESTER

E: 459975 N: 223388 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 N to S Going ahead other On main carriageway

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

Saturday 21/08/2010 Time 1444 Serious at A4421 SKIMMINGDISH LANE AT RBT J/W CHARBRIDGE LANE RBT& LAUNTON RD LAUNTON

E: 459959 N: 223456 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 N to S Going ahead right bend On main carriageway

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Serious Injured by vehicle: 1

Saturday 21/08/2010 Time 1010 Slight at A4421 CHARBRIDGE LANE AT RBT J/W LAUNTON ROAD BICESTER

E: 460149 N: 223182 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 S to N Going ahead but held up On main carriageway

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

Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2009** **and** **30/09/2014** (69) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 20/10/2010 Time 1450 Serious at A4421 SKIMMINGDISH LANE RBT J/W LAUNTON RD BICESTER

E: 459949 N: 223360 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 W Going ahead left bend On main carriageway

Casualty Reference: 1 Age: 72 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 67 Female Passenger Severity: Serious Injured by vehicle: 1

Wednesday 12/01/2011 Time 2006 Slight at A4421 SKIMMINGDISH LANE J/W ACCESS FOR BT BUILDING APPROX 380M NW OF RBT J/W LAUNTON ROAD BICESTER
E: 459805 N: 223708 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 S to SE Turning right On main carriageway

Casualty Reference: 1 Age: 89 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to SE Going ahead other On main carriageway

Wednesday 19/10/2011 Time 0341 Slight at A4421 SKIMMINGDISH LANE RBT J/W LAUNTON RD BICESTER

E: 459968 N: 223388 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 N to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2009** **and** **30/09/2014** (69) months
Selection: **Notes:**
Selected using Manual Selection

Friday 08/06/2012 Time 1350 Serious at A4421 SKIMMINGDISH LN APPROX 180M NE OF RBT J/W CHARBRIDGE LN LAUNTON

E: 459921 N: 223555 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 S to N Going ahead left bend On main carriageway
Casualty Reference: 1 Age: 84 Female Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Going ahead right bend On main carriageway
Casualty Reference: 2 Age: 47 Female Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 12/05/2013 Time 1645 Slight at LAUNTON ROAD RBT J/W A4421 BICESTER

E: 459946 N: 223358 Junction Detail: Roundabout Control: Give way or controlled
Raining with high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from SE to S Turning left On main carriageway
Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up On main carriageway

Accidents between dates **01/01/2009** **and** **30/09/2014** (69) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 13/10/2013 Time 2151 Slight at A4421 SKIMMINGDISH LANE RBT J/W LAUNTON ROAD LAUNTON

E: 459974 N: 223387 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Wet/Damp 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: 54 Female Driver/rider Severity: Slight Injured by vehicle: 1

Friday 13/12/2013 Time 1845 Slight at A4421 SKIMMINGDISH LANE RBT J/W LAUNTON ROAD BICESTER

E: 459974 N: 223396 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to S Starting On main carriageway

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

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

Accidents between dates **01/01/2009** **and** **30/09/2014** (69) months

Selection:
Selected using Manual Selection

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	5	7
2-wheeled motor vehicles	1	1	0	2
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	1	3	6	10

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	7	8
Passenger	0	1	0	1
Motorcycle rider	1	1	0	2
Cyclist	0	0	1	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	1	3	8	12

Number of casualties meeting the criteria: **12**

Appendix C

JOB NO		JOB NAME							
		OCTOBER 2014							
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed
Site No: 18253001	A4421, Bicester (50mph Sign) SP 59962 23497	Channel: Northbound	Sat 15-Nov-14	Fri 21-Nov-14	50	55384	9022	7912	41.7
		Channel: Southbound	Sat 15-Nov-14	Fri 21-Nov-14		54043	8649	7720	41.6

JOB NO		JOB NAME				
		OCTOBER 2014				
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Average Mean Speed
Site No: 18253001	A4421, Bicester (50mph Sign) SP 59962 23497	Channel: Northbound	Sat 15-Nov-14	Fri 21-Nov-14	50	36.9
		Channel: Southbound	Sat 15-Nov-14	Fri 21-Nov-14		35.5

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 15-Nov-14											
00:00	**50**	0	0.0	43	86.0	1	2.0	5	10.0	1	2.0
01:00	**36**	0	0.0	28	77.8	2	5.6	6	16.7	0	0.0
02:00	**23**	0	0.0	16	69.6	5	21.7	2	8.7	0	0.0
03:00	**30**	2	6.7	24	80.0	0	0.0	4	13.3	0	0.0
04:00	**18**	0	0.0	11	61.1	2	11.1	3	16.7	2	11.1
05:00	**41**	0	0.0	31	75.6	2	4.9	4	9.8	4	9.8
06:00	**107**	1	0.9	93	86.9	6	5.6	6	5.6	1	0.9
07:00	**141**	0	0.0	123	87.2	11	7.8	7	5.0	0	0.0
08:00	**241**	1	0.4	216	89.6	16	6.6	8	3.3	0	0.0
09:00	**365**	1	0.3	340	93.2	12	3.3	12	3.3	0	0.0
10:00	**461**	6	1.3	423	91.8	20	4.3	12	2.6	0	0.0
11:00	**596**	1	0.2	567	95.1	15	2.5	12	2.0	1	0.2
12:00	**589**	2	0.3	561	95.3	20	3.4	6	1.0	0	0.0
13:00	**459**	1	0.2	443	96.5	6	1.3	9	2.0	0	0.0
14:00	**471**	4	0.9	446	94.7	19	4.0	2	0.4	0	0.0
15:00	**491**	3	0.6	467	95.1	16	3.3	5	1.0	0	0.0
16:00	**477**	4	0.8	455	95.4	13	2.7	5	1.1	0	0.0
17:00	**453**	1	0.2	438	96.7	3	0.7	10	2.2	1	0.2
18:00	**296**	3	1.0	287	97.0	4	1.4	2	0.7	0	0.0
19:00	**200**	0	0.0	196	98.0	3	1.5	1	0.5	0	0.0
20:00	**122**	1	0.8	115	94.3	6	4.9	0	0.0	0	0.0
21:00	**89**	0	0.0	87	97.8	2	2.3	0	0.0	0	0.0
22:00	**68**	0	0.0	64	94.1	3	4.4	1	1.5	0	0.0
23:00	**63**	1	1.6	61	96.8	0	0.0	1	1.6	0	0.0
12H,7-19	**5040**	**27**	**0.5**	**4766**	**94.6**	**155**	**3.1**	**90**	**1.8**	**2**	**0.0**
16H,6-22	**5558**	**29**	**0.5**	**5257**	**94.6**	**172**	**3.1**	**97**	**1.8**	**3**	**0.1**
18H,6-24	**5689**	**30**	**0.5**	**5382**	**94.6**	**175**	**3.1**	**99**	**1.7**	**3**	**0.1**
24H,0-24	**5887**	**32**	**0.5**	**5535**	**94.0**	**187**	**3.2**	**123**	**2.1**	**10**	**0.2**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 16-Nov-14											
00:00	**61**	1	1.6	54	88.5	1	1.6	5	8.2	0	0.0
01:00	**25**	0	0.0	23	92.0	1	4.0	1	4.0	0	0.0
02:00	**14**	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
03:00	**17**	0	0.0	10	58.8	4	23.5	3	17.7	0	0.0
04:00	**17**	0	0.0	13	76.5	1	5.9	2	11.8	1	5.9
05:00	**26**	0	0.0	16	61.5	3	11.5	3	11.5	4	15.4
06:00	**40**	0	0.0	39	97.5	0	0.0	1	2.5	0	0.0
07:00	**67**	1	1.5	61	91.0	3	4.5	2	3.0	0	0.0
08:00	**98**	0	0.0	92	93.9	3	3.1	3	3.1	0	0.0
09:00	**190**	4	2.1	175	92.1	6	3.2	5	2.6	0	0.0
10:00	**364**	0	0.0	349	95.9	11	3.0	4	1.1	0	0.0
11:00	**430**	0	0.0	408	94.9	10	2.3	12	2.8	0	0.0
12:00	**488**	1	0.2	477	97.8	6	1.2	4	0.8	0	0.0
13:00	**355**	1	0.3	337	94.9	8	2.3	9	2.5	0	0.0
14:00	**416**	1	0.2	402	96.6	11	2.6	2	0.5	0	0.0
15:00	**421**	2	0.5	409	97.2	8	1.9	2	0.5	0	0.0
16:00	**372**	2	0.5	357	96.0	10	2.7	3	0.8	0	0.0
17:00	**287**	1	0.4	274	95.5	7	2.4	5	1.7	0	0.0
18:00	**211**	0	0.0	202	95.7	4	1.9	5	2.4	0	0.0
19:00	**189**	0	0.0	184	97.4	3	1.6	2	1.1	0	0.0
20:00	**123**	0	0.0	109	88.6	11	8.9	3	2.4	0	0.0
21:00	**91**	0	0.0	86	94.5	0	0.0	5	5.5	0	0.0
22:00	**47**	0	0.0	41	87.2	3	6.4	3	6.4	0	0.0
23:00	**37**	1	2.7	33	89.2	1	2.7	2	5.4	0	0.0
12H,7-19	**3699**	**13**	**0.4**	**3543**	**95.8**	**87**	**2.4**	**56**	**1.5**	**0**	**0.0**
16H,6-22	**4142**	**13**	**0.3**	**3961**	**95.6**	**101**	**2.4**	**67**	**1.6**	**0**	**0.0**
18H,6-24	**4226**	**14**	**0.3**	**4035**	**95.5**	**105**	**2.5**	**72**	**1.7**	**0**	**0.0**
24H,0-24	**4386**	**15**	**0.3**	**4165**	**95.0**	**115**	**2.6**	**86**	**2.0**	**5**	**0.1**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 17-Nov-14											
00:00	**30**	0	0.0	27	90.0	1	3.3	2	6.7	0	0.0
01:00	**15**	0	0.0	13	86.7	1	6.7	0	0.0	1	6.7
02:00	**15**	0	0.0	13	86.7	0	0.0	2	13.3	0	0.0
03:00	**40**	0	0.0	35	87.5	3	7.5	2	5.0	0	0.0
04:00	**21**	0	0.0	15	71.4	3	14.3	1	4.8	2	9.5
05:00	**85**	0	0.0	60	70.6	15	17.7	9	10.6	1	1.2
06:00	**214**	1	0.5	192	89.7	11	5.1	9	4.2	1	0.5
07:00	**541**	0	0.0	508	93.9	13	2.4	18	3.3	2	0.4
08:00	**507**	1	0.2	475	93.7	18	3.6	13	2.6	0	0.0
09:00	**443**	0	0.0	401	90.5	29	6.6	13	2.9	0	0.0
10:00	**415**	1	0.2	356	85.8	36	8.7	20	4.8	2	0.5
11:00	**400**	1	0.3	340	85.0	38	9.5	21	5.3	0	0.0
12:00	**468**	1	0.2	421	90.0	25	5.3	18	3.9	3	0.6
13:00	**505**	3	0.6	447	88.5	35	6.9	20	4.0	0	0.0
14:00	**547**	11	2.0	467	85.4	42	7.7	27	4.9	0	0.0
15:00	**690**	1	0.1	640	92.8	32	4.6	15	2.2	2	0.3
16:00	**904**	4	0.4	833	92.2	36	4.0	30	3.3	1	0.1
17:00	**1193**	4	0.3	1127	94.5	28	2.4	34	2.9	0	0.0
18:00	**714**	1	0.1	679	95.1	17	2.4	17	2.4	0	0.0
19:00	**409**	0	0.0	387	94.6	5	1.2	16	3.9	1	0.2
20:00	**199**	0	0.0	181	91.0	11	5.5	7	3.5	0	0.0
21:00	**117**	0	0.0	111	94.9	2	1.7	4	3.4	0	0.0
22:00	**89**	0	0.0	81	91.0	3	3.4	5	5.6	0	0.0
23:00	**46**	0	0.0	40	87.0	2	4.4	4	8.7	0	0.0
12H,7-19	**7327**	**28**	**0.4**	**6694**	**91.4**	**349**	**4.8**	**246**	**3.4**	**10**	**0.1**
16H,6-22	**8266**	**29**	**0.4**	**7565**	**91.5**	**378**	**4.6**	**282**	**3.4**	**12**	**0.2**
18H,6-24	**8401**	**29**	**0.4**	**7686**	**91.5**	**383**	**4.6**	**291**	**3.5**	**12**	**0.1**
24H,0-24	**8607**	**29**	**0.3**	**7849**	**91.2**	**406**	**4.7**	**307**	**3.6**	**16**	**0.2**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 18-Nov-14											
00:00	**39**	1	2.6	29	74.4	4	10.3	5	12.8	0	0.0
01:00	**23**	0	0.0	10	43.5	7	30.4	6	26.1	0	0.0
02:00	**14**	0	0.0	12	85.7	0	0.0	2	14.3	0	0.0
03:00	**34**	0	0.0	32	94.1	1	2.9	1	2.9	0	0.0
04:00	**62**	1	1.6	46	74.2	1	1.6	8	12.9	6	9.7
05:00	**109**	1	0.9	86	78.9	5	4.6	14	12.8	3	2.8
06:00	**260**	1	0.4	234	90.0	14	5.4	9	3.5	2	0.8
07:00	**545**	0	0.0	514	94.3	14	2.6	14	2.6	3	0.6
08:00	**573**	1	0.2	546	95.3	17	3.0	9	1.6	0	0.0
09:00	**465**	3	0.7	406	87.3	35	7.5	21	4.5	0	0.0
10:00	**400**	1	0.3	342	85.5	42	10.5	15	3.8	0	0.0
11:00	**413**	1	0.2	363	87.9	32	7.8	17	4.1	0	0.0
12:00	**475**	0	0.0	433	91.2	27	5.7	14	3.0	1	0.2
13:00	**452**	1	0.2	406	89.8	32	7.1	12	2.7	1	0.2
14:00	**552**	1	0.2	503	91.1	29	5.3	15	2.7	4	0.7
15:00	**690**	3	0.4	611	88.6	57	8.3	17	2.5	2	0.3
16:00	**970**	4	0.4	908	93.6	34	3.5	24	2.5	0	0.0
17:00	**1089**	2	0.2	1024	94.0	44	4.0	19	1.7	0	0.0
18:00	**688**	2	0.3	657	95.5	22	3.2	6	0.9	1	0.2
19:00	**431**	6	1.4	402	93.3	11	2.6	12	2.8	0	0.0
20:00	**190**	0	0.0	180	94.7	4	2.1	6	3.2	0	0.0
21:00	**138**	0	0.0	131	94.9	2	1.5	5	3.6	0	0.0
22:00	**171**	0	0.0	150	87.7	3	1.8	18	10.5	0	0.0
23:00	**96**	1	1.0	73	76.0	3	3.1	18	18.8	1	1.0
12H,7-19	**7312**	**19**	**0.3**	**6713**	**91.8**	**385**	**5.3**	**183**	**2.5**	**12**	**0.2**
16H,6-22	**8331**	**26**	**0.3**	**7660**	**92.0**	**416**	**5.0**	**215**	**2.6**	**14**	**0.2**
18H,6-24	**8598**	**27**	**0.3**	**7883**	**91.7**	**422**	**4.9**	**251**	**2.9**	**15**	**0.2**
24H,0-24	**8879**	**30**	**0.3**	**8098**	**91.2**	**440**	**5.0**	**287**	**3.2**	**24**	**0.3**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 19-Nov-14											
00:00	**74**	0	0.0	59	79.7	6	8.1	9	12.2	0	0.0
01:00	**58**	0	0.0	47	81.0	3	5.2	8	13.8	0	0.0
02:00	**42**	0	0.0	30	71.4	4	9.5	8	19.1	0	0.0
03:00	**43**	1	2.3	32	74.4	0	0.0	10	23.3	0	0.0
04:00	**86**	0	0.0	48	55.8	5	5.8	30	34.9	3	3.5
05:00	**127**	1	0.8	93	73.2	11	8.7	17	13.4	5	3.9
06:00	**231**	1	0.4	202	87.5	16	6.9	9	3.9	3	1.3
07:00	**523**	0	0.0	481	92.0	19	3.6	17	3.3	6	1.2
08:00	**568**	0	0.0	518	91.2	34	6.0	15	2.6	1	0.2
09:00	**479**	1	0.2	431	90.0	27	5.6	19	4.0	1	0.2
10:00	**346**	2	0.6	310	89.6	25	7.2	8	2.3	1	0.3
11:00	**369**	1	0.3	329	89.2	25	6.8	13	3.5	1	0.3
12:00	**470**	1	0.2	435	92.6	25	5.3	8	1.7	1	0.2
13:00	**518**	2	0.4	472	91.1	28	5.4	15	2.9	1	0.2
14:00	**618**	4	0.7	551	89.2	44	7.1	17	2.8	2	0.3
15:00	**714**	0	0.0	666	93.3	35	4.9	13	1.8	0	0.0
16:00	**1010**	5	0.5	946	93.7	42	4.2	17	1.7	0	0.0
17:00	**1101**	3	0.3	1046	95.0	37	3.4	15	1.4	0	0.0
18:00	**683**	2	0.3	654	95.8	20	2.9	6	0.9	1	0.2
19:00	**406**	5	1.2	374	92.1	13	3.2	14	3.5	0	0.0
20:00	**183**	0	0.0	174	95.1	3	1.6	6	3.3	0	0.0
21:00	**162**	0	0.0	151	93.2	2	1.2	9	5.6	0	0.0
22:00	**166**	0	0.0	149	89.8	1	0.6	16	9.6	0	0.0
23:00	**93**	1	1.1	75	80.7	1	1.1	15	16.1	1	1.1
12H,7-19	**7399**	**21**	**0.3**	**6839**	**92.4**	**361**	**4.9**	**163**	**2.2**	**15**	**0.2**
16H,6-22	**8381**	**27**	**0.3**	**7740**	**92.4**	**395**	**4.7**	**201**	**2.4**	**18**	**0.2**
18H,6-24	**8640**	**28**	**0.3**	**7964**	**92.2**	**397**	**4.6**	**232**	**2.7**	**19**	**0.2**
24H,0-24	**9070**	**30**	**0.3**	**8273**	**91.2**	**426**	**4.7**	**314**	**3.5**	**27**	**0.3**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Northbound		

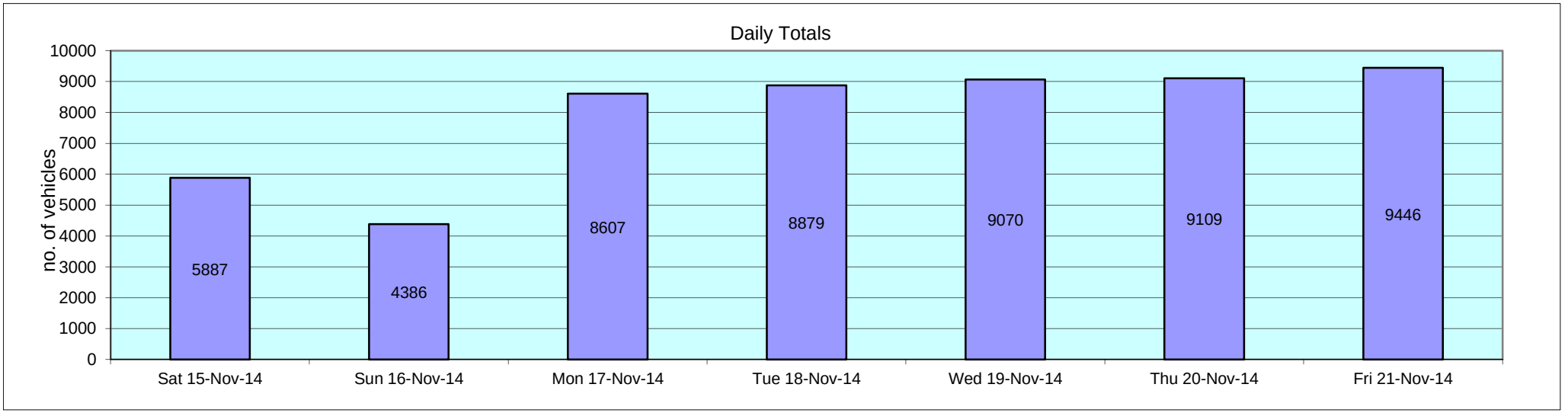
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 20-Nov-14											
00:00	**81**	0	0.0	68	84.0	4	4.9	9	11.1	0	0.0
01:00	**60**	0	0.0	43	71.7	3	5.0	14	23.3	0	0.0
02:00	**41**	0	0.0	27	65.9	3	7.3	11	26.8	0	0.0
03:00	**46**	1	2.2	34	73.9	0	0.0	11	23.9	0	0.0
04:00	**92**	0	0.0	56	60.9	8	8.7	25	27.2	3	3.3
05:00	**118**	1	0.9	82	69.5	14	11.9	17	14.4	4	3.4
06:00	**235**	1	0.4	208	88.5	15	6.4	9	3.8	2	0.9
07:00	**534**	0	0.0	490	91.8	16	3.0	20	3.8	8	1.5
08:00	**566**	0	0.0	518	91.5	35	6.2	12	2.1	1	0.2
09:00	**474**	1	0.2	424	89.5	30	6.3	18	3.8	1	0.2
10:00	**357**	2	0.6	321	89.9	21	5.9	11	3.1	2	0.6
11:00	**369**	1	0.3	324	87.8	29	7.9	14	3.8	1	0.3
12:00	**469**	1	0.2	428	91.3	28	6.0	11	2.4	1	0.2
13:00	**528**	2	0.4	476	90.2	35	6.6	14	2.7	1	0.2
14:00	**610**	4	0.7	548	89.8	38	6.2	18	3.0	2	0.3
15:00	**688**	0	0.0	646	93.9	29	4.2	13	1.9	0	0.0
16:00	**986**	4	0.4	931	94.4	34	3.5	17	1.7	0	0.0
17:00	**1129**	2	0.2	1067	94.5	39	3.5	21	1.9	0	0.0
18:00	**709**	2	0.3	682	96.2	17	2.4	7	1.0	1	0.1
19:00	**415**	4	1.0	383	92.3	13	3.1	15	3.6	0	0.0
20:00	**197**	0	0.0	187	94.9	3	1.5	7	3.6	0	0.0
21:00	**151**	0	0.0	142	94.0	2	1.3	7	4.6	0	0.0
22:00	**167**	0	0.0	150	89.8	2	1.2	15	9.0	0	0.0
23:00	**87**	1	1.2	68	78.2	2	2.3	15	17.2	1	1.2
12H,7-19	**7419**	**19**	**0.3**	**6855**	**92.4**	**351**	**4.7**	**176**	**2.4**	**18**	**0.2**
16H,6-22	**8417**	**24**	**0.3**	**7775**	**92.4**	**384**	**4.6**	**214**	**2.5**	**20**	**0.2**
18H,6-24	**8671**	**25**	**0.3**	**7993**	**92.2**	**388**	**4.5**	**244**	**2.8**	**21**	**0.2**
24H,0-24	**9109**	**27**	**0.3**	**8303**	**91.2**	**420**	**4.6**	**331**	**3.6**	**28**	**0.3**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 21-Nov-14											
00:00	**70**	0	0.0	48	68.6	2	2.9	19	27.1	1	1.4
01:00	**36**	0	0.0	22	61.1	3	8.3	11	30.6	0	0.0
02:00	**34**	0	0.0	20	58.8	1	2.9	13	38.2	0	0.0
03:00	**66**	1	1.5	56	84.9	3	4.6	6	9.1	0	0.0
04:00	**54**	0	0.0	37	68.5	2	3.7	11	20.4	4	7.4
05:00	**87**	0	0.0	53	60.9	8	9.2	17	19.5	9	10.3
06:00	**232**	1	0.4	197	84.9	16	6.9	15	6.5	3	1.3
07:00	**541**	1	0.2	501	92.6	22	4.1	11	2.0	6	1.1
08:00	**501**	2	0.4	458	91.4	25	5.0	16	3.2	0	0.0
09:00	**471**	0	0.0	412	87.5	37	7.9	18	3.8	4	0.9
10:00	**406**	0	0.0	355	87.4	27	6.7	23	5.7	1	0.3
11:00	**462**	1	0.2	410	88.7	32	6.9	16	3.5	3	0.7
12:00	**568**	2	0.4	531	93.5	20	3.5	15	2.6	0	0.0
13:00	**595**	0	0.0	551	92.6	23	3.9	18	3.0	3	0.5
14:00	**695**	4	0.6	637	91.7	29	4.2	24	3.5	1	0.1
15:00	**929**	2	0.2	856	92.1	56	6.0	14	1.5	1	0.1
16:00	**957**	3	0.3	900	94.0	39	4.1	15	1.6	0	0.0
17:00	**1013**	2	0.2	971	95.9	23	2.3	17	1.7	0	0.0
18:00	**760**	5	0.7	723	95.1	14	1.8	18	2.4	0	0.0
19:00	**427**	2	0.5	401	93.9	14	3.3	10	2.3	0	0.0
20:00	**214**	2	0.9	195	91.1	7	3.3	10	4.7	0	0.0
21:00	**122**	2	1.6	111	91.0	4	3.3	5	4.1	0	0.0
22:00	**129**	0	0.0	121	93.8	6	4.7	2	1.6	0	0.0
23:00	**77**	0	0.0	68	88.3	5	6.5	4	5.2	0	0.0
12H,7-19	**7898**	**22**	**0.3**	**7305**	**92.5**	**347**	**4.4**	**205**	**2.6**	**19**	**0.2**
16H,6-22	**8893**	**29**	**0.3**	**8209**	**92.3**	**388**	**4.4**	**245**	**2.8**	**22**	**0.3**
18H,6-24	**9099**	**29**	**0.3**	**8398**	**92.3**	**399**	**4.4**	**251**	**2.8**	**22**	**0.2**
24H,0-24	**9446**	**30**	**0.3**	**8634**	**91.4**	**418**	**4.4**	**328**	**3.5**	**36**	**0.4**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Sat 15-Nov-14	**5887**	32	0.5	5535	94.0	187	3.2	123	2.1	10	0.2
Sun 16-Nov-14	**4386**	15	0.3	4165	95.0	115	2.6	86	2.0	5	0.1
Mon 17-Nov-14	**8607**	29	0.3	7849	91.2	406	4.7	307	3.6	16	0.2
Tue 18-Nov-14	**8879**	30	0.3	8098	91.2	440	5.0	287	3.2	24	0.3
Wed 19-Nov-14	**9070**	30	0.3	8273	91.2	426	4.7	314	3.5	27	0.3
Thu 20-Nov-14	**9109**	27	0.3	8303	91.2	420	4.6	331	3.6	28	0.3
Fri 21-Nov-14	**9446**	30	0.3	8634	91.4	418	4.4	328	3.5	36	0.4
Total Vehicles											
[--]	**55384**	193	0.4	50857	92.2	2412	4.2	1776	3.1	146	0.2



JOB NO			JOB NAME		Site No: 18253001					Location	A4421, Bicester (50mph Sign)					
Sat 15-Nov-14 to Fri 21-Nov-14					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Sat 15-Nov-14																
00:00	50	41.6	36.4	5.8	0	0	7	14	20	8	1	0	0	0	0	0
01:00	36	43.1	37.6	6.3	0	0	5	5	18	5	3	0	0	0	0	0
02:00	23	40	36.4	4.6	0	0	1	10	10	1	1	0	0	0	0	0
03:00	30	42.3	37.3	7	0	1	2	7	14	4	1	1	0	0	0	0
04:00	18	39.4	33.8	6.9	0	0	6	4	7	0	1	0	0	0	0	0
05:00	41	45.2	36.1	7.8	0	0	10	11	10	4	6	0	0	0	0	0
06:00	107	44.4	38.4	6.1	0	0	9	25	37	29	5	2	0	0	0	0
07:00	141	43.3	37.9	5.3	0	0	9	36	61	29	6	0	0	0	0	0
08:00	241	43.6	38.4	5.4	0	1	17	34	123	56	10	0	0	0	0	0
09:00	365	42.6	37.2	5.4	0	0	31	102	155	70	6	0	1	0	0	0
10:00	461	42.1	37	5.4	0	3	37	124	209	81	7	0	0	0	0	0
11:00	596	40.8	36	5.4	0	1	71	202	243	69	10	0	0	0	0	0
12:00	589	42.3	37.7	4.9	0	1	24	165	284	100	13	0	1	1	0	0
13:00	459	42.2	37.2	5.6	0	3	40	113	216	71	16	0	0	0	0	0
14:00	471	41.7	37.5	5	0	1	30	107	252	67	14	0	0	0	0	0
15:00	491	41.8	37	5.5	0	1	41	148	216	68	13	4	0	0	0	0
16:00	477	40.7	37.3	4.3	0	0	21	122	277	52	4	1	0	0	0	0
17:00	453	43.9	38.7	5.2	0	0	24	85	209	114	18	2	1	0	0	0
18:00	296	44.9	39.4	5.1	0	0	8	55	134	70	29	0	0	0	0	0
19:00	200	43.9	38.2	5.6	0	0	12	51	85	37	14	1	0	0	0	0
20:00	122	43.4	38.8	4.8	0	0	1	31	60	23	4	3	0	0	0	0
21:00	89	44.3	39.3	5	0	0	2	16	44	20	6	1	0	0	0	0
22:00	68	44.2	39.2	5.3	0	0	4	9	29	24	1	1	0	0	0	0
23:00	63	47.7	41	6.4	0	0	1	12	22	15	9	3	1	0	0	0
12H,7-19	5040	42.5	37.5	5.3	0	11	353	1293	2379	847	146	7	3	1	0	0
16H,6-22	5558	42.6	37.6	5.3	0	11	377	1416	2605	956	175	14	3	1	0	0
18H,6-24	5689	42.8	37.6	5.3	0	11	382	1437	2656	995	185	18	4	1	0	0
24H,0-24	5887	42.7	37.6	5.4	0	12	413	1488	2735	1017	198	19	4	1	0	0

JOB NO			JOB NAME		Site No: 18253001			Location	A4421, Bicester (50mph Sign)						
Sat 15-Nov-14 to Fri 21-Nov-14					Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Sun 16-Nov-14																
00:00	61	44.3	39.2	5.1	0	0	1	14	27	14	4	1	0	0	0	0
01:00	25	40.7	38.8	5	0	0	1	2	19	1	1	1	0	0	0	0
02:00	14	44.4	38.7	6.2	0	0	1	4	3	5	1	0	0	0	0	0
03:00	17	44.3	37.2	7.3	0	0	3	4	5	3	2	0	0	0	0	0
04:00	17	40.8	36.4	7.4	0	0	4	2	8	1	2	0	0	0	0	0
05:00	26	45.3	37	8.3	0	0	6	6	6	4	3	1	0	0	0	0
06:00	40	44.8	40.4	4.6	0	0	1	4	15	18	2	0	0	0	0	0
07:00	67	44	38.6	5.7	0	0	3	17	27	16	3	0	1	0	0	0
08:00	98	43.4	38.9	4.6	0	0	2	18	54	18	6	0	0	0	0	0
09:00	190	43.3	37.7	6.1	0	2	19	31	90	41	6	1	0	0	0	0
10:00	364	42.5	37.4	5.3	0	0	30	91	169	62	12	0	0	0	0	0
11:00	430	41.5	37.7	4.5	0	0	22	94	242	67	5	0	0	0	0	0
12:00	488	42.6	37.6	5	0	0	30	124	232	91	11	0	0	0	0	0
13:00	355	41.7	37.3	5.1	0	0	25	94	175	52	6	3	0	0	0	0
14:00	416	41.8	37.9	4.3	0	0	9	110	224	61	12	0	0	0	0	0
15:00	421	42.9	37.9	5.1	0	1	18	114	195	77	12	4	0	0	0	0
16:00	372	42.6	37.8	4.8	0	0	17	99	177	73	3	3	0	0	0	0
17:00	287	44.1	39.2	5	0	0	13	38	145	77	11	3	0	0	0	0
18:00	211	45.2	39.8	5.7	0	0	11	26	93	58	18	5	0	0	0	0
19:00	189	44.7	39.9	5.5	0	0	8	16	97	53	12	1	1	0	1	0
20:00	123	44.8	39.8	5.9	0	0	6	14	60	32	6	3	2	0	0	0
21:00	91	44.9	39	6.6	0	0	11	11	29	33	6	1	0	0	0	0
22:00	47	42.6	37.8	5.3	0	0	5	5	26	11	0	0	0	0	0	0
23:00	37	42.8	38.6	4.4	0	0	1	7	20	8	1	0	0	0	0	0
12H,7-19	3699	42.9	38	5.1	0	3	199	856	1823	693	105	19	1	0	0	0
16H,6-22	4142	43.2	38.1	5.2	0	3	225	901	2024	829	131	24	4	0	1	0
18H,6-24	4226	43.2	38.1	5.2	0	3	231	913	2070	848	132	24	4	0	1	0
24H,0-24	4386	43.3	38.2	5.2	0	3	247	945	2138	876	145	27	4	0	1	0

JOB NO			JOB NAME		Site No: 18253001					Location	A4421, Bicester (50mph Sign)					
Sat 15-Nov-14 to Fri 21-Nov-14					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Mon 17-Nov-14																
00:00	30	40.3	34.9	6.8	0	0	9	3	15	2	1	0	0	0	0	0
01:00	15	39.8	36.5	3.5	0	0	0	7	7	1	0	0	0	0	0	0
02:00	15	40.1	32.5	8.2	0	0	8	1	4	1	1	0	0	0	0	0
03:00	40	41.4	34.6	7	0	0	12	9	12	6	1	0	0	0	0	0
04:00	21	36.4	33.4	4	0	0	3	14	4	0	0	0	0	0	0	0
05:00	85	38.6	34	4.5	0	0	12	48	23	2	0	0	0	0	0	0
06:00	214	42.5	37.3	6	0	2	18	52	100	31	9	1	1	0	0	0
07:00	541	40.4	36.1	4.9	0	0	51	190	246	49	5	0	0	0	0	0
08:00	507	40	35.8	4.9	1	1	41	202	231	23	7	1	0	0	0	0
09:00	443	41.8	37	5.1	0	0	40	114	211	72	6	0	0	0	0	0
10:00	415	40	35.2	5.2	0	3	51	169	161	29	2	0	0	0	0	0
11:00	400	41.7	36.5	5.3	0	0	40	133	157	66	2	2	0	0	0	0
12:00	468	42.1	37.4	5.6	0	1	22	157	201	73	8	3	0	0	3	0
13:00	505	41	36.7	5.2	0	0	50	144	235	70	4	2	0	0	0	0
14:00	547	42.2	36.9	5.8	0	2	59	142	242	79	20	3	0	0	0	0
15:00	690	40.9	36.4	5.3	1	0	70	218	305	82	14	0	0	0	0	0
16:00	904	40.2	35.9	4.7	0	1	80	346	404	69	4	0	0	0	0	0
17:00	1193	39.8	35.4	4.6	0	0	124	498	511	54	5	1	0	0	0	0
18:00	714	40.4	36.2	5.1	0	0	78	207	363	54	12	0	0	0	0	0
19:00	409	41	36.4	5.2	0	0	39	145	163	56	6	0	0	0	0	0
20:00	199	42.4	37.7	5.5	0	0	15	46	99	30	6	3	0	0	0	0
21:00	117	44.4	37.1	7.2	0	1	18	33	25	32	7	1	0	0	0	0
22:00	89	43.1	38.6	5.6	0	0	7	9	52	17	2	1	1	0	0	0
23:00	46	46.4	39.2	5.8	0	0	2	9	23	4	8	0	0	0	0	0
12H,7-19	7327	40.6	36.2	5.1	2	8	706	2520	3267	720	89	12	0	0	3	0
16H,6-22	8266	40.7	36.3	5.2	2	11	796	2796	3654	869	117	17	1	0	3	0
18H,6-24	8401	40.7	36.3	5.2	2	11	805	2814	3729	890	127	18	2	0	3	0
24H,0-24	8607	40.7	36.3	5.2	2	11	849	2896	3794	902	130	18	2	0	3	0

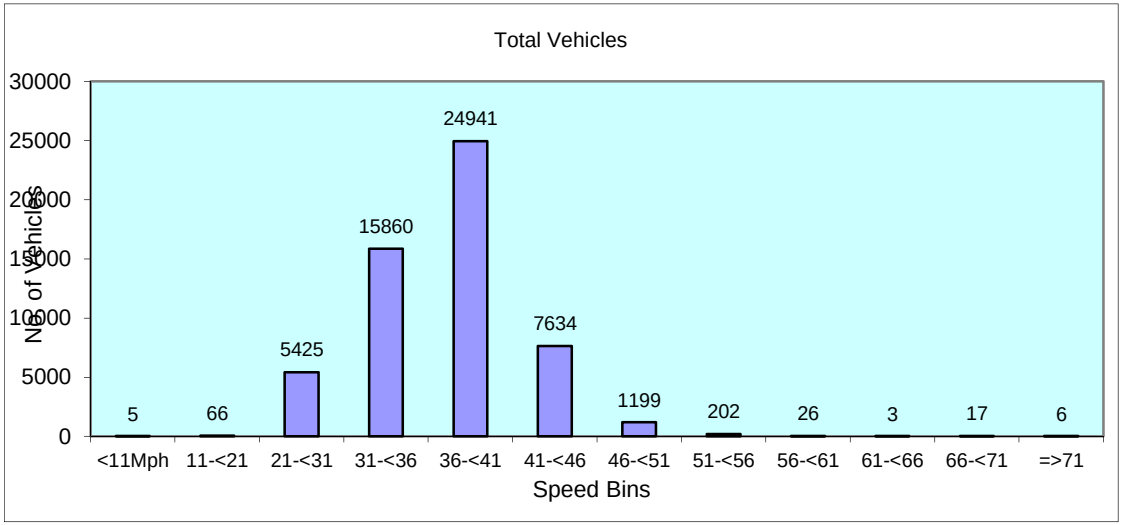
JOB NO			JOB NAME				Site No: 18253001			Location	A4421, Bicester (50mph Sign)					
Sat 15-Nov-14 to Fri 21-Nov-14							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Tue 18-Nov-14																
00:00	**39**	41.5	33.2	8.9	2	0	11	10	9	6	1	0	0	0	0	0
01:00	**23**	38.8	34.8	4	0	0	2	12	9	0	0	0	0	0	0	0
02:00	**14**	39	35.1	4.3	0	0	1	8	4	1	0	0	0	0	0	0
03:00	**34**	42.2	36	5.3	0	0	2	20	5	6	1	0	0	0	0	0
04:00	**62**	39.7	33.6	6.5	0	0	20	18	19	3	2	0	0	0	0	0
05:00	**109**	39.5	33.5	6.4	0	3	26	36	39	4	1	0	0	0	0	0
06:00	**260**	40.3	35.5	5.4	0	0	38	88	110	21	2	1	0	0	0	0
07:00	**545**	40.6	36.3	5	0	0	56	159	270	56	4	0	0	0	0	0
08:00	**573**	40.5	36.7	4.9	0	1	50	138	327	53	3	0	1	0	0	0
09:00	**465**	41.3	37.1	5	0	0	32	140	219	60	13	1	0	0	0	0
10:00	**400**	40.7	35.8	5.4	0	0	56	129	165	47	3	0	0	0	0	0
11:00	**413**	40.4	35.6	5.3	0	0	51	162	155	37	7	1	0	0	0	0
12:00	**475**	40.4	36.1	5.1	0	1	43	178	207	37	5	4	0	0	0	0
13:00	**452**	40.7	36.8	4.9	0	0	36	134	227	45	9	1	0	0	0	0
14:00	**552**	40.5	35.8	5.6	0	6	67	173	245	57	3	1	0	0	0	0
15:00	**690**	40.6	36.3	4.9	1	0	51	270	285	74	8	1	0	0	0	0
16:00	**970**	40.8	36.9	4.8	0	0	74	270	504	110	8	4	0	0	0	0
17:00	**1089**	40.4	35.7	6	0	0	151	389	440	82	20	0	0	0	4	3
18:00	**688**	43.2	38.6	4.7	0	0	16	149	359	135	22	7	0	0	0	0
19:00	**431**	43.2	38.3	5	0	1	15	103	206	92	11	2	1	0	0	0
20:00	**190**	43.7	39	4.4	0	0	3	34	100	45	7	1	0	0	0	0
21:00	**138**	43.5	38.6	4.8	0	0	3	32	68	28	6	1	0	0	0	0
22:00	**171**	43.3	37.5	6.2	0	0	20	37	74	30	7	3	0	0	0	0
23:00	**96**	39.1	33.2	5.9	0	1	27	32	34	1	1	0	0	0	0	0
12H,7-19	**7312**	**40.7**	**36.5**	**5.3**	**1**	**8**	**683**	**2291**	**3403**	**793**	**105**	**20**	**1**	**0**	**4**	**3**
16H,6-22	**8331**	**40.9**	**36.7**	**5.3**	**1**	**9**	**742**	**2548**	**3887**	**979**	**131**	**25**	**2**	**0**	**4**	**3**
18H,6-24	**8598**	**40.9**	**36.6**	**5.3**	**1**	**10**	**789**	**2617**	**3995**	**1010**	**139**	**28**	**2**	**0**	**4**	**3**
24H,0-24	**8879**	**40.9**	**36.5**	**5.4**	**3**	**13**	**851**	**2721**	**4080**	**1030**	**144**	**28**	**2**	**0**	**4**	**3**

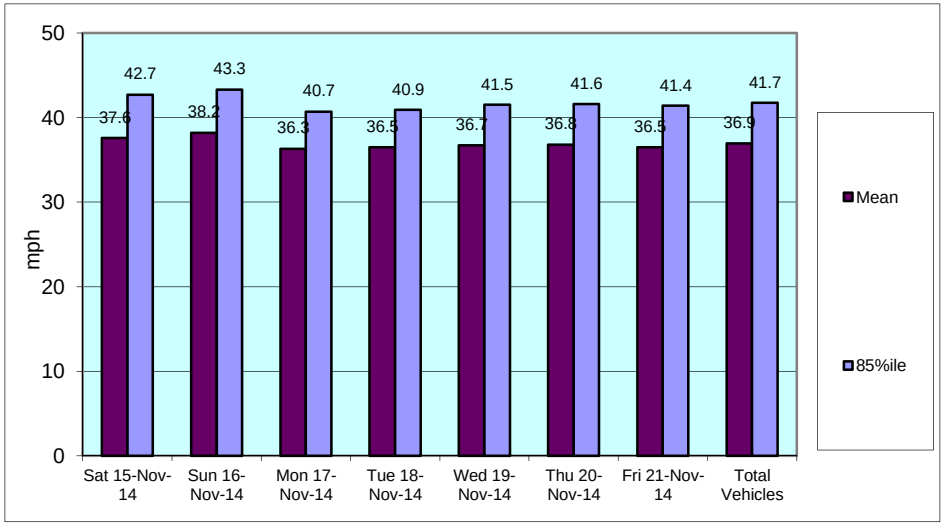
JOB NO			JOB NAME			Site No: 18253001				Location	A4421, Bicester (50mph Sign)					
Sat 15-Nov-14 to Fri 21-Nov-14						Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Wed 19-Nov-14																
00:00	74	44.2	37.2	7.5	0	0	15	13	23	18	2	3	0	0	0	0
01:00	58	39.3	34.1	5.6	0	0	13	22	21	1	1	0	0	0	0	0
02:00	42	35.8	31.7	5.8	0	0	16	20	4	1	1	0	0	0	0	0
03:00	43	38.3	32.4	5.7	0	0	15	16	11	1	0	0	0	0	0	0
04:00	86	39.5	32.4	6.9	0	0	37	23	18	5	3	0	0	0	0	0
05:00	127	41.4	34.8	6.8	0	1	33	30	42	19	2	0	0	0	0	0
06:00	231	44.7	39.1	6	0	0	17	35	101	58	15	4	1	0	0	0
07:00	523	41.9	37.5	5.3	0	4	41	92	293	82	11	0	0	0	0	0
08:00	568	40.9	36.8	5.3	0	0	63	128	295	72	9	1	0	0	0	0
09:00	479	41.2	36.4	5.5	0	1	58	134	211	71	4	0	0	0	0	0
10:00	346	40.8	36.3	5.4	0	2	32	117	148	39	8	0	0	0	0	0
11:00	369	41.9	36.5	6.1	0	0	47	115	142	50	11	3	0	0	1	0
12:00	470	41.5	36.3	5.7	0	0	57	157	179	61	16	0	0	0	0	0
13:00	518	41.7	37	5.5	0	1	49	141	238	74	11	4	0	0	0	0
14:00	618	40.7	35.4	5.8	0	0	107	211	222	70	5	2	1	0	0	0
15:00	714	41	36.7	5.1	0	0	68	208	333	93	12	0	0	0	0	0
16:00	1010	40.8	36.9	4.8	0	0	71	295	517	116	7	4	0	0	0	0
17:00	1101	40.3	35.7	5.7	0	0	150	388	465	75	18	0	0	0	4	1
18:00	683	43.1	38.5	4.6	0	0	15	151	356	137	17	7	0	0	0	0
19:00	406	43.9	38.4	5.5	0	1	18	99	171	96	16	4	1	0	0	0
20:00	183	44	39.3	4.9	0	0	6	25	96	46	7	3	0	0	0	0
21:00	162	43.7	38.6	4.9	0	0	4	41	73	36	7	1	0	0	0	0
22:00	166	42.1	36.7	6.3	0	0	28	30	77	25	4	2	0	0	0	0
23:00	93	39	33	6	0	1	27	34	28	2	1	0	0	0	0	0
12H,7-19	7399	41	36.6	5.4	0	8	758	2137	3399	940	129	21	1	0	5	1
16H,6-22	8381	41.6	36.9	5.5	0	9	803	2337	3840	1176	174	33	3	0	5	1
18H,6-24	8640	41.5	36.8	5.5	0	10	858	2401	3945	1203	179	35	3	0	5	1
24H,0-24	9070	41.5	36.7	5.6	0	11	987	2525	4064	1248	188	38	3	0	5	1

JOB NO			JOB NAME			Site No: 18253001				Location	A4421, Bicester (50mph Sign)						
Sat 15-Nov-14 to Fri 21-Nov-14						Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Thu 20-Nov-14																	
00:00	81	44.8	37.6	7.8	0	0	16	14	23	20	4	4	0	0	0	0
01:00	60	39.2	34	6.4	0	0	15	24	18	1	1	0	1	0	0	0
02:00	41	37.7	33.1	5.5	0	0	10	22	7	1	1	0	0	0	0	0
03:00	46	38.3	32.5	7.3	0	0	18	16	10	1	0	0	0	1	0	0
04:00	92	40.1	33.2	7	0	0	34	29	18	6	5	0	0	0	0	0
05:00	118	40.9	34.1	6.9	0	1	35	32	32	16	2	0	0	0	0	0
06:00	235	44.4	38.7	6.2	0	0	20	40	101	56	12	5	1	0	0	0
07:00	534	42.4	37.6	5.3	0	3	39	99	287	94	11	1	0	0	0	0
08:00	566	41.2	37.1	5.2	0	0	55	124	298	77	11	1	0	0	0	0
09:00	474	41.8	36.6	5.6	0	1	56	124	209	76	8	0	0	0	0	0
10:00	357	41	36.3	5.5	0	2	37	118	146	47	7	0	0	0	0	0
11:00	369	41.9	36.6	6	0	0	46	109	148	54	9	2	0	0	1	0
12:00	469	42	36.5	5.7	0	0	53	153	179	66	18	0	0	0	0	0
13:00	528	41.1	36.9	5.4	0	1	48	147	251	67	10	3	1	0	0	0
14:00	610	40.8	35.5	5.7	0	0	93	223	212	75	4	2	1	0	0	0
15:00	688	40.8	36.6	5	0	0	64	205	328	82	9	0	0	0	0	0
16:00	986	40.8	36.9	4.8	0	0	74	267	520	113	9	3	0	0	0	0
17:00	1129	40.3	35.6	5.7	0	0	150	418	458	81	17	0	0	0	3	2
18:00	709	43	38.5	4.5	0	0	18	150	381	136	19	5	0	0	0	0
19:00	415	43.7	38.5	5.2	0	1	17	89	192	97	15	3	1	0	0	0
20:00	197	43.9	39	4.9	0	0	7	32	98	52	5	3	0	0	0	0
21:00	151	43.9	38.6	5.3	0	0	7	34	66	36	6	2	0	0	0	0
22:00	167	43.2	37.5	6.1	0	0	20	33	76	28	8	2	0	0	0	0
23:00	87	38.8	32.8	6	0	1	26	33	24	2	1	0	0	0	0	0
12H,7-19	7419	41.1	36.7	5.4	0	7	733	2137	3417	968	132	17	2	0	4	2
16H,6-22	8417	41.6	36.9	5.4	0	8	784	2332	3874	1209	170	30	4	0	4	2
18H,6-24	8671	41.6	36.9	5.5	0	9	830	2398	3974	1239	179	32	4	0	4	2
24H,0-24	9109	41.6	36.8	5.6	0	10	958	2535	4082	1284	192	36	5	1	4	2

JOB NO			JOB NAME			Site No: 18253001				Location	A4421, Bicester (50mph Sign)					
Sat 15-Nov-14 to Fri 21-Nov-14						Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Fri 21-Nov-14																
00:00	70	41.6	33.9	7.6	0	0	26	17	15	8	3	1	0	0	0	0
01:00	36	40.3	34	6.3	0	0	9	16	6	4	1	0	0	0	0	0
02:00	34	37.7	32.8	5.2	0	0	9	17	7	1	0	0	0	0	0	0
03:00	66	45.8	37.5	6.9	0	0	6	25	20	5	9	0	1	0	0	0
04:00	54	41.9	33.9	7.4	0	0	20	12	12	8	2	0	0	0	0	0
05:00	87	40	33	7.4	0	0	39	12	28	4	3	1	0	0	0	0
06:00	232	43.8	37.8	6.2	0	0	29	41	91	63	5	3	0	0	0	0
07:00	541	43.1	37.5	5.9	0	1	58	112	241	111	11	6	1	0	0	0
08:00	501	42.7	37.3	5.8	0	0	54	119	222	89	13	2	2	0	0	0
09:00	471	40.6	36.5	5.1	0	0	46	134	237	48	5	0	0	1	0	0
10:00	406	41.5	36.7	5.4	0	0	38	129	172	56	9	2	0	0	0	0
11:00	462	42.3	37.2	5.5	0	0	43	124	206	74	12	3	0	0	0	0
12:00	568	41	36.8	5.2	0	1	43	187	251	73	9	3	1	0	0	0
13:00	595	41.5	36.1	6	0	0	90	175	232	81	15	1	1	0	0	0
14:00	695	40.8	35.7	5.7	0	4	94	244	260	82	10	1	0	0	0	0
15:00	929	40.7	35.5	5.8	0	0	166	278	368	104	10	3	0	0	0	0
16:00	957	40.1	36	4.4	0	0	72	371	450	60	4	0	0	0	0	0
17:00	1013	40.5	35.9	5.2	0	0	122	340	447	95	8	1	0	0	0	0
18:00	760	40.9	36.7	5.4	0	0	86	187	378	93	14	2	0	0	0	0
19:00	427	43.5	37.7	5.6	0	0	34	111	173	89	18	2	0	0	0	0
20:00	214	44.6	38.8	6.1	0	0	19	32	91	54	15	3	0	0	0	0
21:00	122	44	38.6	5.5	0	0	6	28	54	25	7	2	0	0	0	0
22:00	129	44.7	39.3	5.3	0	0	5	24	55	34	11	0	0	0	0	0
23:00	77	44.7	38.6	6	0	0	6	15	32	16	8	0	0	0	0	0
12H,7-19	7898	40.9	36.3	5.5	0	6	912	2400	3464	966	120	24	5	1	0	0
16H,6-22	8893	41.3	36.5	5.5	0	6	1000	2612	3873	1197	165	34	5	1	0	0
18H,6-24	9099	41.4	36.6	5.5	0	6	1011	2651	3960	1247	184	34	5	1	0	0
24H,0-24	9446	41.4	36.5	5.6	0	6	1120	2750	4048	1277	202	36	6	1	0	0

JOB NO		JOB NAME			Site No: 18253001				Location	A4421, Bicester (50mph Sign)						
Sat 15-Nov-14 to Fri 21-Nov-14					Channel: Northbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**=>71**
Daily Totals																
Sat 15-Nov-14	**5887**	42.7	37.6	5.4	0	12	413	1488	2735	1017	198	19	4	1	0	0
Sun 16-Nov-14	**4386**	43.3	38.2	5.2	0	3	247	945	2138	876	145	27	4	0	1	0
Mon 17-Nov-14	**8607**	40.7	36.3	5.2	2	11	849	2896	3794	902	130	18	2	0	3	0
Tue 18-Nov-14	**8879**	40.9	36.5	5.4	3	13	851	2721	4080	1030	144	28	2	0	4	3
Wed 19-Nov-14	**9070**	41.5	36.7	5.6	0	11	987	2525	4064	1248	188	38	3	0	5	1
Thu 20-Nov-14	**9109**	41.6	36.8	5.6	0	10	958	2535	4082	1284	192	36	5	1	4	2
Fri 21-Nov-14	**9446**	41.4	36.5	5.6	0	6	1120	2750	4048	1277	202	36	6	1	0	0
Total Vehicles																
[--]	**55384**	41.7	36.9	5.4	5	66	5425	15860	24941	7634	1199	202	26	3	17	6

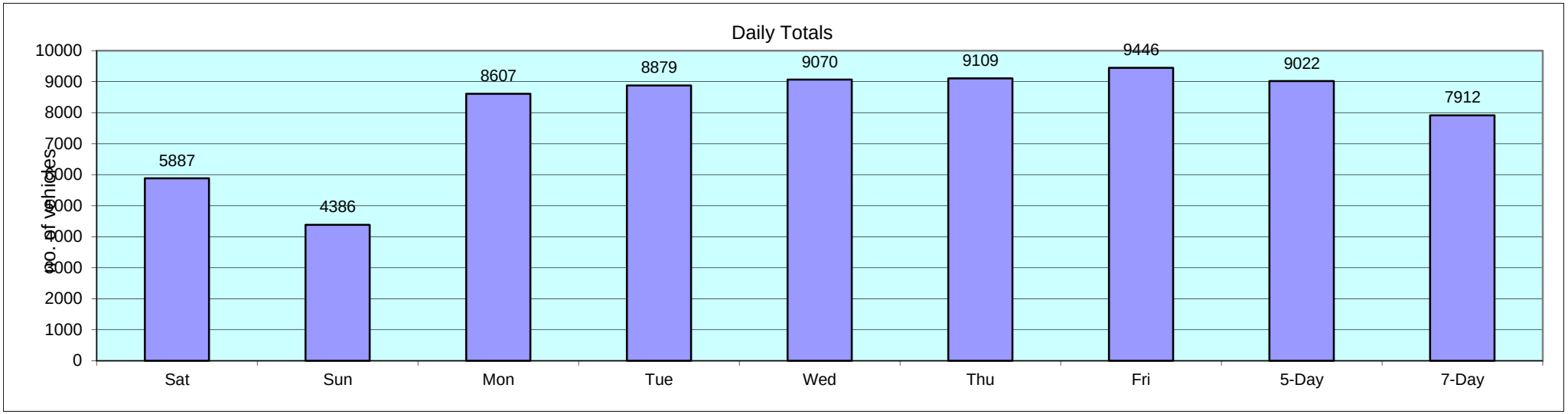




JOB NO		JOB NAME		Site No: 18253001 Channel: Northbound		Location	A4421, Bicester (50mph Sign)		
TIME PERIOD	Sat 15/11/14	Sun 16/11/14	Mon 17/11/14	Tue 18/11/14	Wed 19/11/14	Thu 20/11/14	Fri 21/11/14	5-Day Av	7-Day Av
Week Begin: 15-Nov-14									
00:00	**50**	61	30	39	74	81	70	59	58
01:00	**36**	25	15	23	58	60	36	38	36
02:00	**23**	14	15	14	42	41	34	29	26
03:00	**30**	17	40	34	43	46	66	46	39
04:00	**18**	17	21	62	86	92	54	63	50
05:00	**41**	26	85	109	127	118	87	105	85
06:00	**107**	40	214	260	231	235	232	234	188
07:00	**141**	67	541	545	523	534	541	537	413
08:00	**241**	98	507	573	568	566	501	543	436
09:00	**365**	190	443	465	479	474	471	466	412
10:00	**461**	364	415	400	346	357	406	385	393
11:00	**596**	430	400	413	369	369	462	403	434
12:00	**589**	488	468	475	470	469	568	490	504
13:00	**459**	355	505	452	518	528	595	520	487
14:00	**471**	416	547	552	618	610	695	604	558
15:00	**491**	421	690	690	714	688	929	742	660
16:00	**477**	372	904	970	1010	986	957	965	811
17:00	**453**	287	1193	1089	1101	1129	1013	1105	895
18:00	**296**	211	714	688	683	709	760	711	580
19:00	**200**	189	409	431	406	415	427	418	354
20:00	**122**	123	199	190	183	197	214	197	175
21:00	**89**	91	117	138	162	151	122	138	124
22:00	**68**	47	89	171	166	167	129	144	120
23:00	**63**	37	46	96	93	87	77	80	71
12H,7-19	**5040**	**3699**	**7327**	**7312**	**7399**	**7419**	**7898**	**7471**	**6585**
16H,6-22	**5558**	**4142**	**8266**	**8331**	**8381**	**8417**	**8893**	**8458**	**7427**
18H,6-24	**5689**	**4226**	**8401**	**8598**	**8640**	**8671**	**9099**	**8682**	**7618**
24H,0-24	**5887**	**4386**	**8607**	**8879**	**9070**	**9109**	**9446**	**9022**	**7912**
Am	**11:00**	**11:00**	**07:00**	**08:00**	**08:00**	**08:00**	**07:00**	**-**	**-**
Peak	**596**	**430**	**541**	**573**	**568**	**566**	**541**	**558**	**545**
Pm	**12:00**	**12:00**	**17:00**	**17:00**	**17:00**	**17:00**	**17:00**	**-**	**-**
Peak	**589**	**488**	**1193**	**1089**	**1101**	**1129**	**1013**	**1105**	**943**

JOB NO	JOB NAME	Site No: 18253001 Channel: Northbound	Location	A4421, Bicester (50mph Sign)

TIME PERIOD	Sat 15/11/14	Sun 16/11/14	Mon 17/11/14	Tue 18/11/14	Wed 19/11/14	Thu 20/11/14	Fri 21/11/14	5-Day Av	7-Day Av



JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 15-Nov-14											
00:00	**35**	0	0.0	24	68.6	2	5.7	9	25.7	0	0.0
01:00	**41**	1	2.4	20	48.8	3	7.3	17	41.5	0	0.0
02:00	**21**	0	0.0	12	57.1	1	4.8	8	38.1	0	0.0
03:00	**35**	0	0.0	23	65.7	3	8.6	8	22.9	1	2.9
04:00	**26**	0	0.0	10	38.5	3	11.5	12	46.2	1	3.9
05:00	**64**	1	1.6	48	75.0	2	3.1	12	18.8	1	1.6
06:00	**126**	1	0.8	110	87.3	6	4.8	9	7.1	0	0.0
07:00	**157**	1	0.6	139	88.5	10	6.4	6	3.8	1	0.6
08:00	**323**	1	0.3	287	88.9	26	8.1	9	2.8	0	0.0
09:00	**468**	1	0.2	433	92.5	24	5.1	8	1.7	2	0.4
10:00	**494**	3	0.6	466	94.3	11	2.2	13	2.6	1	0.2
11:00	**590**	3	0.5	538	91.2	34	5.8	10	1.7	5	0.9
12:00	**565**	3	0.5	528	93.5	17	3.0	16	2.8	1	0.2
13:00	**520**	3	0.6	485	93.3	22	4.2	10	1.9	0	0.0
14:00	**425**	0	0.0	398	93.7	17	4.0	10	2.4	0	0.0
15:00	**487**	1	0.2	470	96.5	9	1.9	7	1.4	0	0.0
16:00	**402**	0	0.0	386	96.0	14	3.5	2	0.5	0	0.0
17:00	**368**	2	0.5	349	94.8	13	3.5	4	1.1	0	0.0
18:00	**276**	2	0.7	260	94.2	10	3.6	4	1.5	0	0.0
19:00	**186**	0	0.0	175	94.1	3	1.6	7	3.8	1	0.5
20:00	**123**	0	0.0	120	97.6	2	1.6	1	0.8	0	0.0
21:00	**106**	0	0.0	103	97.2	1	0.9	2	1.9	0	0.0
22:00	**86**	0	0.0	82	95.4	2	2.3	2	2.3	0	0.0
23:00	**63**	0	0.0	57	90.5	4	6.4	2	3.2	0	0.0
12H,7-19	**5075**	**20**	**0.4**	**4739**	**93.4**	**207**	**4.1**	**99**	**2.0**	**10**	**0.2**
16H,6-22	**5616**	**21**	**0.4**	**5247**	**93.4**	**219**	**3.9**	**118**	**2.1**	**11**	**0.2**
18H,6-24	**5765**	**21**	**0.4**	**5386**	**93.4**	**225**	**3.9**	**122**	**2.1**	**11**	**0.2**
24H,0-24	**5987**	**23**	**0.4**	**5523**	**92.3**	**239**	**4.0**	**188**	**3.1**	**14**	**0.2**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 16-Nov-14											
00:00	**47**	0	0.0	41	87.2	2	4.3	4	8.5	0	0.0
01:00	**30**	0	0.0	25	83.3	3	10.0	2	6.7	0	0.0
02:00	**16**	0	0.0	12	75.0	2	12.5	2	12.5	0	0.0
03:00	**17**	0	0.0	14	82.4	1	5.9	2	11.8	0	0.0
04:00	**10**	0	0.0	5	50.0	2	20.0	3	30.0	0	0.0
05:00	**16**	1	6.3	14	87.5	0	0.0	1	6.3	0	0.0
06:00	**55**	0	0.0	48	87.3	3	5.5	4	7.3	0	0.0
07:00	**70**	1	1.4	59	84.3	3	4.3	7	10.0	0	0.0
08:00	**85**	0	0.0	76	89.4	6	7.1	3	3.5	0	0.0
09:00	**213**	1	0.5	189	88.7	16	7.5	6	2.8	1	0.5
10:00	**429**	0	0.0	410	95.6	11	2.6	6	1.4	2	0.5
11:00	**588**	0	0.0	557	94.7	27	4.6	3	0.5	1	0.2
12:00	**573**	1	0.2	540	94.2	21	3.7	10	1.8	1	0.2
13:00	**424**	1	0.2	407	96.0	12	2.8	4	0.9	0	0.0
14:00	**387**	1	0.3	372	96.1	10	2.6	4	1.0	0	0.0
15:00	**425**	1	0.2	408	96.0	12	2.8	4	0.9	0	0.0
16:00	**359**	1	0.3	341	95.0	9	2.5	7	2.0	1	0.3
17:00	**317**	0	0.0	303	95.6	8	2.5	5	1.6	1	0.3
18:00	**239**	1	0.4	221	92.5	14	5.9	2	0.8	1	0.4
19:00	**161**	2	1.2	138	85.7	11	6.8	10	6.2	0	0.0
20:00	**133**	0	0.0	122	91.7	6	4.5	4	3.0	1	0.8
21:00	**95**	1	1.1	83	87.4	3	3.2	7	7.4	1	1.1
22:00	**72**	0	0.0	64	88.9	1	1.4	7	9.7	0	0.0
23:00	**51**	0	0.0	41	80.4	2	3.9	8	15.7	0	0.0
12H,7-19	**4109**	**8**	**0.2**	**3883**	**94.5**	**149**	**3.6**	**61**	**1.5**	**8**	**0.2**
16H,6-22	**4553**	**11**	**0.2**	**4274**	**93.9**	**172**	**3.8**	**86**	**1.9**	**10**	**0.2**
18H,6-24	**4676**	**11**	**0.2**	**4379**	**93.7**	**175**	**3.7**	**101**	**2.2**	**10**	**0.2**
24H,0-24	**4812**	**12**	**0.3**	**4490**	**93.3**	**185**	**3.8**	**115**	**2.4**	**10**	**0.2**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 17-Nov-14											
00:00	**22**	0	0.0	16	72.7	1	4.6	4	18.2	1	4.6
01:00	**9**	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
02:00	**20**	0	0.0	13	65.0	1	5.0	6	30.0	0	0.0
03:00	**28**	1	3.6	21	75.0	1	3.6	5	17.9	0	0.0
04:00	**73**	1	1.4	58	79.5	5	6.9	8	11.0	1	1.4
05:00	**169**	3	1.8	131	77.5	19	11.2	15	8.9	1	0.6
06:00	**395**	4	1.0	337	85.3	32	8.1	21	5.3	1	0.3
07:00	**890**	2	0.2	784	88.1	62	7.0	36	4.0	6	0.7
08:00	**1244**	1	0.1	1136	91.3	58	4.7	45	3.6	4	0.3
09:00	**623**	3	0.5	518	83.2	61	9.8	40	6.4	1	0.2
10:00	**434**	0	0.0	368	84.8	42	9.7	22	5.1	2	0.5
11:00	**446**	3	0.7	356	79.8	51	11.4	30	6.7	6	1.4
12:00	**472**	3	0.6	403	85.4	45	9.5	19	4.0	2	0.4
13:00	**462**	3	0.7	393	85.1	42	9.1	24	5.2	0	0.0
14:00	**472**	1	0.2	416	88.1	31	6.6	21	4.5	3	0.6
15:00	**480**	1	0.2	420	87.5	38	7.9	16	3.3	5	1.0
16:00	**582**	2	0.3	507	87.1	37	6.4	24	4.1	12	2.1
17:00	**567**	5	0.9	520	91.7	24	4.2	16	2.8	2	0.4
18:00	**475**	3	0.6	445	93.7	19	4.0	7	1.5	1	0.2
19:00	**296**	1	0.3	261	88.2	19	6.4	15	5.1	0	0.0
20:00	**146**	1	0.7	128	87.7	14	9.6	2	1.4	1	0.7
21:00	**114**	0	0.0	101	88.6	5	4.4	8	7.0	0	0.0
22:00	**68**	0	0.0	59	86.8	4	5.9	5	7.4	0	0.0
23:00	**54**	1	1.9	38	70.4	3	5.6	12	22.2	0	0.0
12H,7-19	**7147**	**27**	**0.4**	**6266**	**87.7**	**510**	**7.1**	**300**	**4.2**	**44**	**0.6**
16H,6-22	**8098**	**33**	**0.4**	**7093**	**87.6**	**580**	**7.2**	**346**	**4.3**	**46**	**0.6**
18H,6-24	**8220**	**34**	**0.4**	**7190**	**87.5**	**587**	**7.1**	**363**	**4.4**	**46**	**0.6**
24H,0-24	**8541**	**39**	**0.5**	**7436**	**87.1**	**614**	**7.2**	**403**	**4.7**	**49**	**0.6**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 18-Nov-14											
00:00	**26**	0	0.0	18	69.2	1	3.9	7	26.9	0	0.0
01:00	**9**	0	0.0	4	44.4	1	11.1	4	44.4	0	0.0
02:00	**20**	0	0.0	11	55.0	1	5.0	7	35.0	1	5.0
03:00	**38**	0	0.0	24	63.2	3	7.9	10	26.3	1	2.6
04:00	**61**	1	1.6	43	70.5	3	4.9	13	21.3	1	1.6
05:00	**146**	1	0.7	117	80.1	14	9.6	13	8.9	1	0.7
06:00	**397**	2	0.5	336	84.6	40	10.1	19	4.8	0	0.0
07:00	**886**	5	0.6	782	88.3	58	6.6	37	4.2	4	0.5
08:00	**1084**	1	0.1	987	91.1	55	5.1	36	3.3	5	0.5
09:00	**576**	1	0.2	508	88.2	41	7.1	19	3.3	7	1.2
10:00	**395**	0	0.0	326	82.5	45	11.4	23	5.8	1	0.3
11:00	**434**	0	0.0	360	83.0	35	8.1	37	8.5	2	0.5
12:00	**428**	1	0.2	359	83.9	38	8.9	28	6.5	2	0.5
13:00	**524**	4	0.8	456	87.0	49	9.4	12	2.3	3	0.6
14:00	**470**	2	0.4	384	81.7	52	11.1	29	6.2	3	0.6
15:00	**454**	4	0.9	400	88.1	31	6.8	18	4.0	1	0.2
16:00	**616**	3	0.5	537	87.2	52	8.4	20	3.3	4	0.7
17:00	**594**	2	0.3	549	92.4	28	4.7	15	2.5	0	0.0
18:00	**542**	1	0.2	508	93.7	18	3.3	15	2.8	0	0.0
19:00	**287**	0	0.0	265	92.3	15	5.2	6	2.1	1	0.4
20:00	**191**	1	0.5	179	93.7	7	3.7	4	2.1	0	0.0
21:00	**155**	3	1.9	141	91.0	3	1.9	8	5.2	0	0.0
22:00	**125**	0	0.0	112	89.6	4	3.2	9	7.2	0	0.0
23:00	**45**	0	0.0	28	62.2	3	6.7	14	31.1	0	0.0
12H,7-19	**7003**	**24**	**0.3**	**6156**	**87.9**	**502**	**7.2**	**289**	**4.1**	**32**	**0.5**
16H,6-22	**8033**	**30**	**0.4**	**7077**	**88.1**	**567**	**7.1**	**326**	**4.1**	**33**	**0.4**
18H,6-24	**8203**	**30**	**0.4**	**7217**	**88.0**	**574**	**7.0**	**349**	**4.3**	**33**	**0.4**
24H,0-24	**8503**	**32**	**0.4**	**7434**	**87.4**	**597**	**7.0**	**403**	**4.7**	**37**	**0.4**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 19-Nov-14											
00:00	**38**	0	0.0	21	55.3	6	15.8	11	29.0	0	0.0
01:00	**32**	0	0.0	20	62.5	4	12.5	8	25.0	0	0.0
02:00	**31**	0	0.0	21	67.7	1	3.2	8	25.8	1	3.2
03:00	**50**	0	0.0	34	68.0	7	14.0	8	16.0	1	2.0
04:00	**77**	0	0.0	58	75.3	3	3.9	15	19.5	1	1.3
05:00	**140**	1	0.7	110	78.6	14	10.0	11	7.9	4	2.9
06:00	**431**	3	0.7	369	85.6	32	7.4	26	6.0	1	0.2
07:00	**866**	5	0.6	768	88.7	63	7.3	27	3.1	3	0.4
08:00	**1017**	3	0.3	935	91.9	48	4.7	27	2.7	4	0.4
09:00	**633**	3	0.5	543	85.8	54	8.5	26	4.1	7	1.1
10:00	**503**	3	0.6	419	83.3	55	10.9	23	4.6	3	0.6
11:00	**446**	2	0.5	334	74.9	58	13.0	45	10.1	7	1.6
12:00	**419**	4	1.0	338	80.7	46	11.0	29	6.9	2	0.5
13:00	**496**	5	1.0	425	85.7	29	5.9	34	6.9	3	0.6
14:00	**506**	3	0.6	440	87.0	46	9.1	16	3.2	1	0.2
15:00	**468**	4	0.9	403	86.1	37	7.9	15	3.2	9	1.9
16:00	**625**	2	0.3	562	89.9	37	5.9	19	3.0	5	0.8
17:00	**627**	2	0.3	578	92.2	36	5.7	11	1.8	0	0.0
18:00	**537**	1	0.2	501	93.3	15	2.8	20	3.7	0	0.0
19:00	**309**	0	0.0	282	91.3	21	6.8	5	1.6	1	0.3
20:00	**177**	1	0.6	167	94.4	4	2.3	5	2.8	0	0.0
21:00	**145**	2	1.4	136	93.8	2	1.4	5	3.5	0	0.0
22:00	**129**	0	0.0	121	93.8	2	1.6	6	4.7	0	0.0
23:00	**48**	0	0.0	34	70.8	1	2.1	13	27.1	0	0.0
12H,7-19	**7143**	**37**	**0.5**	**6246**	**87.4**	**524**	**7.3**	**292**	**4.1**	**44**	**0.6**
16H,6-22	**8205**	**43**	**0.5**	**7200**	**87.8**	**583**	**7.1**	**333**	**4.1**	**46**	**0.6**
18H,6-24	**8382**	**43**	**0.5**	**7355**	**87.8**	**586**	**7.0**	**352**	**4.2**	**46**	**0.6**
24H,0-24	**8750**	**44**	**0.5**	**7619**	**87.1**	**621**	**7.1**	**413**	**4.7**	**53**	**0.6**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Southbound		

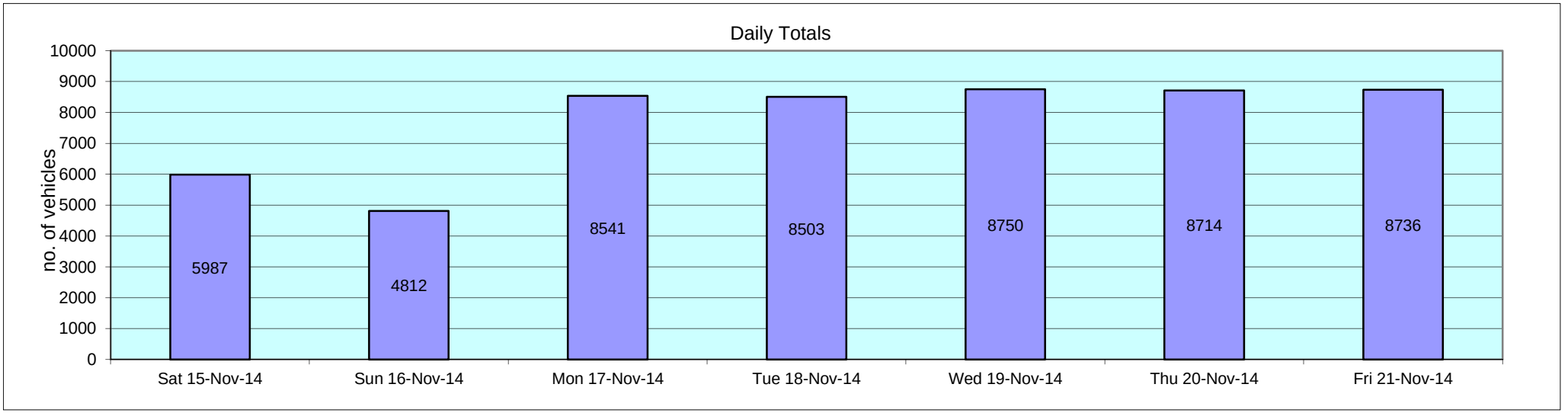
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 20-Nov-14											
00:00	**37**	0	0.0	22	59.5	5	13.5	10	27.0	0	0.0
01:00	**30**	0	0.0	16	53.3	3	10.0	11	36.7	0	0.0
02:00	**31**	0	0.0	18	58.1	1	3.2	11	35.5	1	3.2
03:00	**47**	0	0.0	28	59.6	8	17.0	10	21.3	1	2.1
04:00	**70**	0	0.0	51	72.9	3	4.3	15	21.4	1	1.4
05:00	**146**	1	0.7	117	80.1	16	11.0	9	6.2	3	2.1
06:00	**413**	2	0.5	351	85.0	30	7.3	29	7.0	1	0.2
07:00	**884**	4	0.5	794	89.8	59	6.7	22	2.5	5	0.6
08:00	**1072**	4	0.4	981	91.5	52	4.9	30	2.8	5	0.5
09:00	**627**	3	0.5	533	85.0	58	9.3	27	4.3	6	1.0
10:00	**503**	4	0.8	416	82.7	47	9.3	32	6.4	4	0.8
11:00	**426**	2	0.5	322	75.6	60	14.1	35	8.2	7	1.6
12:00	**398**	6	1.5	322	80.9	44	11.1	23	5.8	3	0.8
13:00	**488**	4	0.8	414	84.8	32	6.6	35	7.2	3	0.6
14:00	**492**	3	0.6	423	86.0	47	9.6	17	3.5	2	0.4
15:00	**497**	3	0.6	422	84.9	46	9.3	18	3.6	8	1.6
16:00	**615**	2	0.3	542	88.1	44	7.2	21	3.4	6	1.0
17:00	**612**	3	0.5	565	92.3	31	5.1	13	2.1	0	0.0
18:00	**526**	1	0.2	493	93.7	16	3.0	16	3.0	0	0.0
19:00	**292**	0	0.0	266	91.1	17	5.8	8	2.7	1	0.3
20:00	**182**	1	0.6	171	94.0	6	3.3	4	2.2	0	0.0
21:00	**148**	2	1.4	135	91.2	4	2.7	7	4.7	0	0.0
22:00	**130**	0	0.0	119	91.5	3	2.3	8	6.2	0	0.0
23:00	**48**	0	0.0	34	70.8	2	4.2	12	25.0	0	0.0
12H,7-19	**7140**	**39**	**0.6**	**6227**	**87.2**	**536**	**7.5**	**289**	**4.1**	**49**	**0.7**
16H,6-22	**8175**	**44**	**0.5**	**7150**	**87.5**	**593**	**7.3**	**337**	**4.1**	**51**	**0.6**
18H,6-24	**8353**	**44**	**0.5**	**7303**	**87.4**	**598**	**7.2**	**357**	**4.3**	**51**	**0.6**
24H,0-24	**8714**	**45**	**0.5**	**7555**	**86.7**	**634**	**7.3**	**423**	**4.9**	**57**	**0.7**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 21-Nov-14											
00:00	**33**	0	0.0	19	57.6	6	18.2	8	24.2	0	0.0
01:00	**28**	0	0.0	10	35.7	5	17.9	13	46.4	0	0.0
02:00	**41**	0	0.0	26	63.4	4	9.8	11	26.8	0	0.0
03:00	**46**	0	0.0	28	60.9	3	6.5	14	30.4	1	2.2
04:00	**68**	1	1.5	46	67.7	7	10.3	13	19.1	1	1.5
05:00	**138**	2	1.5	108	78.3	14	10.1	13	9.4	1	0.7
06:00	**400**	3	0.8	344	86.0	29	7.3	21	5.3	3	0.8
07:00	**780**	3	0.4	697	89.4	52	6.7	27	3.5	1	0.1
08:00	**985**	2	0.2	901	91.5	48	4.9	32	3.3	2	0.2
09:00	**619**	3	0.5	547	88.4	49	7.9	16	2.6	4	0.7
10:00	**524**	1	0.2	452	86.3	47	9.0	19	3.6	5	1.0
11:00	**490**	3	0.6	414	84.5	47	9.6	23	4.7	3	0.6
12:00	**444**	0	0.0	380	85.6	38	8.6	22	5.0	4	0.9
13:00	**543**	3	0.6	479	88.2	42	7.7	17	3.1	2	0.4
14:00	**546**	2	0.4	480	87.9	42	7.7	20	3.7	2	0.4
15:00	**531**	5	0.9	461	86.8	42	7.9	20	3.8	3	0.6
16:00	**646**	5	0.8	572	88.5	39	6.0	22	3.4	8	1.2
17:00	**562**	2	0.4	527	93.8	20	3.6	11	2.0	2	0.4
18:00	**494**	1	0.2	470	95.1	12	2.4	9	1.8	2	0.4
19:00	**293**	1	0.3	283	96.6	4	1.4	5	1.7	0	0.0
20:00	**192**	1	0.5	176	91.7	10	5.2	5	2.6	0	0.0
21:00	**125**	3	2.4	115	92.0	2	1.6	5	4.0	0	0.0
22:00	**109**	0	0.0	99	90.8	5	4.6	4	3.7	1	0.9
23:00	**99**	0	0.0	81	81.8	2	2.0	16	16.2	0	0.0
12H,7-19	**7164**	**30**	**0.4**	**6380**	**89.1**	**478**	**6.7**	**238**	**3.3**	**38**	**0.5**
16H,6-22	**8174**	**38**	**0.5**	**7298**	**89.3**	**523**	**6.4**	**274**	**3.4**	**41**	**0.5**
18H,6-24	**8382**	**38**	**0.5**	**7478**	**89.2**	**530**	**6.3**	**294**	**3.5**	**42**	**0.5**
24H,0-24	**8736**	**41**	**0.5**	**7715**	**88.3**	**569**	**6.5**	**366**	**4.2**	**45**	**0.5**

JOB NO	JOB NAME	Site No: 18253001	Location	A4421, Bicester (50mph Sign)
Sat 15-Nov-14 to Fri 21-Nov-14		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Sat 15-Nov-14	**5987**	23	0.4	5523	92.3	239	4.0	188	3.1	14	0.2
Sun 16-Nov-14	**4812**	12	0.3	4490	93.3	185	3.8	115	2.4	10	0.2
Mon 17-Nov-14	**8541**	39	0.5	7436	87.1	614	7.2	403	4.7	49	0.6
Tue 18-Nov-14	**8503**	32	0.4	7434	87.4	597	7.0	403	4.7	37	0.4
Wed 19-Nov-14	**8750**	44	0.5	7619	87.1	621	7.1	413	4.7	53	0.6
Thu 20-Nov-14	**8714**	45	0.5	7555	86.7	634	7.3	423	4.9	57	0.7
Fri 21-Nov-14	**8736**	41	0.5	7715	88.3	569	6.5	366	4.2	45	0.5
Total Vehicles											
[--]	**54043**	236	0.4	47772	88.9	3459	6.1	2311	4.1	265	0.5



JOB NO			JOB NAME				Site No: 18253001			Location	A4421, Bicester (50mph Sign)					
Sat 15-Nov-14 to Fri 21-Nov-14							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Sat 15-Nov-14																
00:00	**35**	44.8	39.6	6	0	0	1	9	11	11	1	2	0	0	0	0
01:00	**41**	45.1	38.4	7.7	0	0	6	8	13	9	2	3	0	0	0	0
02:00	**21**	46.6	39.1	7.8	0	0	3	3	7	4	3	1	0	0	0	0
03:00	**35**	46.2	39.4	6.2	0	0	1	12	7	9	6	0	0	0	0	0
04:00	**26**	42	37.3	6.5	0	0	3	7	11	3	1	1	0	0	0	0
05:00	**64**	44.6	39.1	5.3	0	0	2	14	27	15	6	0	0	0	0	0
06:00	**126**	47.2	40.6	6.5	0	0	6	21	41	34	19	4	1	0	0	0
07:00	**157**	46.8	40.6	6.3	0	0	8	18	63	41	19	7	1	0	0	0
08:00	**323**	43.9	38.4	5.5	0	3	14	70	138	85	12	1	0	0	0	0
09:00	**468**	42.9	37.2	5.5	0	1	35	151	178	87	16	0	0	0	0	0
10:00	**494**	41.5	36.1	6.3	4	3	60	142	203	72	10	0	0	0	0	0
11:00	**590**	40.8	35.8	5.9	0	6	83	163	261	71	5	1	0	0	0	0
12:00	**565**	40.7	36.1	5.2	0	3	52	207	232	66	4	1	0	0	0	0
13:00	**520**	42.7	37.4	5.2	1	1	26	164	214	102	11	1	0	0	0	0
14:00	**425**	42.6	37	5.7	0	0	48	109	180	74	14	0	0	0	0	0
15:00	**487**	41	35.8	6	0	2	79	142	192	59	13	0	0	0	0	0
16:00	**402**	42.4	37	5.7	0	1	45	92	185	67	11	1	0	0	0	0
17:00	**368**	42.7	37.2	5.5	1	0	33	98	153	79	3	1	0	0	0	0
18:00	**276**	44.4	39.5	4.5	0	0	3	53	121	85	14	0	0	0	0	0
19:00	**186**	44.2	37.9	6.1	0	0	19	43	71	39	13	1	0	0	0	0
20:00	**123**	45.1	39.7	6.1	0	0	10	11	52	38	10	1	1	0	0	0
21:00	**106**	44.8	39.1	5.4	0	0	4	24	42	26	10	0	0	0	0	0
22:00	**86**	44.8	40.1	4.7	0	0	0	15	37	27	6	1	0	0	0	0
23:00	**63**	44.5	39.1	5.8	0	0	3	11	32	10	5	2	0	0	0	0
12H,7-19	**5075**	**42.5**	**37**	**5.7**	**6**	**20**	**486**	**1409**	**2120**	**888**	**132**	**13**	**1**	**0**	**0**	**0**
16H,6-22	**5616**	**42.9**	**37.2**	**5.8**	**6**	**20**	**525**	**1508**	**2326**	**1025**	**184**	**19**	**3**	**0**	**0**	**0**
18H,6-24	**5765**	**43**	**37.2**	**5.8**	**6**	**20**	**528**	**1534**	**2395**	**1062**	**195**	**22**	**3**	**0**	**0**	**0**
24H,0-24	**5987**	**43.1**	**37.3**	**5.8**	**6**	**20**	**544**	**1587**	**2471**	**1113**	**214**	**29**	**3**	**0**	**0**	**0**

JOB NO			JOB NAME				Site No: 18253001			Location	A4421, Bicester (50mph Sign)					
Sat 15-Nov-14 to Fri 21-Nov-14							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Sun 16-Nov-14																
00:00	47	44.2	39.4	4.6	0	0	0	10	23	10	4	0	0	0	0	0
01:00	30	44.8	38.2	7	0	0	2	11	9	4	2	2	0	0	0	0
02:00	16	46.2	40.2	6.5	0	0	1	3	4	5	3	0	0	0	0	0
03:00	17	43.5	37.6	6.1	0	0	2	4	5	6	0	0	0	0	0	0
04:00	10	46	39.3	6.8	0	0	1	1	5	1	2	0	0	0	0	0
05:00	16	49.4	43.5	5.9	0	0	0	1	6	2	6	1	0	0	0	0
06:00	55	48.4	41.9	6	0	0	1	6	19	15	11	3	0	0	0	0
07:00	70	44.5	39.1	5.7	0	0	5	11	26	24	4	0	0	0	0	0
08:00	85	45.5	41.3	4.2	0	0	0	5	37	33	10	0	0	0	0	0
09:00	213	44.6	39.4	5.3	0	0	6	44	84	64	13	1	1	0	0	0
10:00	429	43.4	38.3	5.1	0	2	20	83	211	101	10	2	0	0	0	0
11:00	588	40.9	36.8	5.1	0	0	50	174	279	71	13	1	0	0	0	0
12:00	573	40.9	36.5	5.2	0	0	66	150	276	78	3	0	0	0	0	0
13:00	424	43.7	38.9	4.5	0	0	8	80	217	101	17	1	0	0	0	0
14:00	387	42.9	37.7	5.4	1	1	20	103	175	73	13	1	0	0	0	0
15:00	425	42.8	37.1	5.9	1	2	39	117	173	79	14	0	0	0	0	0
16:00	359	42.9	37.2	5.6	1	0	34	90	149	80	5	0	0	0	0	0
17:00	317	43.6	38.3	5.2	0	0	14	79	141	66	14	3	0	0	0	0
18:00	239	45	39	5.8	0	0	11	59	88	56	21	4	0	0	0	0
19:00	161	45.9	40.1	5.8	0	0	4	30	64	39	20	3	1	0	0	0
20:00	133	45.6	40.8	5.3	0	0	1	19	53	43	12	4	1	0	0	0
21:00	95	45.2	39.7	5.7	0	0	2	23	32	28	7	3	0	0	0	0
22:00	72	43.6	38.4	5.2	0	0	3	17	34	13	5	0	0	0	0	0
23:00	51	45.9	36.5	8.7	0	0	15	6	18	4	6	1	1	0	0	0
12H,7-19	4109	43.2	37.8	5.4	3	5	273	995	1856	826	137	13	1	0	0	0
16H,6-22	4553	43.5	38.1	5.5	3	5	281	1073	2024	951	187	26	3	0	0	0
18H,6-24	4676	43.6	38	5.5	3	5	299	1096	2076	968	198	27	4	0	0	0
24H,0-24	4812	43.6	38.1	5.5	3	5	305	1126	2128	996	215	30	4	0	0	0

JOB NO			JOB NAME		Site No: 18253001			Location	A4421, Bicester (50mph Sign)							
Sat 15-Nov-14 to Fri 21-Nov-14					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Mon 17-Nov-14																
00:00	22	44.7	40.1	5.8	0	0	2	1	7	11	1	0	0	0	0	0
01:00	9	-	41.6	8.6	0	0	1	0	3	4	0	0	1	0	0	0
02:00	20	45.2	40.5	5.4	0	0	0	5	5	7	3	0	0	0	0	0
03:00	28	45.3	41	4.6	0	0	0	4	9	12	3	0	0	0	0	0
04:00	73	46.2	40.5	5.3	0	0	1	12	29	19	12	0	0	0	0	0
05:00	169	44.5	37	7	0	0	27	50	43	33	14	2	0	0	0	0
06:00	395	40.4	34.3	7.3	3	20	53	145	129	40	3	1	1	0	0	0
07:00	890	39.2	33	6.3	1	20	231	367	211	55	4	0	0	1	0	0
08:00	1244	34.4	25.8	8.1	22	336	478	321	82	4	0	1	0	0	0	0
09:00	623	39.1	32.4	7.1	6	26	167	246	136	34	7	1	0	0	0	0
10:00	434	40.3	35	5.7	0	1	77	158	153	38	7	0	0	0	0	0
11:00	446	41.2	35.6	6.4	0	7	71	131	167	60	9	1	0	0	0	0
12:00	472	40.7	34.9	7.1	2	18	69	155	165	50	11	2	0	0	0	0
13:00	462	42.5	34.5	8.8	8	34	69	110	149	75	15	1	1	0	0	0
14:00	472	40.8	34.7	7.9	3	35	59	106	207	54	6	2	0	0	0	0
15:00	480	40.6	34.8	7.1	5	20	61	148	188	53	5	0	0	0	0	0
16:00	582	40	33.5	7.1	1	21	144	193	171	39	12	0	1	0	0	0
17:00	567	39	33.2	5.9	2	3	152	222	168	16	4	0	0	0	0	0
18:00	475	40.3	35.7	5.2	1	1	45	196	188	35	9	0	0	0	0	0
19:00	296	43	37.3	5.6	0	2	22	88	113	64	7	0	0	0	0	0
20:00	146	43.7	39.1	4.9	0	0	2	28	79	27	6	4	0	0	0	0
21:00	114	42.9	38.7	5.1	0	0	3	23	63	19	3	2	1	0	0	0
22:00	68	44.5	39.4	5.1	0	0	1	15	28	19	4	1	0	0	0	0
23:00	54	44.2	39.1	5.7	0	0	1	14	24	10	2	3	0	0	0	0
12H,7-19	7147	39.8	32.7	7.8	51	522	1623	2353	1985	513	89	8	2	1	0	0
16H,6-22	8098	40.1	33.1	7.7	54	544	1703	2637	2369	663	108	15	4	1	0	0
18H,6-24	8220	40.2	33.2	7.7	54	544	1705	2666	2421	692	114	19	4	1	0	0
24H,0-24	8541	40.3	33.4	7.8	54	544	1736	2738	2517	778	147	21	5	1	0	0

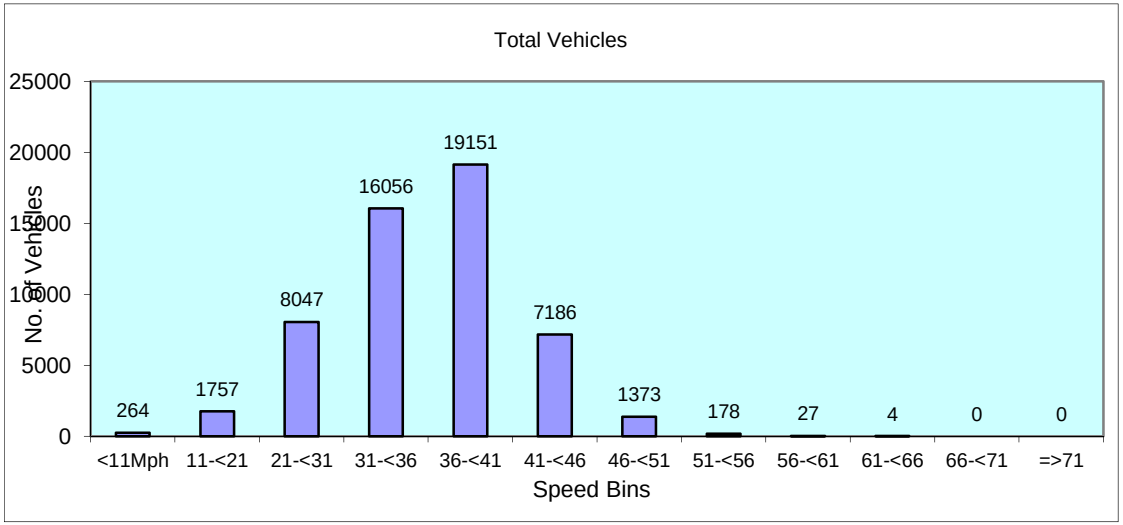
JOB NO			JOB NAME		Site No: 18253001					Location	A4421, Bicester (50mph Sign)					
Sat 15-Nov-14 to Fri 21-Nov-14					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Tue 18-Nov-14																
00:00	**26**	47	38.5	7.6	0	0	2	10	6	3	3	2	0	0	0	0
01:00	**9**	-	38.8	7.4	0	0	1	2	3	1	2	0	0	0	0	0
02:00	**20**	45.2	39.8	6.8	0	0	2	3	5	7	3	0	0	0	0	0
03:00	**38**	44.9	40.5	4.4	0	0	0	5	16	14	3	0	0	0	0	0
04:00	**61**	44.9	39.2	5.7	0	0	3	13	22	17	6	0	0	0	0	0
05:00	**146**	44.1	38.6	5.5	0	0	5	42	55	35	6	3	0	0	0	0
06:00	**397**	41.3	34.8	7.6	5	13	66	117	133	49	13	1	0	0	0	0
07:00	**886**	38.7	32.4	6.3	0	30	251	364	197	43	1	0	0	0	0	0
08:00	**1084**	37.2	28.8	8.4	25	175	338	341	180	22	3	0	0	0	0	0
09:00	**576**	40.5	34.7	6.9	3	21	85	193	207	57	10	0	0	0	0	0
10:00	**395**	41.8	36.1	5.7	0	0	48	154	124	58	10	1	0	0	0	0
11:00	**434**	40.9	35.2	6.3	1	5	74	146	146	55	6	1	0	0	0	0
12:00	**428**	40.5	35.8	5.4	1	0	46	166	167	44	3	0	0	1	0	0
13:00	**524**	40	33.6	6.7	1	9	147	150	173	35	8	1	0	0	0	0
14:00	**470**	40.5	34.4	7	1	20	76	163	153	47	10	0	0	0	0	0
15:00	**454**	40.9	34.1	7.6	4	20	92	125	146	62	4	1	0	0	0	0
16:00	**616**	40.6	34.2	7.1	1	18	143	171	208	61	14	0	0	0	0	0
17:00	**594**	40.3	35.3	5.6	0	3	89	216	229	47	10	0	0	0	0	0
18:00	**542**	42.4	36.8	5.9	0	1	61	153	224	77	25	0	1	0	0	0
19:00	**287**	43	37.7	5.2	0	0	16	85	118	61	5	2	0	0	0	0
20:00	**191**	44.5	39.1	5.6	0	1	8	33	83	52	12	2	0	0	0	0
21:00	**155**	45.1	39.1	6.3	0	0	15	24	53	48	14	1	0	0	0	0
22:00	**125**	45.4	40.3	5.3	0	0	2	25	37	47	13	1	0	0	0	0
23:00	**45**	44.5	38.8	5.8	0	0	3	10	15	14	3	0	0	0	0	0
12H,7-19	**7003**	**40.2**	**33.7**	**7.2**	**37**	**302**	**1450**	**2342**	**2154**	**608**	**104**	**4**	**1**	**1**	**0**	**0**
16H,6-22	**8033**	**40.6**	**34.1**	**7.2**	**42**	**316**	**1555**	**2601**	**2541**	**818**	**148**	**10**	**1**	**1**	**0**	**0**
18H,6-24	**8203**	**40.7**	**34.3**	**7.2**	**42**	**316**	**1560**	**2636**	**2593**	**879**	**164**	**11**	**1**	**1**	**0**	**0**
24H,0-24	**8503**	**40.8**	**34.4**	**7.2**	**42**	**316**	**1573**	**2711**	**2700**	**956**	**187**	**16**	**1**	**1**	**0**	**0**

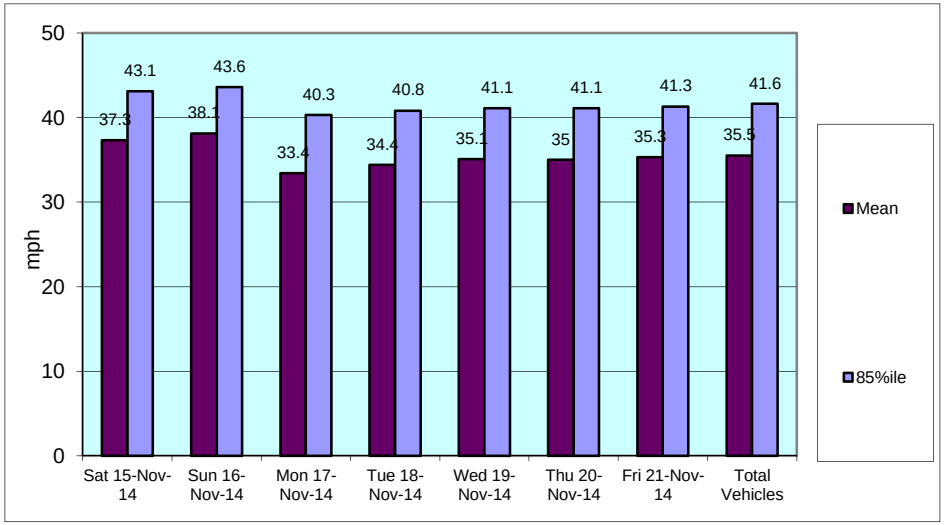
JOB NO			JOB NAME				Site No: 18253001			Location	A4421, Bicester (50mph Sign)					
Sat 15-Nov-14 to Fri 21-Nov-14							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Wed 19-Nov-14																
00:00	**38**	47.8	39.9	7.4	0	0	4	3	18	5	5	3	0	0	0	0
01:00	**32**	44.7	38.7	6.7	0	0	4	6	7	13	2	0	0	0	0	0
02:00	**31**	40.4	35.2	5.9	0	0	5	13	9	3	1	0	0	0	0	0
03:00	**50**	44.4	40.1	4.7	0	0	1	5	25	16	2	1	0	0	0	0
04:00	**77**	47.8	40.3	6.7	0	0	1	23	22	15	11	4	1	0	0	0
05:00	**140**	44.3	37.7	7.1	1	4	8	31	55	30	11	0	0	0	0	0
06:00	**431**	43	36.4	6.9	0	5	71	103	158	71	20	1	1	1	0	0
07:00	**866**	40.2	34.4	6.2	0	15	158	343	261	76	12	1	0	0	0	0
08:00	**1017**	39	30.2	9.1	27	167	208	308	260	43	3	1	0	0	0	0
09:00	**633**	41.2	36	6.1	1	10	75	186	262	90	9	0	0	0	0	0
10:00	**503**	40.2	33.8	6.7	1	11	132	142	168	48	1	0	0	0	0	0
11:00	**446**	41.7	35.5	6.8	1	11	66	136	156	64	11	1	0	0	0	0
12:00	**419**	42.5	36.7	6.4	3	1	47	119	167	61	20	1	0	0	0	0
13:00	**496**	40.6	35.3	6.2	1	9	71	157	201	51	4	1	1	0	0	0
14:00	**506**	41.4	35.4	6.6	4	2	90	148	180	69	13	0	0	0	0	0
15:00	**468**	41.4	34.5	7.9	9	18	83	114	168	72	4	0	0	0	0	0
16:00	**625**	40.4	34	7	1	19	149	172	218	56	9	1	0	0	0	0
17:00	**627**	40.3	35.6	5.6	1	3	81	215	270	43	14	0	0	0	0	0
18:00	**537**	40.9	36.4	5.4	0	1	56	169	233	65	13	0	0	0	0	0
19:00	**309**	42.9	37.4	5.3	0	0	23	92	123	65	4	2	0	0	0	0
20:00	**177**	44.4	39	5.4	0	1	5	40	68	53	9	1	0	0	0	0
21:00	**145**	45.1	38.8	6	0	0	10	34	47	39	15	0	0	0	0	0
22:00	**129**	45	39.8	5.5	0	0	5	24	43	47	8	2	0	0	0	0
23:00	**48**	44.8	38.3	6.7	0	0	5	13	11	15	3	1	0	0	0	0
12H,7-19	**7143**	**40.6**	**34.5**	**7.1**	**49**	**267**	**1216**	**2209**	**2544**	**738**	**113**	**6**	**1**	**0**	**0**	**0**
16H,6-22	**8205**	**40.8**	**34.9**	**7.1**	**49**	**273**	**1325**	**2478**	**2940**	**966**	**161**	**10**	**2**	**1**	**0**	**0**
18H,6-24	**8382**	**40.9**	**35**	**7.1**	**49**	**273**	**1335**	**2515**	**2994**	**1028**	**172**	**13**	**2**	**1**	**0**	**0**
24H,0-24	**8750**	**41.1**	**35.1**	**7.1**	**50**	**277**	**1358**	**2596**	**3130**	**1110**	**204**	**21**	**3**	**1**	**0**	**0**

JOB NO			JOB NAME		Site No: 18253001			Location	A4421, Bicester (50mph Sign)							
Sat 15-Nov-14 to Fri 21-Nov-14					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Thu 20-Nov-14																
00:00	37	45.9	40.1	6.7	0	0	3	3	17	8	4	2	0	0	0	0
01:00	30	44.5	38.3	6.7	0	0	4	5	9	10	2	0	0	0	0	0
02:00	31	40.8	36.2	5.8	0	0	4	10	12	4	1	0	0	0	0	0
03:00	47	45	39.9	6.2	0	0	2	8	19	13	3	1	1	0	0	0
04:00	70	46.7	39.6	6.8	0	0	1	25	19	13	7	4	1	0	0	0
05:00	146	44.2	37.6	6.9	1	3	10	36	54	31	11	0	0	0	0	0
06:00	413	43.1	36.6	6.8	0	4	61	102	154	72	16	2	1	1	0	0
07:00	884	40.3	34.4	6.3	0	17	167	340	261	86	12	1	0	0	0	0
08:00	1072	38.9	30	9.3	30	191	205	323	281	38	3	1	0	0	0	0
09:00	627	40.9	35.7	6.1	1	9	84	189	253	83	8	0	0	0	0	0
10:00	503	40.1	33.6	6.8	1	13	136	141	165	46	1	0	0	0	0	0
11:00	426	40.9	35.1	7	1	13	68	135	147	49	11	2	0	0	0	0
12:00	398	42.8	36.9	6.3	2	1	43	110	159	64	17	1	1	0	0	0
13:00	488	40.7	35.3	6.5	1	10	71	155	190	50	9	1	1	0	0	0
14:00	492	40.8	35.3	6.5	4	3	82	149	187	58	9	0	0	0	0	0
15:00	497	41.9	34.9	7.7	7	18	82	124	177	82	6	1	0	0	0	0
16:00	615	40.3	34.1	6.8	1	15	142	184	208	54	10	1	0	0	0	0
17:00	612	40.3	35.5	5.6	1	3	82	218	248	49	11	0	0	0	0	0
18:00	526	41.7	36.7	5.6	0	1	54	163	219	69	19	0	1	0	0	0
19:00	292	43.2	37.8	5.2	0	0	16	83	121	64	6	2	0	0	0	0
20:00	182	44.3	38.8	5.5	0	1	6	41	77	44	11	2	0	0	0	0
21:00	148	44.8	39.1	5.9	0	0	10	29	51	46	11	1	0	0	0	0
22:00	130	45	40	5.3	0	0	4	21	49	45	9	2	0	0	0	0
23:00	48	44.6	38.3	6.6	0	0	5	11	15	13	3	1	0	0	0	0
12H,7-19	7140	40.6	34.4	7.2	49	294	1216	2231	2495	728	116	8	3	0	0	0
16H,6-22	8175	40.8	34.8	7.2	49	299	1309	2486	2898	954	160	15	4	1	0	0
18H,6-24	8353	40.9	34.9	7.2	49	299	1318	2518	2962	1012	172	18	4	1	0	0
24H,0-24	8714	41.1	35	7.2	50	302	1342	2605	3092	1091	200	25	6	1	0	0

JOB NO			JOB NAME			Site No: 18253001				Location	A4421, Bicester (50mph Sign)					
Sat 15-Nov-14 to Fri 21-Nov-14						Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Fri 21-Nov-14																
00:00	33	45.3	39.9	7	0	0	2	6	13	7	3	1	1	0	0	0
01:00	28	41.4	36.8	4.9	0	0	1	13	9	4	1	0	0	0	0	0
02:00	41	43.9	39.1	5.6	0	0	2	5	25	4	4	1	0	0	0	0
03:00	46	46.4	40.1	6.5	0	0	3	8	14	13	7	1	0	0	0	0
04:00	68	48.9	40.2	7.5	0	0	5	13	25	9	9	7	0	0	0	0
05:00	138	45.7	40.4	6.1	0	0	5	23	50	41	12	6	1	0	0	0
06:00	400	42.6	36.7	6.6	3	1	51	101	165	57	21	0	1	0	0	0
07:00	780	40.9	35.2	7	0	37	104	226	299	99	13	2	0	0	0	0
08:00	985	39.5	31.1	9	34	98	250	284	241	67	9	1	1	0	0	0
09:00	619	40.8	34.4	7.8	4	40	90	179	223	72	9	1	1	0	0	0
10:00	524	40.9	34.6	7.2	4	23	64	213	143	65	12	0	0	0	0	0
11:00	490	40.6	35.5	5.6	0	3	64	183	180	55	4	1	0	0	0	0
12:00	444	41.5	35.9	6.4	1	11	45	145	169	65	7	1	0	0	0	0
13:00	543	40.9	34	8.2	4	47	66	177	171	65	11	2	0	0	0	0
14:00	546	40.8	34.8	6.6	1	12	102	167	190	67	6	1	0	0	0	0
15:00	531	40.7	35.4	6.4	6	5	70	166	216	61	7	0	0	0	0	0
16:00	646	39.7	33.7	6.2	0	12	149	241	198	41	5	0	0	0	0	0
17:00	562	40.6	35.7	5.2	1	0	55	250	187	62	7	0	0	0	0	0
18:00	494	40.9	36.8	5.1	0	4	33	140	247	65	5	0	0	0	0	0
19:00	293	43.5	38.5	4.9	1	0	8	62	139	76	7	0	0	0	0	0
20:00	192	45.8	40.3	5.5	0	0	4	37	65	59	25	2	0	0	0	0
21:00	125	45	39.5	5.5	0	0	4	21	60	26	11	3	0	0	0	0
22:00	109	45	40.6	5	0	0	1	12	51	35	5	5	0	0	0	0
23:00	99	44.5	38.2	6.4	0	0	11	21	33	27	6	1	0	0	0	0
12H,7-19	7164	40.6	34.5	7.2	55	292	1092	2371	2464	784	95	9	2	0	0	0
16H,6-22	8174	40.9	35	7.1	59	293	1159	2592	2893	1002	159	14	3	0	0	0
18H,6-24	8382	41	35.1	7.1	59	293	1171	2625	2977	1064	170	20	3	0	0	0
24H,0-24	8736	41.3	35.3	7.2	59	293	1189	2693	3113	1142	206	36	5	0	0	0

JOB NO		JOB NAME			Site No: 18253001			Location	A4421, Bicester (50mph Sign)						
Sat 15-Nov-14 to Fri 21-Nov-14					Channel: Southbound										
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**=>71**
Daily Totals																
Sat 15-Nov-14	**5987**	43.1	37.3	5.8	6	20	544	1587	2471	1113	214	29	3	0	0	0
Sun 16-Nov-14	**4812**	43.6	38.1	5.5	3	5	305	1126	2128	996	215	30	4	0	0	0
Mon 17-Nov-14	**8541**	40.3	33.4	7.8	54	544	1736	2738	2517	778	147	21	5	1	0	0
Tue 18-Nov-14	**8503**	40.8	34.4	7.2	42	316	1573	2711	2700	956	187	16	1	1	0	0
Wed 19-Nov-14	**8750**	41.1	35.1	7.1	50	277	1358	2596	3130	1110	204	21	3	1	0	0
Thu 20-Nov-14	**8714**	41.1	35	7.2	50	302	1342	2605	3092	1091	200	25	6	1	0	0
Fri 21-Nov-14	**8736**	41.3	35.3	7.2	59	293	1189	2693	3113	1142	206	36	5	0	0	0
Total Vehicles																
[--]	**54043**	41.6	35.5	6.8	264	1757	8047	16056	19151	7186	1373	178	27	4	0	0

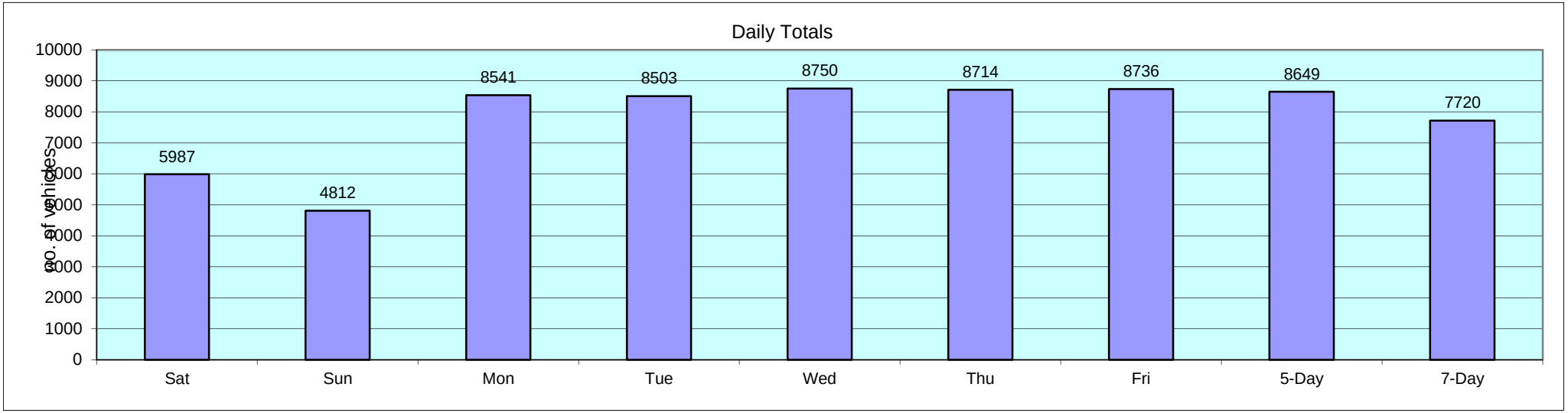




JOB NO		JOB NAME		Site No: 18253001 Channel: Southbound		Location	A4421, Bicester (50mph Sign)		
TIME PERIOD	Sat 15/11/14	Sun 16/11/14	Mon 17/11/14	Tue 18/11/14	Wed 19/11/14	Thu 20/11/14	Fri 21/11/14	5-Day Av	7-Day Av
Week Begin: 15-Nov-14									
00:00	**35**	47	22	26	38	37	33	31	34
01:00	**41**	30	9	9	32	30	28	22	26
02:00	**21**	16	20	20	31	31	41	29	26
03:00	**35**	17	28	38	50	47	46	42	37
04:00	**26**	10	73	61	77	70	68	70	55
05:00	**64**	16	169	146	140	146	138	148	117
06:00	**126**	55	395	397	431	413	400	407	317
07:00	**157**	70	890	886	866	884	780	861	648
08:00	**323**	85	1244	1084	1017	1072	985	1080	830
09:00	**468**	213	623	576	633	627	619	616	537
10:00	**494**	429	434	395	503	503	524	472	469
11:00	**590**	588	446	434	446	426	490	448	489
12:00	**565**	573	472	428	419	398	444	432	471
13:00	**520**	424	462	524	496	488	543	503	494
14:00	**425**	387	472	470	506	492	546	497	471
15:00	**487**	425	480	454	468	497	531	486	477
16:00	**402**	359	582	616	625	615	646	617	549
17:00	**368**	317	567	594	627	612	562	592	521
18:00	**276**	239	475	542	537	526	494	515	441
19:00	**186**	161	296	287	309	292	293	295	261
20:00	**123**	133	146	191	177	182	192	178	163
21:00	**106**	95	114	155	145	148	125	137	127
22:00	**86**	72	68	125	129	130	109	112	103
23:00	**63**	51	54	45	48	48	99	59	58
12H,7-19	**5075**	**4109**	**7147**	**7003**	**7143**	**7140**	**7164**	**7119**	**6397**
16H,6-22	**5616**	**4553**	**8098**	**8033**	**8205**	**8175**	**8174**	**8137**	**7265**
18H,6-24	**5765**	**4676**	**8220**	**8203**	**8382**	**8353**	**8382**	**8308**	**7426**
24H,0-24	**5987**	**4812**	**8541**	**8503**	**8750**	**8714**	**8736**	**8649**	**7720**
Am	**11:00**	**11:00**	**08:00**	**08:00**	**08:00**	**08:00**	**08:00**	**-**	**-**
Peak	**590**	**588**	**1244**	**1084**	**1017**	**1072**	**985**	**1080**	**940**
Pm	**12:00**	**12:00**	**16:00**	**16:00**	**17:00**	**16:00**	**16:00**	**-**	**-**
Peak	**565**	**573**	**582**	**616**	**627**	**615**	**646**	**617**	**603**

JOB NO	JOB NAME	Site No: 18253001 Channel: Southbound	Location	A4421, Bicester (50mph Sign)

TIME PERIOD	Sat 15/11/14	Sun 16/11/14	Mon 17/11/14	Tue 18/11/14	Wed 19/11/14	Thu 20/11/14	Fri 21/11/14	5-Day Av	7-Day Av



18671		BICESTER							
		MARCH 2015							
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**85%ile Speed**
Site No: 18671001	A4421, Bicester (Direction Signpost) SP 59962 23430	Channel: Northbound	Wed 18-Mar-15	Mon 23-Mar-15	40	34651	6070	5817	30.5

18671		BICESTER MARCH 2015				
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Mean Speed**
Site No: 18671001	A4421, Bicester (Direction Signpost) SP 59962 23430	Channel: Northbound	Wed 18-Mar-15	Mon 23-Mar-15	40	26.6

18671		BICESTER			Site No: 18671001		Location	A4421, Bicester (Direction Signpost)			
Wed 18-Mar-15 to Mon 23-Mar-15					Channel: Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 18-Mar-15											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	0	0	-	0	-	0	-	0	-	0	-
08:00	0	0	-	0	-	0	-	0	-	0	-
09:00	0	0	-	0	-	0	-	0	-	0	-
10:00	0	0	-	0	-	0	-	0	-	0	-
11:00	0	0	-	0	-	0	-	0	-	0	-
12:00	0	0	-	0	-	0	-	0	-	0	-
13:00	424	2	0.5	328	77.4	55	13.0	37	8.7	2	0.5
14:00	459	4	0.9	385	83.9	45	9.8	20	4.4	5	1.1
15:00	652	6	0.9	551	84.5	66	10.1	25	3.8	4	0.6
16:00	895	4	0.5	792	88.5	68	7.6	27	3.0	4	0.5
17:00	1151	5	0.4	1066	92.6	62	5.4	17	1.5	1	0.1
18:00	671	7	1.0	609	90.8	38	5.7	17	2.5	0	0.0
19:00	373	4	1.1	333	89.3	24	6.4	12	3.2	0	0.0
20:00	197	3	1.5	167	84.8	11	5.6	15	7.6	1	0.5
21:00	183	4	2.2	139	76.0	17	9.3	23	12.6	0	0.0
22:00	145	3	2.1	111	76.6	10	6.9	21	14.5	0	0.0
23:00	80	1	1.3	49	61.3	5	6.3	25	31.3	0	0.0
12H,7-19	4252	28	0.7	3731	87.8	334	7.9	143	3.4	16	0.4
16H,6-22	5005	39	0.8	4370	87.3	386	7.7	193	3.9	17	0.3
18H,6-24	5230	43	0.8	4530	86.6	401	7.7	239	4.6	17	0.3
24H,0-24	5230	43	0.8	4530	86.6	401	7.7	239	4.6	17	0.3

18671	BICESTER	Site No: 18671001	Location	A4421, Bicester (Direction Signpost)
Wed 18-Mar-15 to Mon 23-Mar-15		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 19-Mar-15											
00:00	**40**	0	0.0	25	62.5	3	7.5	11	27.5	1	2.5
01:00	**34**	0	0.0	10	29.4	1	2.9	23	67.7	0	0.0
02:00	**39**	0	0.0	14	35.9	2	5.1	20	51.3	3	7.7
03:00	**42**	0	0.0	24	57.1	4	9.5	14	33.3	0	0.0
04:00	**49**	0	0.0	31	63.3	3	6.1	12	24.5	3	6.1
05:00	**69**	0	0.0	36	52.2	17	24.6	13	18.8	3	4.4
06:00	**240**	1	0.4	187	77.9	20	8.3	28	11.7	4	1.7
07:00	**536**	1	0.2	440	82.1	47	8.8	41	7.7	7	1.3
08:00	**504**	2	0.4	407	80.8	54	10.7	39	7.7	2	0.4
09:00	**407**	3	0.7	304	74.7	58	14.3	36	8.9	6	1.5
10:00	**339**	1	0.3	245	72.3	53	15.6	39	11.5	1	0.3
11:00	**369**	1	0.3	277	75.1	53	14.4	35	9.5	3	0.8
12:00	**451**	2	0.4	362	80.3	42	9.3	41	9.1	4	0.9
13:00	**422**	4	1.0	337	79.9	50	11.9	29	6.9	2	0.5
14:00	**527**	7	1.3	418	79.3	57	10.8	41	7.8	4	0.8
15:00	**641**	2	0.3	550	85.8	65	10.1	22	3.4	2	0.3
16:00	**869**	6	0.7	794	91.4	50	5.8	17	2.0	2	0.2
17:00	**1123**	9	0.8	1032	91.9	52	4.6	27	2.4	3	0.3
18:00	**634**	3	0.5	577	91.0	36	5.7	18	2.8	0	0.0
19:00	**380**	7	1.8	338	89.0	20	5.3	15	4.0	0	0.0
20:00	**202**	4	2.0	162	80.2	16	7.9	20	9.9	0	0.0
21:00	**154**	2	1.3	122	79.2	9	5.8	21	13.6	0	0.0
22:00	**146**	3	2.1	112	76.7	10	6.9	20	13.7	1	0.7
23:00	**58**	1	1.7	36	62.1	6	10.3	15	25.9	0	0.0
12H,7-19	**6822**	**41**	**0.6**	**5743**	**84.2**	**617**	**9.0**	**385**	**5.6**	**36**	**0.5**
16H,6-22	**7798**	**55**	**0.7**	**6552**	**84.0**	**682**	**8.8**	**469**	**6.0**	**40**	**0.5**
18H,6-24	**8002**	**59**	**0.7**	**6700**	**83.7**	**698**	**8.7**	**504**	**6.3**	**41**	**0.5**
24H,0-24	**8275**	**59**	**0.7**	**6840**	**82.7**	**728**	**8.8**	**597**	**7.2**	**51**	**0.6**

18671	BICESTER	Site No: 18671001	Location	A4421, Bicester (Direction Signpost)
Wed 18-Mar-15 to Mon 23-Mar-15		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 20-Mar-15											
00:00	**51**	1	2.0	30	58.8	8	15.7	11	21.6	1	2.0
01:00	**43**	0	0.0	15	34.9	3	7.0	24	55.8	1	2.3
02:00	**31**	0	0.0	12	38.7	4	12.9	15	48.4	0	0.0
03:00	**34**	0	0.0	15	44.1	2	5.9	17	50.0	0	0.0
04:00	**53**	0	0.0	28	52.8	4	7.6	19	35.9	2	3.8
05:00	**80**	1	1.3	39	48.8	16	20.0	20	25.0	4	5.0
06:00	**221**	2	0.9	163	73.8	24	10.9	27	12.2	5	2.3
07:00	**516**	2	0.4	399	77.3	51	9.9	58	11.2	6	1.2
08:00	**487**	2	0.4	399	81.9	60	12.3	23	4.7	3	0.6
09:00	**367**	4	1.1	278	75.8	53	14.4	32	8.7	0	0.0
10:00	**364**	3	0.8	279	76.7	48	13.2	28	7.7	6	1.7
11:00	**459**	7	1.5	341	74.3	67	14.6	43	9.4	1	0.2
12:00	**592**	6	1.0	487	82.3	58	9.8	37	6.3	4	0.7
13:00	**614**	11	1.8	499	81.3	57	9.3	45	7.3	2	0.3
14:00	**628**	10	1.6	516	82.2	57	9.1	41	6.5	4	0.6
15:00	**755**	8	1.1	649	86.0	63	8.3	33	4.4	2	0.3
16:00	**934**	8	0.9	831	89.0	66	7.1	28	3.0	1	0.1
17:00	**1093**	17	1.6	1004	91.9	48	4.4	23	2.1	1	0.1
18:00	**677**	11	1.6	612	90.4	33	4.9	20	3.0	1	0.2
19:00	**374**	2	0.5	347	92.8	13	3.5	12	3.2	0	0.0
20:00	**198**	2	1.0	168	84.9	12	6.1	15	7.6	1	0.5
21:00	**126**	3	2.4	98	77.8	9	7.1	15	11.9	1	0.8
22:00	**136**	4	2.9	104	76.5	10	7.4	18	13.2	0	0.0
23:00	**77**	2	2.6	59	76.6	5	6.5	11	14.3	0	0.0
12H,7-19	**7486**	**89**	**1.2**	**6294**	**84.1**	**661**	**8.8**	**411**	**5.5**	**31**	**0.4**
16H,6-22	**8405**	**98**	**1.2**	**7070**	**84.1**	**719**	**8.6**	**480**	**5.7**	**38**	**0.5**
18H,6-24	**8618**	**104**	**1.2**	**7233**	**83.9**	**734**	**8.5**	**509**	**5.9**	**38**	**0.4**
24H,0-24	**8910**	**106**	**1.2**	**7372**	**82.7**	**771**	**8.7**	**615**	**6.9**	**46**	**0.5**

18671	BICESTER	Site No: 18671001	Location	A4421, Bicester (Direction Signpost)
Wed 18-Mar-15 to Mon 23-Mar-15		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 21-Mar-15											
00:00	**60**	1	1.7	48	80.0	4	6.7	6	10.0	1	1.7
01:00	**43**	1	2.3	31	72.1	2	4.7	9	20.9	0	0.0
02:00	**40**	0	0.0	28	70.0	4	10.0	8	20.0	0	0.0
03:00	**49**	1	2.0	34	69.4	3	6.1	11	22.5	0	0.0
04:00	**23**	0	0.0	10	43.5	3	13.0	8	34.8	2	8.7
05:00	**45**	0	0.0	36	80.0	6	13.3	2	4.4	1	2.2
06:00	**97**	2	2.1	84	86.6	4	4.1	7	7.2	0	0.0
07:00	**208**	0	0.0	162	77.9	16	7.7	30	14.4	0	0.0
08:00	**259**	1	0.4	227	87.6	18	7.0	12	4.6	1	0.4
09:00	**396**	4	1.0	352	88.9	26	6.6	13	3.3	1	0.3
10:00	**489**	1	0.2	445	91.0	28	5.7	14	2.9	1	0.2
11:00	**531**	2	0.4	484	91.2	31	5.8	13	2.5	1	0.2
12:00	**570**	11	1.9	511	89.7	30	5.3	17	3.0	1	0.2
13:00	**521**	6	1.2	474	91.0	28	5.4	12	2.3	1	0.2
14:00	**430**	6	1.4	389	90.5	22	5.1	12	2.8	1	0.2
15:00	**406**	9	2.2	367	90.4	20	4.9	9	2.2	1	0.3
16:00	**404**	3	0.7	372	92.1	21	5.2	7	1.7	1	0.3
17:00	**408**	4	1.0	387	94.9	15	3.7	2	0.5	0	0.0
18:00	**274**	1	0.4	255	93.1	12	4.4	6	2.2	0	0.0
19:00	**244**	0	0.0	230	94.3	11	4.5	2	0.8	1	0.4
20:00	**126**	0	0.0	118	93.7	5	4.0	3	2.4	0	0.0
21:00	**89**	0	0.0	84	94.4	4	4.5	1	1.1	0	0.0
22:00	**76**	0	0.0	72	94.7	2	2.6	2	2.6	0	0.0
23:00	**63**	0	0.0	59	93.7	2	3.2	2	3.2	0	0.0
12H,7-19	**4896**	**48**	**1.0**	**4425**	**90.4**	**267**	**5.5**	**147**	**3.0**	**9**	**0.2**
16H,6-22	**5452**	**50**	**0.9**	**4941**	**90.6**	**291**	**5.3**	**160**	**2.9**	**10**	**0.2**
18H,6-24	**5591**	**50**	**0.9**	**5072**	**90.7**	**295**	**5.3**	**164**	**2.9**	**10**	**0.2**
24H,0-24	**5851**	**53**	**0.9**	**5259**	**89.9**	**317**	**5.4**	**208**	**3.6**	**14**	**0.2**

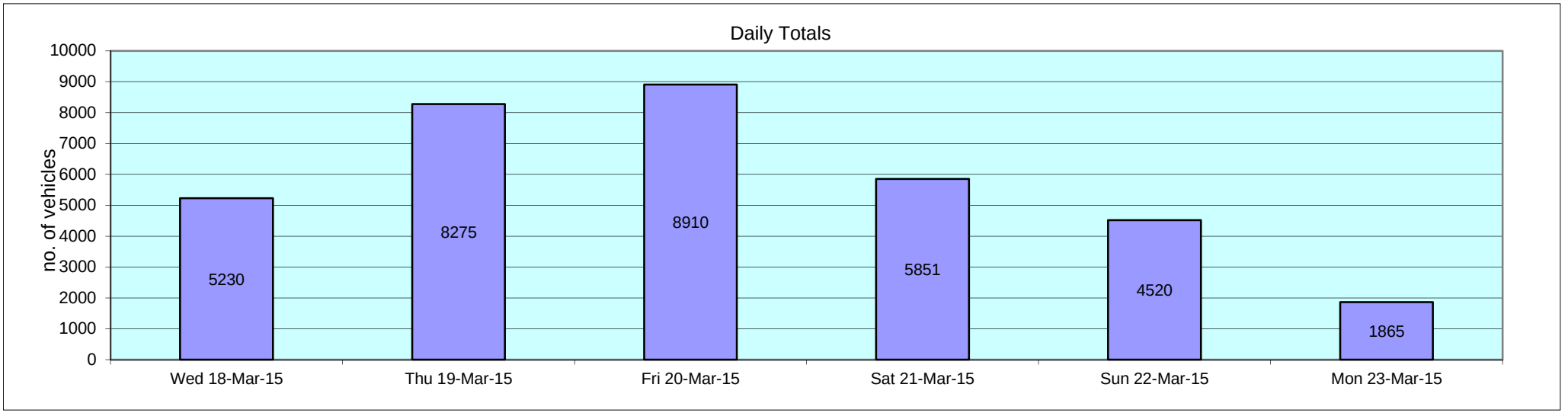
18671	BICESTER	Site No: 18671001	Location	A4421, Bicester (Direction Signpost)
Wed 18-Mar-15 to Mon 23-Mar-15		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 22-Mar-15											
00:00	**61**	0	0.0	55	90.2	4	6.6	2	3.3	0	0.0
01:00	**17**	0	0.0	13	76.5	2	11.8	2	11.8	0	0.0
02:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
03:00	**7**	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
04:00	**17**	0	0.0	11	64.7	2	11.8	4	23.5	0	0.0
05:00	**22**	0	0.0	16	72.7	4	18.2	0	0.0	2	9.1
06:00	**48**	0	0.0	44	91.7	2	4.2	2	4.2	0	0.0
07:00	**82**	1	1.2	69	84.2	6	7.3	5	6.1	1	1.2
08:00	**92**	4	4.4	81	88.0	3	3.3	3	3.3	1	1.1
09:00	**206**	2	1.0	183	88.8	14	6.8	5	2.4	2	1.0
10:00	**388**	7	1.8	365	94.1	12	3.1	4	1.0	0	0.0
11:00	**434**	9	2.1	401	92.4	16	3.7	8	1.8	0	0.0
12:00	**470**	12	2.6	441	93.8	14	3.0	3	0.6	0	0.0
13:00	**425**	8	1.9	393	92.5	15	3.5	7	1.7	2	0.5
14:00	**387**	5	1.3	359	92.8	15	3.9	8	2.1	0	0.0
15:00	**461**	13	2.8	425	92.2	13	2.8	9	2.0	1	0.2
16:00	**358**	9	2.5	324	90.5	17	4.8	7	2.0	1	0.3
17:00	**304**	6	2.0	287	94.4	5	1.6	6	2.0	0	0.0
18:00	**261**	1	0.4	239	91.6	14	5.4	6	2.3	1	0.4
19:00	**186**	1	0.5	172	92.5	7	3.8	6	3.2	0	0.0
20:00	**108**	0	0.0	100	92.6	4	3.7	4	3.7	0	0.0
21:00	**95**	0	0.0	84	88.4	7	7.4	4	4.2	0	0.0
22:00	**52**	0	0.0	43	82.7	2	3.9	7	13.5	0	0.0
23:00	**29**	0	0.0	25	86.2	2	6.9	2	6.9	0	0.0
12H,7-19	**3868**	**77**	**2.0**	**3567**	**92.2**	**144**	**3.7**	**71**	**1.8**	**9**	**0.2**
16H,6-22	**4305**	**78**	**1.8**	**3967**	**92.2**	**164**	**3.8**	**87**	**2.0**	**9**	**0.2**
18H,6-24	**4386**	**78**	**1.8**	**4035**	**92.0**	**168**	**3.8**	**96**	**2.2**	**9**	**0.2**
24H,0-24	**4520**	**78**	**1.7**	**4144**	**91.7**	**183**	**4.1**	**104**	**2.3**	**11**	**0.2**

18671		BICESTER			Site No: 18671001		Location	A4421, Bicester (Direction Signpost)			
Wed 18-Mar-15 to Mon 23-Mar-15					Channel: Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 23-Mar-15											
00:00	24	0	0.0	19	79.2	1	4.2	4	16.7	0	0.0
01:00	20	0	0.0	11	55.0	5	25.0	4	20.0	0	0.0
02:00	17	0	0.0	15	88.2	0	0.0	2	11.8	0	0.0
03:00	16	0	0.0	11	68.8	3	18.8	2	12.5	0	0.0
04:00	50	0	0.0	34	68.0	2	4.0	9	18.0	5	10.0
05:00	96	0	0.0	68	70.8	9	9.4	15	15.6	4	4.2
06:00	241	1	0.4	194	80.5	28	11.6	16	6.6	2	0.8
07:00	518	3	0.6	450	86.9	35	6.8	25	4.8	5	1.0
08:00	523	5	1.0	421	80.5	42	8.0	49	9.4	6	1.2
09:00	360	1	0.3	290	80.6	45	12.5	24	6.7	0	0.0
10:00	0	0	-	0	-	0	-	0	-	0	-
11:00	0	0	-	0	-	0	-	0	-	0	-
12:00	0	0	-	0	-	0	-	0	-	0	-
13:00	0	0	-	0	-	0	-	0	-	0	-
14:00	0	0	-	0	-	0	-	0	-	0	-
15:00	0	0	-	0	-	0	-	0	-	0	-
16:00	0	0	-	0	-	0	-	0	-	0	-
17:00	0	0	-	0	-	0	-	0	-	0	-
18:00	0	0	-	0	-	0	-	0	-	0	-
19:00	0	0	-	0	-	0	-	0	-	0	-
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	1401	9	0.6	1161	82.9	122	8.7	98	7.0	11	0.8
16H,6-22	1642	10	0.6	1355	82.5	150	9.1	114	6.9	13	0.8
18H,6-24	1642	10	0.6	1355	82.5	150	9.1	114	6.9	13	0.8
24H,0-24	1865	10	0.5	1513	81.1	170	9.1	150	8.0	22	1.2

18671	BICESTER	Site No: 18671001	Location	A4421, Bicester (Direction Signpost)
Wed 18-Mar-15 to Mon 23-Mar-15		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 18-Mar-15	**5230**	43	0.8	4530	86.6	401	7.7	239	4.6	17	0.3
Thu 19-Mar-15	**8275**	59	0.7	6840	82.7	728	8.8	597	7.2	51	0.6
Fri 20-Mar-15	**8910**	106	1.2	7372	82.7	771	8.7	615	6.9	46	0.5
Sat 21-Mar-15	**5851**	53	0.9	5259	89.9	317	5.4	208	3.6	14	0.2
Sun 22-Mar-15	**4520**	78	1.7	4144	91.7	183	4.1	104	2.3	11	0.2
Mon 23-Mar-15	**1865**	10	0.5	1513	81.1	170	9.1	150	8.0	22	1.2
-											
Total Vehicles											
[--]	**34651**	349	1.0	29658	85.8	2570	7.3	1913	5.4	161	0.5



18671			BICESTER				Site No: 18671001			Location	A4421, Bicester (Direction Signpost)					
Wed 18-Mar-15 to Mon 23-Mar-15							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 18-Mar-15																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
13:00	424	30.3	26	4.3	0	0	2	38	165	182	35	2	0	0	0	0
14:00	459	30.2	26.6	3.9	0	0	0	30	151	247	28	3	0	0	0	0
15:00	652	30.1	26.1	4	0	0	1	52	251	306	42	0	0	0	0	0
16:00	895	30	25.9	4.1	0	0	11	67	349	418	47	3	0	0	0	0
17:00	1151	30	26	3.9	0	0	5	73	489	515	66	3	0	0	0	0
18:00	671	30.6	27.1	4	0	0	0	33	205	361	66	6	0	0	0	0
19:00	373	30.6	27.2	4.3	0	0	0	15	122	197	30	6	2	1	0	0
20:00	197	30.8	27.2	4	0	0	0	8	62	102	24	1	0	0	0	0
21:00	183	31	26.6	5	0	0	3	15	65	72	24	3	1	0	0	0
22:00	145	30.8	26.8	4.5	0	0	0	12	47	67	16	3	0	0	0	0
23:00	80	29.3	24.4	4.5	0	0	0	16	39	19	6	0	0	0	0	0
12H,7-19	4252	30.2	26.2	4	0	0	19	293	1610	2029	284	17	0	0	0	0
16H,6-22	5005	30.3	26.3	4.1	0	0	22	331	1859	2400	362	27	3	1	0	0
18H,6-24	5230	30.3	26.3	4.1	0	0	22	359	1945	2486	384	30	3	1	0	0
24H,0-24	5230	30.3	26.3	4.1	0	0	22	359	1945	2486	384	30	3	1	0	0

18671			BICESTER				Site No: 18671001			Location	A4421, Bicester (Direction Signpost)					
Wed 18-Mar-15 to Mon 23-Mar-15							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 19-Mar-15																
00:00	40	30.6	26.3	5.3	0	0	1	5	11	18	4	1	0	0	0	0
01:00	34	26.4	22.5	4.3	0	0	0	14	14	5	1	0	0	0	0	0
02:00	39	28.1	23.5	5.7	0	0	0	14	17	4	3	0	1	0	0	0
03:00	42	29.7	24.9	5.1	0	0	0	10	14	15	2	1	0	0	0	0
04:00	49	30.7	25.3	5.2	0	0	0	11	16	15	7	0	0	0	0	0
05:00	69	30.1	25.7	4.4	0	0	0	9	27	27	6	0	0	0	0	0
06:00	240	30.9	26.9	4.5	0	0	1	19	74	112	32	2	0	0	0	0
07:00	536	30.6	26.6	4.5	0	0	3	47	168	259	53	6	0	0	0	0
08:00	504	30.3	26.2	4.5	0	0	1	47	190	220	37	8	1	0	0	0
09:00	407	30.1	26	4.3	0	0	0	45	150	182	27	3	0	0	0	0
10:00	339	29.7	25.2	4.2	0	0	0	49	143	130	16	1	0	0	0	0
11:00	369	30.2	26	4.3	0	0	3	37	132	170	27	0	0	0	0	0
12:00	451	30.1	25.9	4.3	0	0	2	49	166	201	31	1	1	0	0	0
13:00	422	30.3	26.2	4.3	0	0	5	30	161	189	36	1	0	0	0	0
14:00	527	30.1	26.2	4.1	0	0	1	43	199	247	32	5	0	0	0	0
15:00	641	30.1	26.1	4.2	0	0	7	53	223	318	39	1	0	0	0	0
16:00	869	30.2	26.4	4	0	0	6	42	332	424	61	4	0	0	0	0
17:00	1123	29.8	25.6	4	0	0	5	102	475	492	48	1	0	0	0	0
18:00	634	30.4	26.9	3.7	0	0	0	23	216	344	48	3	0	0	0	0
19:00	380	30.5	26.5	4.3	0	0	4	19	142	176	36	3	0	0	0	0
20:00	202	30.8	26.7	4.5	0	0	1	15	67	92	25	2	0	0	0	0
21:00	154	32.2	26.8	5.6	0	0	0	21	47	56	27	1	0	2	0	0
22:00	146	31.4	27.3	4.4	0	0	0	8	46	68	21	3	0	0	0	0
23:00	58	30.6	26.3	5.1	0	0	0	9	17	25	5	2	0	0	0	0
12H,7-19	6822	30.2	26.1	4.2	0	0	33	567	2555	3176	455	34	2	0	0	0
16H,6-22	7798	30.2	26.2	4.2	0	0	39	641	2885	3612	575	42	2	2	0	0
18H,6-24	8002	30.3	26.2	4.2	0	0	39	658	2948	3705	601	47	2	2	0	0
24H,0-24	8275	30.3	26.2	4.3	0	0	40	721	3047	3789	624	49	3	2	0	0

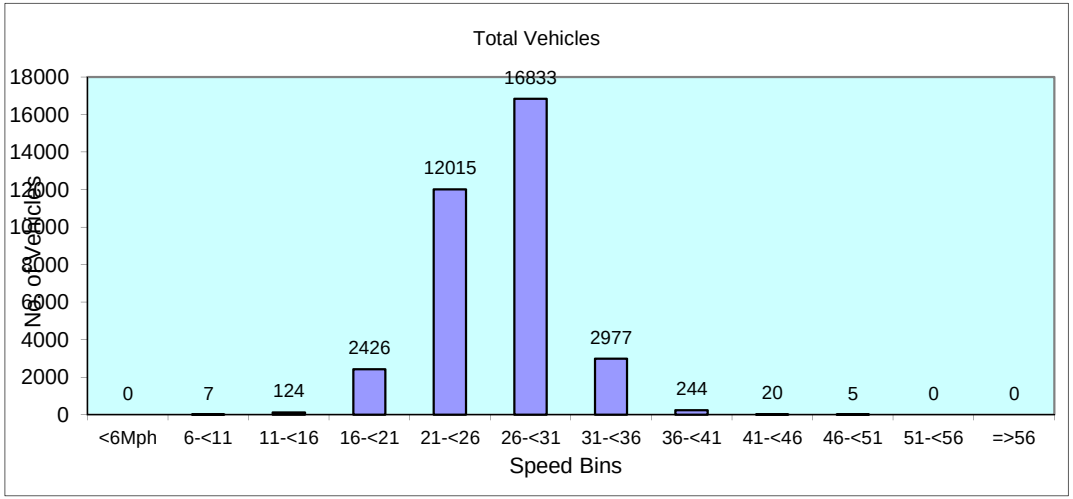
18671			BICESTER				Site No: 18671001			Location	A4421, Bicester (Direction Signpost)					
Wed 18-Mar-15 to Mon 23-Mar-15							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 20-Mar-15																
00:00	51	29.6	25.1	4.7	0	0	1	6	25	15	3	1	0	0	0	0
01:00	43	28.9	23.8	4.8	0	0	1	11	17	12	2	0	0	0	0	0
02:00	31	28.9	24.3	4.9	0	0	0	8	12	10	0	1	0	0	0	0
03:00	34	28.4	23.8	4.5	0	0	0	9	16	7	2	0	0	0	0	0
04:00	53	30.2	25.1	5.1	0	0	0	11	21	15	5	1	0	0	0	0
05:00	80	29.6	24.5	4.9	0	0	2	17	29	27	5	0	0	0	0	0
06:00	221	31.9	27.5	4.7	0	0	1	21	43	115	39	1	1	0	0	0
07:00	516	30.5	26.7	4.1	0	0	1	34	163	269	45	4	0	0	0	0
08:00	487	30.4	26.8	4	0	0	0	26	162	257	37	5	0	0	0	0
09:00	367	30.1	26	4.2	0	0	0	36	144	159	26	2	0	0	0	0
10:00	364	30.1	26.1	4.1	0	0	2	32	128	178	23	1	0	0	0	0
11:00	459	30.2	26.3	4	0	0	0	30	177	220	27	5	0	0	0	0
12:00	592	30.4	26.3	4.1	0	0	1	40	233	261	55	2	0	0	0	0
13:00	614	30.3	26.4	4.2	0	0	2	51	204	311	42	4	0	0	0	0
14:00	628	30.3	26.3	4	0	0	1	41	243	292	48	3	0	0	0	0
15:00	755	30.2	26.3	3.9	0	0	0	53	276	372	52	2	0	0	0	0
16:00	934	30.1	26	4.3	0	5	5	73	355	438	54	3	1	0	0	0
17:00	1093	30.2	26.2	4.1	0	0	3	77	431	499	79	4	0	0	0	0
18:00	677	30.4	26.5	4.1	0	0	3	47	225	344	56	2	0	0	0	0
19:00	374	31.2	27.6	4.3	0	0	0	18	99	198	54	3	2	0	0	0
20:00	198	31.1	27.1	4.6	0	0	1	12	65	89	27	4	0	0	0	0
21:00	126	32.2	27.1	5.8	0	0	4	12	31	55	20	2	1	1	0	0
22:00	136	30.6	26.5	4.4	0	0	0	11	51	58	14	2	0	0	0	0
23:00	77	30.4	26.4	4.4	0	0	0	7	28	34	7	1	0	0	0	0
12H,7-19	7486	30.2	26.3	4.1	0	5	18	540	2741	3600	544	37	1	0	0	0
16H,6-22	8405	30.4	26.4	4.2	0	5	24	603	2979	4057	684	47	5	1	0	0
18H,6-24	8618	30.4	26.4	4.2	0	5	24	621	3058	4149	705	50	5	1	0	0
24H,0-24	8910	30.3	26.4	4.2	0	5	28	683	3178	4235	722	53	5	1	0	0

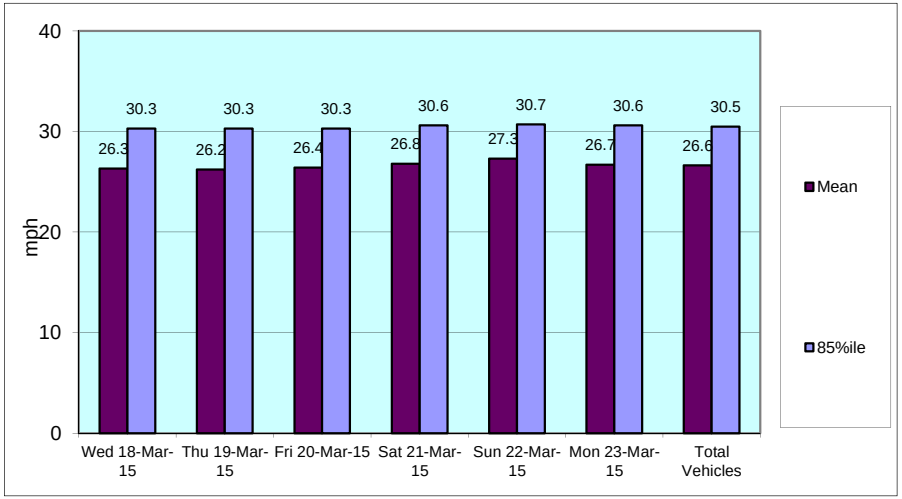
18671			BICESTER				Site No: 18671001			Location	A4421, Bicester (Direction Signpost)					
Wed 18-Mar-15 to Mon 23-Mar-15							Channel: Northbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Sat 21-Mar-15																
00:00	**60**	29.6	25.6	4	0	0	1	4	26	27	2	0	0	0	0	0
01:00	**43**	30	26.3	3.9	0	0	0	4	13	24	2	0	0	0	0	0
02:00	**40**	28.5	24	4.3	0	0	0	9	20	9	2	0	0	0	0	0
03:00	**49**	29.1	24.4	4.5	0	0	1	7	27	10	4	0	0	0	0	0
04:00	**23**	31.1	24.8	5.3	0	0	0	5	11	3	4	0	0	0	0	0
05:00	**45**	30.6	27.3	3.7	0	0	0	1	14	25	5	0	0	0	0	0
06:00	**97**	32.2	27.4	4.9	0	0	1	8	24	45	17	2	0	0	0	0
07:00	**208**	31.4	27.4	4.4	0	0	1	10	61	102	30	4	0	0	0	0
08:00	**259**	30.6	27.1	4	0	0	0	13	76	141	26	3	0	0	0	0
09:00	**396**	30.3	26.4	4.1	0	0	1	32	137	192	33	1	0	0	0	0
10:00	**489**	30.1	26.4	3.8	0	0	0	31	172	257	28	1	0	0	0	0
11:00	**531**	30.2	26.3	3.9	0	0	0	38	192	265	36	0	0	0	0	0
12:00	**570**	30.4	26.5	4	0	0	1	28	226	262	49	4	0	0	0	0
13:00	**521**	30.4	26.8	4	0	0	1	31	166	280	37	6	0	0	0	0
14:00	**430**	30.3	26.5	4.1	0	0	0	32	148	216	31	3	0	0	0	0
15:00	**406**	30.5	26.7	4.2	0	0	0	20	155	190	34	5	2	0	0	0
16:00	**404**	30.6	27.1	4	0	0	1	16	131	210	43	3	0	0	0	0
17:00	**408**	30.8	27.4	4	0	0	0	17	114	223	49	5	0	0	0	0
18:00	**274**	32.3	27.6	4.4	0	0	1	10	85	123	51	4	0	0	0	0
19:00	**244**	31.3	27.7	4.1	0	0	0	10	60	135	38	0	1	0	0	0
20:00	**126**	33	28.6	4.5	0	0	0	4	25	69	21	7	0	0	0	0
21:00	**89**	30.9	27.2	4.7	0	0	1	6	23	46	11	2	0	0	0	0
22:00	**76**	30.6	27.4	3.7	0	0	0	1	23	44	7	1	0	0	0	0
23:00	**63**	31	27	4.4	0	0	0	5	19	29	10	0	0	0	0	0
12H,7-19	**4896**	**30.5**	**26.8**	**4.1**	**0**	**0**	**6**	**278**	**1663**	**2461**	**447**	**39**	**2**	**0**	**0**	**0**
16H,6-22	**5452**	**30.6**	**26.9**	**4.1**	**0**	**0**	**8**	**306**	**1795**	**2756**	**534**	**50**	**3**	**0**	**0**	**0**
18H,6-24	**5591**	**30.6**	**26.9**	**4.1**	**0**	**0**	**8**	**312**	**1837**	**2829**	**551**	**51**	**3**	**0**	**0**	**0**
24H,0-24	**5851**	**30.6**	**26.8**	**4.1**	**0**	**0**	**10**	**342**	**1948**	**2927**	**570**	**51**	**3**	**0**	**0**	**0**

18671			BICESTER				Site No: 18671001			Location	A4421, Bicester (Direction Signpost)					
Wed 18-Mar-15 to Mon 23-Mar-15							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 22-Mar-15																
00:00	61	30.5	26.5	4.3	0	0	0	5	21	28	7	0	0	0	0	0
01:00	17	29.7	26.1	3.8	0	0	0	1	7	8	1	0	0	0	0	0
02:00	10	30.2	27.5	3.5	0	0	0	0	3	6	1	0	0	0	0	0
03:00	7	-	27.1	2.9	0	0	0	0	2	5	0	0	0	0	0	0
04:00	17	28	24.4	3.5	0	0	0	2	10	5	0	0	0	0	0	0
05:00	22	31.3	26.5	5	0	0	1	0	10	7	4	0	0	0	0	0
06:00	48	33.4	28.5	4.8	0	0	0	2	11	23	9	3	0	0	0	0
07:00	82	32.3	27.6	4.9	0	0	2	5	16	42	16	1	0	0	0	0
08:00	92	32.6	28.4	4.4	0	0	1	3	15	53	18	2	0	0	0	0
09:00	206	30.6	26.8	4.6	0	0	5	15	48	116	20	2	0	0	0	0
10:00	388	30.4	27	3.7	0	0	0	12	126	219	28	3	0	0	0	0
11:00	434	30.4	27	3.6	0	0	1	13	136	249	35	0	0	0	0	0
12:00	470	30.4	27	4	0	0	1	26	134	272	31	5	1	0	0	0
13:00	425	30.8	27.2	4.1	0	0	0	19	134	218	50	4	0	0	0	0
14:00	387	30.7	27	4.2	0	0	1	17	132	190	42	4	1	0	0	0
15:00	461	30.7	27	4.4	0	0	5	24	140	239	46	6	1	0	0	0
16:00	358	30.7	27.8	3.9	0	0	0	4	99	213	33	7	1	1	0	0
17:00	304	30.7	27.7	3.7	0	0	0	7	72	191	30	4	0	0	0	0
18:00	261	31.8	27.9	4.3	0	0	0	12	59	144	40	5	1	0	0	0
19:00	186	31.3	27.9	4.1	0	0	0	7	43	106	27	3	0	0	0	0
20:00	108	30.9	27.9	3.9	0	0	0	2	26	64	14	2	0	0	0	0
21:00	95	30.9	27.4	3.8	0	0	0	1	32	48	14	0	0	0	0	0
22:00	52	31.9	27.1	4.9	0	0	0	7	11	24	10	0	0	0	0	0
23:00	29	33.6	28.7	5.6	0	0	0	2	6	13	6	1	1	0	0	0
12H,7-19	3868	30.7	27.2	4.1	0	0	16	157	1111	2146	389	43	5	1	0	0
16H,6-22	4305	30.7	27.3	4.1	0	0	16	169	1223	2387	453	51	5	1	0	0
18H,6-24	4386	30.7	27.3	4.1	0	0	16	178	1240	2424	469	52	6	1	0	0
24H,0-24	4520	30.7	27.3	4.1	0	0	17	186	1293	2483	482	52	6	1	0	0

18671			BICESTER				Site No: 18671001				Location	A4421, Bicester (Direction Signpost)					
Wed 18-Mar-15 to Mon 23-Mar-15							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 23-Mar-15																
00:00	**24**	30.9	26	4.9	0	0	0	3	10	7	4	0	0	0	0	0
01:00	**20**	29.1	24.3	7.4	0	2	0	1	11	4	0	2	0	0	0	0
02:00	**17**	30.5	27.6	3.5	0	0	0	0	5	10	2	0	0	0	0	0
03:00	**16**	29.9	26.6	3.8	0	0	0	1	5	9	1	0	0	0	0	0
04:00	**50**	30.4	25.6	5.2	0	0	0	10	16	18	5	1	0	0	0	0
05:00	**96**	30.7	26.6	4.4	0	0	0	8	34	42	11	1	0	0	0	0
06:00	**241**	31.1	27.4	4.3	0	0	1	13	63	127	35	2	0	0	0	0
07:00	**518**	30.6	27.2	3.8	0	0	2	19	146	299	50	2	0	0	0	0
08:00	**523**	30.1	25.8	4.3	0	0	4	57	199	225	38	0	0	0	0	0
09:00	**360**	30.9	27	4.2	0	0	0	23	115	172	49	1	0	0	0	0
10:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
11:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
13:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
14:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
15:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
16:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
17:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
18:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
19:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1401**	**30.5**	**26.6**	**4.2**	**0**	**0**	**6**	**99**	**460**	**696**	**137**	**3**	**0**	**0**	**0**	**0**
16H,6-22	**1642**	**30.6**	**26.7**	**4.2**	**0**	**0**	**7**	**112**	**523**	**823**	**172**	**5**	**0**	**0**	**0**	**0**
18H,6-24	**1642**	**30.6**	**26.7**	**4.2**	**0**	**0**	**7**	**112**	**523**	**823**	**172**	**5**	**0**	**0**	**0**	**0**
24H,0-24	**1865**	**30.6**	**26.7**	**4.3**	**0**	**2**	**7**	**135**	**604**	**913**	**195**	**9**	**0**	**0**	**0**	**0**

18671			BICESTER				Site No: 18671001			Location	A4421, Bicester (Direction Signpost)					
Wed 18-Mar-15 to Mon 23-Mar-15							Channel: Northbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Wed 18-Mar-15	**5230**	30.3	26.3	4.1	0	0	22	359	1945	2486	384	30	3	1	0	0
Thu 19-Mar-15	**8275**	30.3	26.2	4.3	0	0	40	721	3047	3789	624	49	3	2	0	0
Fri 20-Mar-15	**8910**	30.3	26.4	4.2	0	5	28	683	3178	4235	722	53	5	1	0	0
Sat 21-Mar-15	**5851**	30.6	26.8	4.1	0	0	10	342	1948	2927	570	51	3	0	0	0
Sun 22-Mar-15	**4520**	30.7	27.3	4.1	0	0	17	186	1293	2483	482	52	6	1	0	0
Mon 23-Mar-15	**1865**	30.6	26.7	4.3	0	2	7	135	604	913	195	9	0	0	0	0
-																
Total Vehicles																
[--]	**34651**	30.5	26.6	4.2	0	7	124	2426	12015	16833	2977	244	20	5	0	0

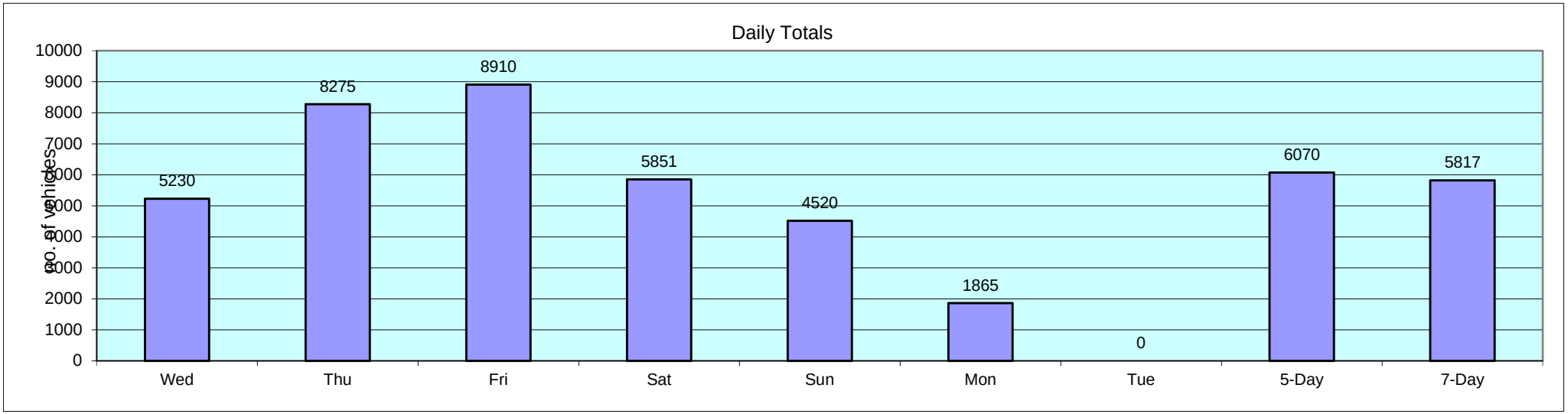




18671		BICESTER		Site No: 18671001 Channel: Northbound		Location	A4421, Bicester (Direction Signpost)		
TIME PERIOD	Wed 18/03/15	Thu 19/03/15	Fri 20/03/15	Sat 21/03/15	Sun 22/03/15	Mon 23/03/15	Tue 24/03/15	5-Day Av	7-Day Av
Week Begin: 18-Mar-15									
00:00	**0**	40	51	60	61	24	-	29	38
01:00	**0**	34	43	43	17	20	-	24	26
02:00	**0**	39	31	40	10	17	-	22	23
03:00	**0**	42	34	49	7	16	-	23	24
04:00	**0**	49	53	23	17	50	-	38	33
05:00	**0**	69	80	45	22	96	-	61	53
06:00	**0**	240	221	97	48	241	-	176	146
07:00	**0**	536	516	208	82	518	-	393	322
08:00	**0**	504	487	259	92	523	-	379	321
09:00	**0**	407	367	396	206	360	-	284	289
10:00	**0**	339	364	489	388	0	-	176	251
11:00	**0**	369	459	531	434	0	-	207	286
12:00	**0**	451	592	570	470	0	-	261	335
13:00	**424**	422	614	521	425	0	-	365	396
14:00	**459**	527	628	430	387	0	-	404	405
15:00	**652**	641	755	406	461	0	-	512	490
16:00	**895**	869	934	404	358	0	-	675	591
17:00	**1151**	1123	1093	408	304	0	-	842	703
18:00	**671**	634	677	274	261	0	-	496	430
19:00	**373**	380	374	244	186	0	-	282	263
20:00	**197**	202	198	126	108	0	-	149	140
21:00	**183**	154	126	89	95	0	-	116	109
22:00	**145**	146	136	76	52	0	-	107	95
23:00	**80**	58	77	63	29	0	-	54	52
12H,7-19	**4252**	**6822**	**7486**	**4896**	**3868**	**1401**	**-**	**4990**	**4816**
16H,6-22	**5005**	**7798**	**8405**	**5452**	**4305**	**1642**	**-**	**5713**	**5474**
18H,6-24	**5230**	**8002**	**8618**	**5591**	**4386**	**1642**	**-**	**5873**	**5620**
24H,0-24	**5230**	**8275**	**8910**	**5851**	**4520**	**1865**	**-**	**6070**	**5817**
Am	**05:00**	**07:00**	**07:00**	**11:00**	**11:00**	**08:00**	**-**	**-**	**-**
Peak	**0**	**536**	**516**	**531**	**434**	**523**	**-**	**394**	**419**
Pm	**17:00**	**17:00**	**17:00**	**12:00**	**12:00**	**23:00**	**-**	**-**	**-**
Peak	**1151**	**1123**	**1093**	**570**	**470**	**0**	**-**	**842**	**750**

18671	BICESTER	Site No: 18671001	Location	A4421, Bicester (Direction Signpost)
		Channel: Northbound		

TIME PERIOD	Wed 18/03/15	Thu 19/03/15	Fri 20/03/15	Sat 21/03/15	Sun 22/03/15	Mon 23/03/15	Tue 24/03/15	5-Day Av	7-Day Av



Appendix D

K&M TRAFFIC SURVEYS

DATE : TUESDAY 19TH NOVEMBER 2014

LOCATION : BICESTER, OXFORDSHIRE

A4421 / LAUNTON ROAD ROUNDABOUT

	A4421 FROM NORTH STRAIGHT AHEAD TO A4421 SOUTH EAST						A4421 FROM NORTH RIGHT TURN TO LAUNTON ROAD						A4421 FROM NORTH U TURNS						LAUNTON ROAD LEFT TURN TO A4421 NORTH						LAUNTON ROAD RIGHT TURN TO A4421 SOUTH EAST						LAUNTON ROAD U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	154	8		1		163	89	1				90	1					1	0730-0745	45	2	3			50	61	3	1		2	67	0					0
0745-0800	149	8		1	1	159	116	4		2	1	123	0					0	0745-0800	41	4	2			47	74	3		2	1	80	0					0
0800-0815	138	8	1			147	123	4			1	128	0					0	0800-0815	55	1	1			57	59	5	2			66	0					0
0815-0830	147	6		1		154	137	5		1		143	0					0	0815-0830	41	3	1			45	88	4				92	0					0
0830-0845	126	10				136	153	3	1			157	0					0	0830-0845	50	4	1			55	114	12				126	0		1			1
0845-0900	102	7				109	129	3	6	1		139	0					0	0845-0900	49	7				56	72	6	2		1	81	0					0
0900-0915	84	13			1	98	84	3	6	1		94	1					1	0900-0915	47	3	1			51	60	4	2			66	0		1			1
0915-0930	81	9			1	91	73	3	1			77	0					0	0915-0930	30	3				33	58	9	1		1	69	0					0
0930-0945	78	9	1			88	53	6	1			60	0					0	0930-0945	48	3				51	44			1	2	47	0		1			1
0945-1000	53	12	1			66	48	3	1	1		53	0					0	0945-1000	40	3				43	45	6	1		2	54	0					0
0730-1000	**1112**	**90**	**3**	**3**	**3**	**1211**	**1005**	**35**	**16**	**6**	**2**	**1064**	**2**	**0**	**0**	**0**	**0**	**2**	**0730-1000**	**446**	**33**	**9**	**0**	**0**	**488**	**675**	**52**	**9**	**3**	**9**	**748**	**0**	**0**	**3**	**0**	**0**	**3**
0730-0830	588	30	1	3	1	623	465	14	0	3	2	484	1	0	0	0	0	1	0730-0830	182	10	7	0	0	199	282	15	3	2	3	305	0	0	0	0	0	0
0745-0845	560	32	1	2	1	596	529	16	1	3	2	551	0	0	0	0	0	0	0745-0845	187	12	5	0	0	204	335	24	2	2	1	364	0	0	1	0	0	1
0800-0900	513	31	1	1	0	546	542	15	7	2	1	567	0	0	0	0	0	0	0800-0900	195	15	3	0	0	213	333	27	4	0	1	365	0	0	1	0	0	1
0815-0915	459	36	0	1	1	497	503	14	13	3	0	533	1	0	0	0	0	1	0815-0915	187	17	3	0	0	207	334	26	4	0	1	365	0	0	2	0	0	2
0830-0930	393	39	0	0	2	434	439	12	14	2	0	467	1	0	0	0	0	1	0830-0930	176	17	2	0	0	195	304	31	5	0	2	342	0	0	2	0	0	2
0845-0945	345	38	1	0	2	386	339	15	14	2	0	370	1	0	0	0	0	1	0845-0945	174	16	1	0	0	191	234	19	5	1	4	263	0	0	2	0	0	2
0900-1000	296	43	2	0	2	343	258	15	9	2	0	284	1	0	0	0	0	1	0900-1000	165	12	1	0	0	178	207	19	4	1	5	236	0	0	2	0	0	2

	A4421 FROM NORTH STRAIGHT AHEAD TO A4421 SOUTH EAST						A4421 FROM NORTH RIGHT TURN TO LAUNTON ROAD						A4421 FROM NORTH U TURNS						LAUNTON ROAD LEFT TURN TO A4421 NORTH						LAUNTON ROAD RIGHT TURN TO A4421 SOUTH EAST						LAUNTON ROAD U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	78	5				83	53	2	2	1		58	0					0	1600-1615	100	1		1	1	103	96	3		1		100	0		1			1
1615-1630	92	9	1	1		103	52	1	3			56	0					0	1615-1630	82	2	1	1		86	66	5		2		73	0					0
1630-1645	100	1	1			102	49	1	7	1		58	0					0	1630-1645	129			2		131	108	2	1	1		112	0		1			1
1645-1700	57	10				67	57	3	2			62	0					0	1645-1700	82	2		1		85	83	1			1	85	0					0
1700-1715	93	5			1	99	65	2				67	1					1	1700-1715	159	1		2		162	132		1			133	0		1			1
1715-1730	88	2				90	67	1		1		69	0					0	1715-1730	111	1		1	1	114	74	4				78	0					0
1730-1745	91	5				96	53		1	1	1	56	0					0	1730-1745	150	1		1		152	106		2	1		109	0		1			1
1745-1800	82	5				87	44	1				45	0					0	1745-1800	88	2		3		93	62	3			1	66	0					0
1800-1815	91	2		1		94	53					53	0					0	1800-1815	90					90	70	1	2		1	74	0		1			1
1815-1830	84	6				90	43	1	1	2		47	0					0	1815-1830	62	1			1	64	65					65	0					0
1600-1830	**856**	**50**	**2**	**2**	**1**	**911**	**536**	**12**	**16**	**6**	**1**	**571**	**1**	**0**	**0**	**0**	**0**	**1**	**1600-1830**	**1053**	**11**	**1**	**12**	**3**	**1080**	**862**	**19**	**6**	**5**	**3**	**895**	**0**	**0**	**5**	**0**	**0**	**5**
1600-1700	327	25	2	1	0	355	211	7	14	2	0	234	0	0	0	0	0	0	1600-1700	393	5	1	5	1	405	353	11	1	4	1	370	0	0	2	0	0	2
1615-1715	342	25	2	1	1	371	223	7	12	1	0	243	1	0	0	0	0	1	1615-1715	452	5	1	6	0	464	389	8	2	3	1	403	0	0	2	0	0	2
1630-1730	338	18	1	0	1	358	238	7	9	2	0	256	1	0	0	0	0	1	1630-1730	481	4	0	6	1	492	397	7	2	1	1	408	0	0	2	0	0	2
1645-1745	329	22	0	0	1	352	242	6	3	2	1	254	1	0	0	0	0	1	1645-1745	502	5	0	5	1	513	395	5	3	1	1	405	0	0	2	0	0	2
1700-1800	354	17	0	0	1	372	229	4	1	2	1	237	1	0	0	0	0	1	1700-1800	508	5	0	7	1	521	374	7	3	1	1	386	0	0	2	0	0	2
1715-1815	352	14	0	1	0	367	217	2	1	2	1	223	0	0	0	0	0	0	1715-1815	439	4	0	5	1	449	312	8	4	1	2	327	0	0	2	0	0	2
1730-1830	348	18	0	1	0	367	193	2	2	3	1	201	0	0	0	0	0	0	1730-1830	390	4	0	4	1	399	303	4	4	1	2	314	0	0	2	0	0	2

K&M TRAFFIC SURVEYS

DATE : TUESDAY 19TH NOVEMBER 2014

LOCATION : BICESTER, OXFORDSHIRE

A4421 / LAUNTON ROAD ROUNDABOUT

K&M TRAFFIC SURVEYS

DATE : TUESDAY 19TH NOVEMBER 2014

LOCATION : BICESTER, OXFORDSHIRE

A4421 / LAUNTON ROAD ROUNDABOUT

	A4421 FROM SOUTH EAST LEFT TURN TO LAUNTON ROAD						A4421 FROM SOUTH EAST STRAIGHT AHEAD TO A4421 NORTH						A4421 FROM SOUTH EAST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	64	4	1	1		**70**	75	5	1			**81**	0					**0**
0745-0800	95	2			2	**99**	71	4	1			**76**	0					**0**
0800-0815	96	9		1	1	**107**	69	5				**74**	0					**0**
0815-0830	139	4	3		4	**150**	65	7				**72**	1					**1**
0830-0845	131	10				**141**	70	15				**85**	0					**0**
0845-0900	112	4	2		1	**119**	47	5			1	**53**	0					**0**
0900-0915	79	1	2		3	**85**	47	6			1	**54**	0					**0**
0915-0930	57	3			1	**61**	40	2				**42**	0					**0**
0930-0945	66	5	3			**74**	44	7			2	**53**	1					**1**
0945-1000	39	4	2			**45**	38	8				**46**	0					**0**
0730-1000	**878**	**46**	**13**	**2**	**12**	**951**	**566**	**64**	**2**	**0**	**4**	**636**	**2**	**0**	**0**	**0**	**0**	**2**
0730-0830	394	19	4	2	7	**426**	280	21	2	0	0	**303**	1	0	0	0	0	**1**
0745-0845	461	25	3	1	7	**497**	275	31	1	0	0	**307**	1	0	0	0	0	**1**
0800-0900	478	27	5	1	6	**517**	251	32	0	0	1	**284**	1	0	0	0	0	**1**
0815-0915	461	19	7	0	8	**495**	229	33	0	0	2	**264**	1	0	0	0	0	**1**
0830-0930	379	18	4	0	5	**406**	204	28	0	0	2	**234**	0	0	0	0	0	**0**
0845-0945	314	13	7	0	5	**339**	178	20	0	0	4	**202**	1	0	0	0	0	**1**
0900-1000	241	13	7	0	4	**265**	169	23	0	0	3	**195**	1	0	0	0	0	**1**

	A4421 FROM SOUTH EAST LEFT TURN TO LAUNTON ROAD						A4421 FROM SOUTH EAST STRAIGHT AHEAD TO A4421 NORTH						A4421 FROM SOUTH EAST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	84		2		1	**87**	111	12				**123**	0					**0**
1615-1630	93	3	1		2	**99**	115	9				**124**	0					**0**
1630-1645	96	4	1	1	2	**104**	117	4		1	1	**123**	0					**0**
1645-1700	83	2				**85**	126	1		1	1	**129**	0					**0**
1700-1715	87	3			2	**92**	142	4			1	**147**	0					**0**
1715-1730	89	1			1	**91**	115	4	1		2	**122**	0					**0**
1730-1745	89	2	1			**92**	133	4			2	**139**	0					**0**
1745-1800	55	1	1		1	**58**	131	6		1	1	**139**	0					**0**
1800-1815	85	2	1		2	**90**	112	3			3	**118**	0					**0**
1815-1830	62	1			2	**65**	73	1				**74**	1					**1**
1600-1830	**823**	**19**	**7**	**1**	**13**	**863**	**1175**	**48**	**1**	**3**	**11**	**1238**	**1**	**0**	**0**	**0**	**0**	**1**
1600-1700	356	9	4	1	5	**375**	469	26	0	2	2	**499**	0	0	0	0	0	**0**
1615-1715	359	12	2	1	6	**380**	500	18	0	2	3	**523**	0	0	0	0	0	**0**
1630-1730	355	10	1	1	5	**372**	500	13	1	2	5	**521**	0	0	0	0	0	**0**
1645-1745	348	8	1	0	3	**360**	516	13	1	1	6	**537**	0	0	0	0	0	**0**
1700-1800	320	7	2	0	4	**333**	521	18	1	1	6	**547**	0	0	0	0	0	**0**
1715-1815	318	6	3	0	4	**331**	491	17	1	1	8	**518**	0	0	0	0	0	**0**
1730-1830	291	6	3	0	5	**305**	449	14	0	1	6	**470**	1	0	0	0	0	**1**

K&M TRAFFIC SURVEYS

DATE : TUESDAY 19TH NOVEMBER 2014

LOCATION : BICESTER, OXFORDSHIRE

A4421 / CHARBRIDGE LANE / BICESTER RD ROUNDABOUT

	A4421 FROM NORTH WEST STRAIGHT AHEAD TO BICESTER ROAD SE						A4421 FROM NORTH WEST RIGHT TURN TO A4421 CHARBRIDGE LANE						A4421 FROM NORTH WEST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	64	2				**66**	151	9	1	1	5	**167**	0					**0**
0745-0800	57	1				**58**	157	9		2	5	**173**	0					**0**
0800-0815	54	4				**58**	153	10	2			**165**	1					**1**
0815-0830	62					**62**	170	9		1	3	**183**	2					**2**
0830-0845	65	4				**69**	173	14				**187**	1					**1**
0845-0900	45		2		1	**48**	125	13			2	**140**	1					**1**
0900-0915	46	4	1			**51**	100	14	1		1	**116**	0					**0**
0915-0930	41	2	1			**44**	93	14			1	**108**	0					**0**
0930-0945	40	4				**44**	84	7	1	1	2	**95**	1					**1**
0945-1000	34	1			2	**37**	59	19	2			**80**	0					**0**
0730-1000	**508**	**22**	**4**	**0**	**3**	**537**	**1265**	**118**	**7**	**5**	**19**	**1414**	**6**	**0**	**0**	**0**	**0**	**6**
0730-0830	237	7	0	0	0	**244**	631	37	3	4	13	**688**	3	0	0	0	0	**3**
0745-0845	238	9	0	0	0	**247**	653	42	2	3	8	**708**	4	0	0	0	0	**4**
0800-0900	226	8	2	0	1	**237**	621	46	2	1	5	**675**	5	0	0	0	0	**5**
0815-0915	218	8	3	0	1	**230**	568	50	1	1	6	**626**	4	0	0	0	0	**4**
0830-0930	197	10	4	0	1	**212**	491	55	1	0	4	**551**	2	0	0	0	0	**2**
0845-0945	172	10	4	0	1	**187**	402	48	2	1	6	**459**	2	0	0	0	0	**2**
0900-1000	161	11	2	0	2	**176**	336	54	4	1	4	**399**	1	0	0	0	0	**1**

	A4421 FROM NORTH WEST STRAIGHT AHEAD TO BICESTER ROAD SE						A4421 FROM NORTH WEST RIGHT TURN TO A4421 CHARBRIDGE LANE						A4421 FROM NORTH WEST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	63		1	1	1	**66**	111	8				**119**	0					**0**
1615-1630	59			1		**60**	122	14	1	2		**139**	0					**0**
1630-1645	65		2			**67**	123	3				**126**	0					**0**
1645-1700	46					**46**	97	10			1	**108**	0					**0**
1700-1715	74				1	**75**	135	5	1		3	**144**	0					**0**
1715-1730	61	1			1	**63**	114	5				**119**	0					**0**
1730-1745	70	1	1	1		**73**	126	5	1			**132**	1					**1**
1745-1800	42		1			**43**	95	6			1	**102**	0					**0**
1800-1815	47				1	**48**	118	5	1	1	1	**126**	0					**0**
1815-1830	42	1				**43**	104	5				**109**	0					**0**
1600-1830	**569**	**3**	**5**	**3**	**4**	**584**	**1145**	**66**	**4**	**3**	**6**	**1224**	**1**	**0**	**0**	**0**	**0**	**1**
1600-1700	233	0	3	2	1	**239**	453	35	1	2	1	**492**	0	0	0	0	0	**0**
1615-1715	244	0	2	1	1	**248**	477	32	2	2	4	**517**	0	0	0	0	0	**0**
1630-1730	246	1	2	0	2	**251**	469	23	1	0	4	**497**	0	0	0	0	0	**0**
1645-1745	251	2	1	1	2	**257**	472	25	2	0	4	**503**	1	0	0	0	0	**1**
1700-1800	247	2	2	1	2	**254**	470	21	2	0	4	**497**	1	0	0	0	0	**1**
1715-1815	220	2	2	1	2	**227**	453	21	2	1	2	**479**	1	0	0	0	0	**1**
1730-1830	201	2	2	1	1	**207**	443	21	2	1	2	**469**	1	0	0	0	0	**1**

K&M TRAFFIC SURVEYS

DATE : TUESDAY 19TH NOVEMBER 2014

LOCATION : BICESTER, OXFORDSHIRE

A4421 / CHARBRIDGE LANE / BICESTER RD ROUNDABOUT

	A4421 CHARBRIDGE LANE LEFT TURN TO A4421 NORTH WEST						A4421 CHARBRIDGE LANE RIGHT TURN TO BICESTER ROAD SE						A4421 CHARBRIDGE LANE U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	87	9	1			97	12	1				13	0					0
0745-0800	94	6			5	105	13		1			14	0					0
0800-0815	104	11		1		116	7					7	0					0
0815-0830	141	9	1		1	152	15	1				16	0	1				1
0830-0845	121	21				142	14					14	0					0
0845-0900	97	9	1		2	109	15	2		1		18	1					1
0900-0915	71	6	1		2	80	11					11	2					2
0915-0930	54	5				59	7					7	1					1
0930-0945	68	11			2	81	10					10	0					0
0945-1000	56	11	2			69	11					11	1					1
0730-1000	**893**	**98**	**6**	**1**	**12**	**1010**	**115**	**4**	**1**	**1**	**0**	**121**	**5**	**1**	**0**	**0**	**0**	**6**
0730-0830	426	35	2	1	6	470	47	2	1	0	0	50	0	1	0	0	0	1
0745-0845	460	47	1	1	6	515	49	1	1	0	0	51	0	1	0	0	0	1
0800-0900	463	50	2	1	3	519	51	3	0	1	0	55	1	1	0	0	0	2
0815-0915	430	45	3	0	5	483	55	3	0	1	0	59	3	1	0	0	0	4
0830-0930	343	41	2	0	4	390	47	2	0	1	0	50	4	0	0	0	0	4
0845-0945	290	31	2	0	6	329	43	2	0	1	0	46	4	0	0	0	0	4
0900-1000	249	33	3	0	4	289	39	0	0	0	0	39	4	0	0	0	0	4

	BICESTER ROAD LEFT TURN TO A4421 CHARBRIDGE LANE SOUTH						BICESTER ROAD STRAIGHT AHEAD TO A4421 NORTH WEST						BICESTER ROAD U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	9					9	56		1	1		58	0					0
0745-0800	15					15	69		1		2	72	0					0
0800-0815	20	2				22	61	3			1	65	0					0
0815-0830	14					14	70	2	2		2	76	0					0
0830-0845	12					12	66	3				69	0					0
0845-0900	26					26	56		1		2	59	0					0
0900-0915	22					22	57	1	1		2	61	1	1				2
0915-0930	10					10	38				1	39	0					0
0930-0945	8	1				9	32	1	3			36	0					0
0945-1000	9					9	27	1				28	0					0
0730-1000	**145**	**3**	**0**	**0**	**0**	**148**	**532**	**11**	**9**	**1**	**10**	**563**	**1**	**1**	**0**	**0**	**0**	**2**
0730-0830	58	2	0	0	0	60	256	5	4	1	5	271	0	0	0	0	0	0
0745-0845	61	2	0	0	0	63	266	8	3	0	5	282	0	0	0	0	0	0
0800-0900	72	2	0	0	0	74	253	8	3	0	5	269	0	0	0	0	0	0
0815-0915	74	0	0	0	0	74	249	6	4	0	6	265	1	1	0	0	0	2
0830-0930	70	0	0	0	0	70	217	4	2	0	5	228	1	1	0	0	0	2
0845-0945	66	1	0	0	0	67	183	2	5	0	5	195	1	1	0	0	0	2
0900-1000	49	1	0	0	0	50	154	3	4	0	3	164	1	1	0	0	0	2

K&M TRAFFIC SURVEYS

DATE : TUESDAY 19TH NOVEMBER 2014

LOCATION : BICESTER, OXFORDSHIRE

A4421 / CHARBRIDGE LANE / BICESTER RD ROUNDABOUT

	A4421 CHARBRIDGE LANE LEFT TURN TO A4421 NORTH WEST						A4421 CHARBRIDGE LANE RIGHT TURN TO BICESTER ROAD SE						A4421 CHARBRIDGE LANE U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	140	12	1		1	154	12		1			13	0					0
1615-1630	147	12	1		2	162	9		1			10	1		1			2
1630-1645	149	7		2	3	161	16		1			17	2					2
1645-1700	163	4		1	1	169	11					11	2					2
1700-1715	170	5			3	178	21					21	4					4
1715-1730	155	5	1		3	164	12			1		13	0					0
1730-1745	159	5			2	166	11				1	12	1					1
1745-1800	144	7		1	2	154	14					14	0					0
1800-1815	149	5	1		5	160	23					23	1					1
1815-1830	86	2			3	91	16					16	2					2
1600-1830	**1462**	**64**	**4**	**4**	**25**	**1559**	**145**	**0**	**3**	**1**	**1**	**150**	**13**	**0**	**1**	**0**	**0**	**14**
1600-1700	599	35	2	3	7	646	48	0	3	0	0	51	5	0	1	0	0	6
1615-1715	629	28	1	3	9	670	57	0	2	0	0	59	9	0	1	0	0	10
1630-1730	637	21	1	3	10	672	60	0	1	1	0	62	8	0	0	0	0	8
1645-1745	647	19	1	1	9	677	55	0	0	1	1	57	7	0	0	0	0	7
1700-1800	628	22	1	1	10	662	58	0	0	1	1	60	5	0	0	0	0	5
1715-1815	607	22	2	1	12	644	60	0	0	1	1	62	2	0	0	0	0	2
1730-1830	538	19	1	1	12	571	64	0	0	0	1	65	4	0	0	0	0	4

	BICESTER ROAD LEFT TURN TO A4421 CHARBRIDGE LANE SOUTH						BICESTER ROAD STRAIGHT AHEAD TO A4421 NORTH WEST						BICESTER ROAD U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	10		1	1	2	14	50		1			51	0					0
1615-1630	14					14	52		1			53	0					0
1630-1645	20	1				21	58					58	0					0
1645-1700	11	1				12	61	1				62	0					0
1700-1715	11					11	49	1				50	0					0
1715-1730	11					11	50					50	0					0
1730-1745	11					11	58	1	1		1	61	0					0
1745-1800	13					13	43		1			44	0					0
1800-1815	8					8	41					41	0					0
1815-1830	10				1	11	52					52	0					0
1600-1830	**119**	**2**	**1**	**1**	**3**	**126**	**514**	**3**	**4**	**0**	**1**	**522**	**0**	**0**	**0**	**0**	**0**	**0**
1600-1700	55	2	1	1	2	61	221	1	2	0	0	224	0	0	0	0	0	0
1615-1715	56	2	0	0	0	58	220	2	1	0	0	223	0	0	0	0	0	0
1630-1730	53	2	0	0	0	55	218	2	0	0	0	220	0	0	0	0	0	0
1645-1745	44	1	0	0	0	45	218	3	1	0	1	223	0	0	0	0	0	0
1700-1800	46	0	0	0	0	46	200	2	2	0	1	205	0	0	0	0	0	0
1715-1815	43	0	0	0	0	43	192	1	2	0	1	196	0	0	0	0	0	0
1730-1830	42	0	0	0	1	43	194	1	2	0	1	198	0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : TUESDAY 19TH NOVEMBER 2014 LOCATION : BICESTER, OXFORDSHIRE

	A4421 / LAUNTON ROAD ROUNDABOUT				
	A4421 NORTH		LAUNTON ROAD		A4421 SOUTH
	inside	outside	inside	outside	inside
0735	1	1	1	1	4
0740	0	0	0	0	0
0745	0	0	0	0	0
0750	0	0	0	2	0
0755	2	1	0	2	10
0800	0	0	0	0	5
0805	0	0	5	0	0
0810	0	0	3	0	0
0815	0	0	0	3	12
0820	1	1	0	0	6
0825	0	2	0	2	20+
0830	0	4	1	2	20+
0835	8	4	1	0	20+
0840	0	0	0	1	20+
0845	0	2	1	2	8
0850	0	0	0	1	3
0855	0	1	0	0	3
0900	0	0	0	0	0
0905	1	1	0	0	4
0910	0	0	0	3	0
0915	0	0	1	0	0
0920	12	0	0	1	0
0925	0	0	0	0	0
0930	0	0	0	0	0
0935	1	0	1	0	0
0940	0	0	0	0	0
0945	1	1	0	0	0
0950	0	0	3	0	0
0955	4	0	0	1	0
1000	6	2	0	3	0

	A4421 / CHARBRIDGE LANE / BICESTER RD R/BOUT			
	A4421 N	A4421 CHARBRIDGE LANE		BICESTER RD
	inside	inside	outside	inside
0735	6	4	0	0
0740	0	3	0	0
0745	0	0	0	0
0750	0	1	0	0
0755	0	3	0	0
0800	0	0	0	0
0805	1	0	0	0
0810	0	1	0	0
0815	0	0	0	0
0820	0	3	0	0
0825	0	4	0	0
0830	0	14	0	0
0835	0	15	0	0
0840	0	12	0	5
0845	0	2	0	2
0850	1	0	0	0
0855	0	0	0	0
0900	0	1	1	2
0905	0	2	0	0
0910	0	0	0	0
0915	0	0	0	0
0920	0	1	0	0
0925	0	0	0	0
0930	0	3	0	0
0935	0	0	0	0
0940	0	0	0	0
0945	0	0	0	0
0950	0	0	0	0
0955	0	0	0	0
1000	0	0	0	0

QUEUES RECORDED IN TOTAL NUMBER OF VEHICLES

K&M TRAFFIC SURVEYS

DATE : TUESDAY 19TH NOVEMBER 2014 LOCATION : BICESTER, OXFORDSHIRE

	A4421 / LAUNTON ROAD ROUNDABOUT				
	A4421 NORTH		LAUNTON ROAD		A4421 SOUTH
	inside	outside	inside	outside	inside
1605	0	0	2	2	0
1610	1	3	0	2	0
1615	0	2	9	0	8
1620	1	1	1	1	0
1625	0	1	0	1	0
1630	0	0	2	1	0
1635	6	1	2	1	5
1640	1	2	3	1	0
1645	0	0	2	1	0
1650	0	2	0	2	8
1655	4	0	7	0	0
1700	0	3	1	1	0
1705	0	0	12	0	0
1710	1	3	2	2	17
1715	0	0	1	1	6
1720	0	0	0	0	0
1725	0	0	1	5	8
1730	0	0	0	2	0
1735	0	0	9	0	0
1740	0	0	10	0	0
1745	0	0	3	1	0
1750	0	0	2	0	0
1755	0	0	2	0	0
1800	0	0	1	1	0
1805	0	0	2	0	0
1810	0	0	2	2	0
1815	0	0	1	1	0
1820	2	1	2	1	0
1825	0	0	1	1	0
1830	0	0	0	0	0

	A4421 / CHARBRIDGE LANE / BICESTER RD R/BOUT			
	A4421 N	A4421 CHARBRIDGE LANE		BICESTER RD
	inside	inside	outside	inside
1605	0	0	0	0
1610	0	0	0	0
1615	9	0	0	0
1620	0	5	1	1
1625	0	0	0	4
1630	0	2	0	0
1635	0	0	0	0
1640	0	3	0	0
1645	3	5	0	0
1650	0	1	1	2
1655	0	0	0	0
1700	0	0	0	0
1705	0	0	0	0
1710	0	1	0	3
1715	0	9	0	0
1720	0	2	0	0
1725	0	5	0	0
1730	3	0	0	0
1735	0	4	0	0
1740	0	0	0	0
1745	0	0	0	2
1750	0	1	0	0
1755	0	0	0	1
1800	6	0	0	0
1805	2	0	0	4
1810	2	10	0	3
1815	0	4	0	0
1820	0	0	0	0
1825	0	0	0	3
1830	0	2	0	0

QUEUES RECORDED IN TOTAL NUMBER OF VEHICLES

Appendix E

JUNCTION 7

2024

Arm	Link Name
A	B4100 N
B	A4095 W
C	B4100 S
D	A4095 E

AM Peak

Totals		Destination				
		A	B	C	D	Total
Origin	A	0	14	452	476	942
	B	106	0	405	393	904
	C	223	8	0	111	342
	D	11	559	62	0	632
	Total	340	581	919	980	2820

LV		Destination				
		A	B	C	D	Total
Origin	A	0	13	431	452	896
	B	104	0	372	385	861
	C	223	0	0	108	331
	D	11	550	60	0	621
	Total	338	563	863	945	2709

HV		Destination				
		A	B	C	D	Total
Origin	A	0	1	21	24	46
	B	2	0	33	8	43
	C	0	8	0	3	11
	D	0	9	2	0	11
	Total	2	18	56	35	111

PM Peak

Totals		Destination				
		A	B	C	D	Total
Origin	A	0	19	372	312	703
	B	112	0	727	337	1176
	C	464	0	0	190	654
	D	1	456	53	0	510
	Total	577	475	1152	839	3043

LV		Destination				
		A	B	C	D	Total
Origin	A	0	19	370	306	695
	B	112	0	710	337	1159
	C	461	0	0	190	651
	D	1	449	53	0	503
	Total	574	468	1133	833	3008

HV		Destination				
		A	B	C	D	Total
Origin	A	0	0	2	6	8
	B	0	0	17	0	17
	C	3	0	0	0	3
	D	0	7	0	0	7
	Total	3	7	19	6	35

JUNCTION 12

2024

Arm	Link Name
A	A4095 West
B	A4421 North
C	A4095 East
D	Buckingham Road

AM Peak

Totals		Destination				
		A	B	C	D	Total
Origin	A	0	27	870	57	954
	B	304	0	418	448	1170
	C	408	129	0	4	541
	D	91	273	267	0	631
	Total	803	429	1555	509	3296

LV		Destination				
		A	B	C	D	Total
Origin	A	0	9	843	57	909
	B	298	0	394	435	1127
	C	375	123	0	4	502
	D	90	260	267	0	617
	Total	763	392	1504	496	3155

HV		Destination				
		A	B	C	D	Total
Origin	A	0	18	27	0	45
	B	6	0	24	13	43
	C	33	6	0	0	39
	D	1	13	0	0	14
	Total	40	37	51	13	141

PM Peak

Totals		Destination				
		A	B	C	D	Total
Origin	A	0	94	357	14	465
	B	85	0	357	310	752
	C	1099	603	0	82	1784
	D	232	295	156	0	683
	Total	1416	992	870	406	3684

LV		Destination				
		A	B	C	D	Total
Origin	A	0	92	351	14	457
	B	84	0	353	310	747
	C	1082	591	0	82	1755
	D	232	294	156	0	682
	Total	1398	977	860	406	3641

HV		Destination				
		A	B	C	D	Total
Origin	A	0	2	6	0	8
	B	1	0	4	0	5
	C	17	12	0	0	29
	D	0	1	0	0	1
	Total	18	15	10	0	43

JUNCTION 14

2024

Arm	Link Name
A	A4421 North
B	A4421 South
C	Launton Road

AM Peak

Totals		Destination			
		A	B	C	Total
Origin	A	0	568	71	639
	B	711	0	454	1165
	C	39	944	0	983
	Total	750	1512	525	2787

LV		Destination			
		A	B	C	Total
Origin	A	0	568	71	639
	B	711	0	454	1165
	C	39	944	0	983
	Total	750	1512	525	2787

HV		Destination			
		A	B	C	Total
Origin	A	0	26	8	34
	B	31	0	25	56
	C	1	51	0	52
	Total	32	77	33	142

PM Peak

Totals		Destination			
		A	B	C	Total
Origin	A	0	595	391	986
	B	1142	0	725	1867
	C	198	1069	0	1267
	Total	1340	1664	1116	4120

LV		Destination			
		A	B	C	Total
Origin	A	0	595	391	986
	B	1142	0	725	1867
	C	198	1069	0	1267
	Total	1340	1664	1116	4120

HV		Destination			
		A	B	C	Total
Origin	A	0	2	0	2
	B	29	0	0	29
	C	0	10	0	10
	Total	29	12	0	41

JUNCTION 15

2024

Arm	Link Name
A	A4421 West
B	Bicester Road
C	A4421 South

AM Peak

Totals		Destination			
		A	B	C	Total
Origin	A	0	198	1314	1512
	B	117	0	221	338
	C	1048	105	0	1153
	Total	1165	303	1535	3003

LV		Destination			
		A	B	C	Total
Origin	A	0	198	1314	1512
	B	117	0	221	338
	C	1048	105	0	1153
	Total	1165	303	1535	3003

HV		Destination			
		A	B	C	Total
Origin	A	0	19	54	73
	B	9	0	4	13
	C	48	4	0	52
	Total	57	23	58	138

PM Peak

Totals		Destination			
		A	B	C	Total
Origin	A	0	384	1280	1664
	B	231	0	94	325
	C	1636	20	0	1656
	Total	1867	404	1374	3645

LV		Destination			
		A	B	C	Total
Origin	A	0	384	1280	1664
	B	231	0	94	325
	C	1636	20	0	1656
	Total	1867	404	1374	3645

HV		Destination			
		A	B	C	Total
Origin	A	0	5	7	12
	B	231	0	94	325
	C	1636	20	0	1656
	Total	1867	25	101	1993

Appendix F

some journeys now go to Kingsmere

bus route S5

Bicester

Bicester Village

Gosford

Oxford

plus journeys to & from JR Hospital, Headington & Brookes University

free WiFi on board

19 April 2015

stagecoach gold

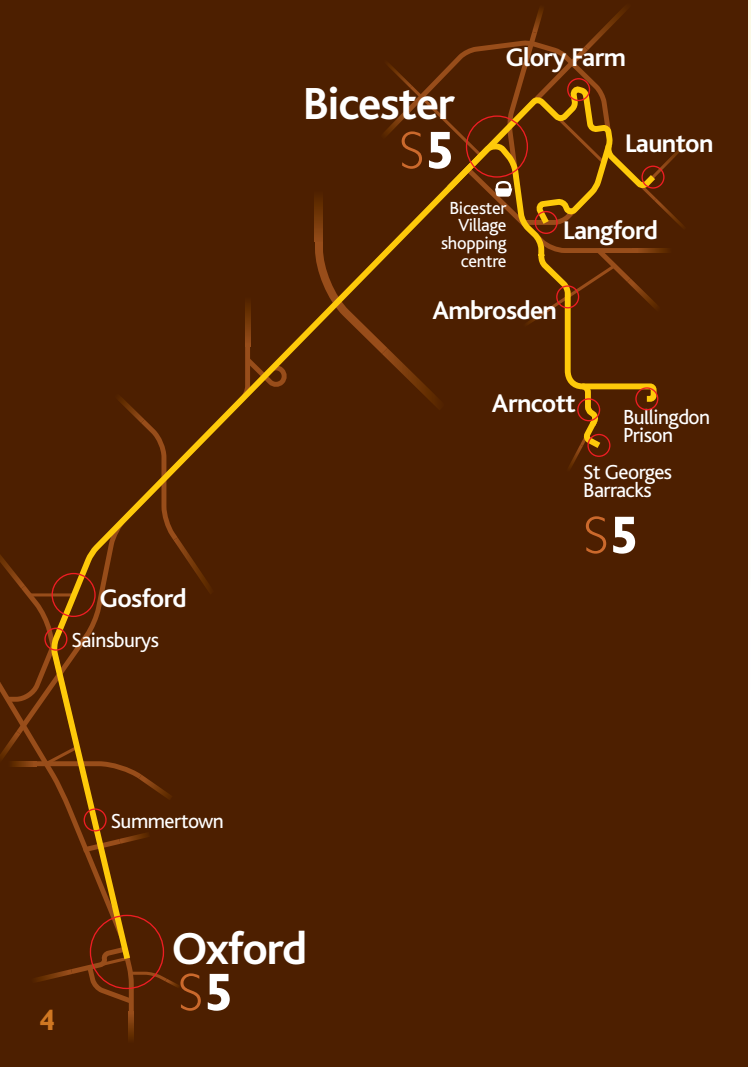
contents

timetables

. . . satisfaction guaranteed

If your journey is delayed by more than 30 minutes because of events within our control (like a vehicle breakdown), you can get a free dayrider appropriate to the area you travel in.

more info at stagecoachbus.com/oxfordshire



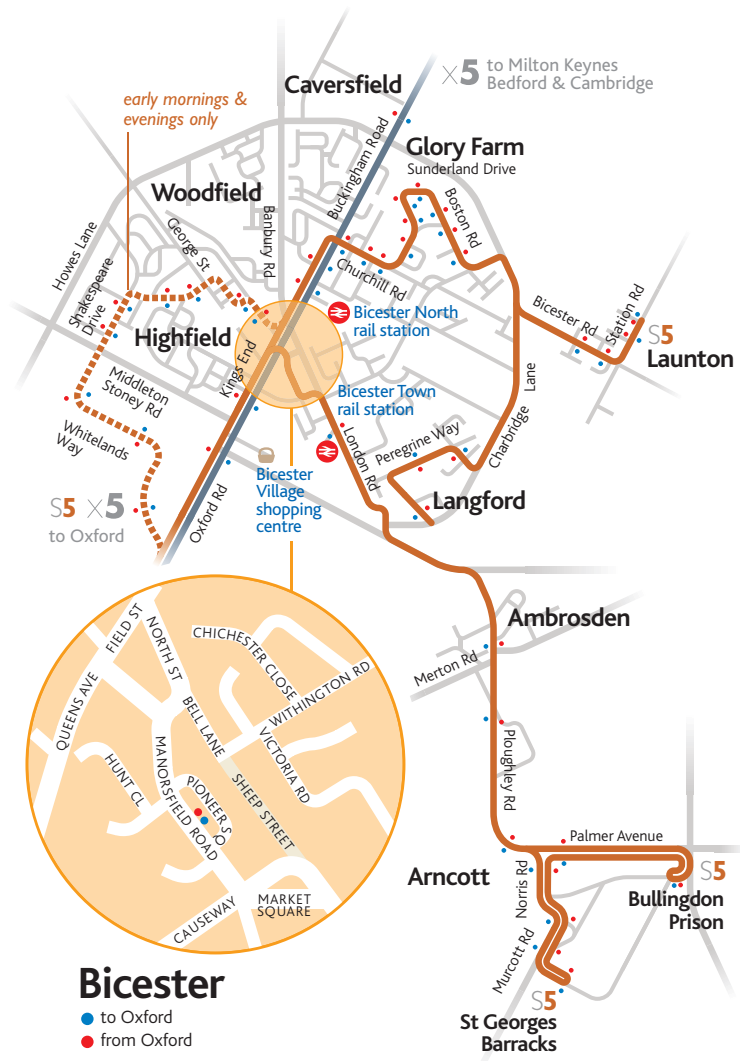
Welcome to this useful guide to route S5, the luxurious bus service from Stagecoach.

Stagecoach Gold is a guarantee of quality - from obvious touches, like the hand-stitched Italian leather seats, to emission-busting Euro 5 engines. With more and more of you finding the bus an easy and attractive option for getting into Oxford, we believe you deserve that touch of luxury. And it's good to know that by using the bus you are doing your bit to help the planet.

Our drivers (in smart Stagecoach Gold uniforms) are regulars on these routes, so they really know the area and are happy to provide help or local advice whenever you need it. They know that their job is much more than just driving. And to top it all off we also provide free Wi-Fi, so you can use your laptop on the move.

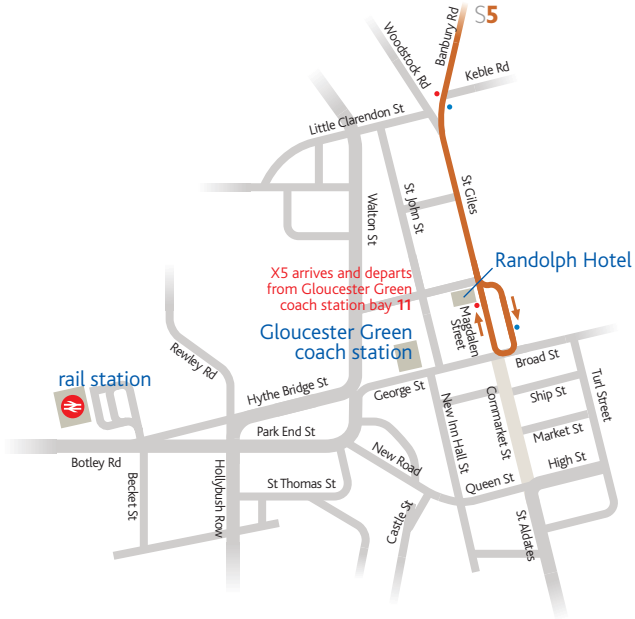
All buses are wheelchair and buggy accessible.

Welcome aboard.



Bicester

- to Oxford
- from Oxford



Oxford city centre

- to Bicester
- from Bicester

where to get on & off

Mondays to Fridays

	B	B		B		B
Bullingdon prison						0657
Arncott St Georges barracks						0705
Ambrosden bus shelter						0712
Launton Station Road				0646		▼
Langford Peregrine Way				▼	0703	▼
Glory Farm Boston Road	0543	0558	0618	0636	0641	0651	0708	▼
Bicester Pioneer Square, arr	0552	0607	0627	0647	0652	0702	0722	0723
Bicester Pioneer Square, dep	0555	0610	0630	0650	0655	0705	0725	0726
Bicester Village	0559	▼	▼	0654	0700	▼	0730	▼
Gosford Kings Arms	0611	0632	0652	0707	0713	0728	0743	0752
Summertown shops	0632	0641	0701	0718	0737	0742	0757	0806
Oxford Magdalen Street	0700	0649	0709	0729	0812	0756	0811	0820

starts at Caversfield turn at 0720				starts at Caversfield turn at 0745							
		0728			0742			0834			0911
					0749						0920
					0756						0927
					▼			▼			▼
		▼			▼	0808	▼	0849			▼
0723	0733	0738		▼	▼	0813	0839	0854	0912		▼
0737	0747	0752		0756	0807	0827	0851	0906	0921		0936
0740	0750	0755		0800	0810	0830	0855	0910	0925		0940
0745	0755	0800		0805	0815	0835	0859	0914	0929		0944
0800	0810	0815		▼	0830	0848	0911	0926	0941		0956
0814	0824	0837		▼	0844	0902	0923	0937	0952		1007
0828	0838	0910		0840	0858	0916	0935	0948	1003		1018

journeys in red are operated with double-deck coaches from our Oxford Tube fleet

after Chesterton turn they run non-stop until Woodstock Road, stopping at Old Radcliffe Infirmary & Oxford Magdalen Street

						then at the these minutes			
Arncott St Georges barracks				1030					30
Bullingdon prison				1037					37
Ambrosden bus shelter				1043					43
Launton Station Road	0937		1022	▼				22	▼
Langford Peregrine Way	▼	0952	▼	▼		52		▼	▼
Glory Farm Boston Road	0942	0957	1027	▼		57		27	▼
Bicester Pioneer Square, arr	0951	1006	1036	1051		06		36	51
Bicester Pioneer Square, dep	0955	1010	1025	1040	1055	10	25	40	55
Bicester Village	0959	1014	1029	1044	1059	14	29	44	59
Gosford Kings Arms	1011	1026	1041	1056	1111	26	41	56	11
Summertown shops	1022	1037	1052	1107	1122	37	52	07	22
Oxford Magdalen Street	1033	1048	1103	1118	1133	48	03	18	33

until										
			1430		1510					1555
			1437		1504					1602
			1443		1517					1606
		1422	▼		▼	1522				▼
	1352	▼	▼	1452	▼	▼			1552	▼
	1357		1427	▼	1457	▼	1527		1557	▼
	1406		1436	1451	1506	1525	1536		1606	1616
	1410	1425	1440	1455	1510	1530	1540	1555	1610	1620
	1414	1429	1444	1459	1514	1534	1544	1559	1614	1624
	1426	1441	1456	1511	1526	1546	1556	1611	1626	1636
	1437	1452	1507	1522	1537	1557	1607	1622	1637	1647
	1448	1503	1518	1533	1548	1608	1618	1633	1648	1658

this journey starts at Bullingdon prison & goes to Arncott afterwards

B these buses call at Bowmont Square and Kingsmere Centre after Bicester Pioneer Square

Bowmont Square	0617	0637	0712	0733
Kingsmere Centre	0620	0640	0715	0737

journeys in the yellow boxes run via
Kidlington
Water Eaton park&ride
JR Hospital
Oxford Brookes University
and end in Speedwell Street not Magdalen Street

see page 24

Mondays to Fridays

																				NS5	NS5
Bullingdon prison					1725			1825		1920										0008	
Arncott St Georges barracks					1732			1832		1927										0015	
Ambrosden bus shelter					1738			1838		1933										▼	
Launton Station Road		1637			▼	1752		▼	1857	▼										▼	
Langford Peregrine Way		▼	1705		▼	▼		▼	▼	▼										▼	
Glory Farm Boston Road		1642	▼		▼	1757	1817	▼	1902	▼	2003	2033	2103	2133	2203	2233	2303			▼	0203
Bicester Pioneer Sq, arr		1651	1711		1748	1806	1826	1846	1911	1941	2011	2041	2111	2141	2211	2241	2311			0023	0211
Bicester Pioneer Sq, dep	1635	1655	1715	1735	1755	1810	1830	1850	1915	1945	2015	2045	2115	2145	2215	2245	2315			0025	0215
Bicester Village	1639	1659	1719	1739	1759	1814	1834	1854	1919	1949	2018	2048	2118	2148	2218	2248	2318			0028	0218
Gosford Kings Arms	1651	1711	1731	1751	1811	1826	1846	1906	1931	2001	2030	2100	2130	2200	2230	2300	2330			0040	0230
Summertown shops	1702	1722	1741	1802	1822	1837	1855	1915	1940	2010	2039	2109	2139	2209	2239	2309	2339			0049	0239
Oxford Magdalen Street	1713	1733	1751	1813	1833	1848	1903	1923	1948	2018	2047	2117	2147	2217	2247	2317	2347			0057	0247

these times
are Friday only

Saturdays

	B		B		B		B				B					then at these minutes					until	
Arncott St Georges barracks					0736				0836				0936					30			
Bullingdon prison					0724				0824				0924					37			
Ambrosden bus shelter					0743				0843				0943					43			
Launton Station Road				0717	▼			0822	▼			0922	▼				22	▼			
Langford Peregrine Way				▼	▼		0807	▼	▼			▼	▼	0952			▼	▼	52		
Glory Farm Boston Road	0608	0637	0703	0722	▼	0757	0812	0827	▼	0857	0912	0927	▼	0957			27	▼	57		
Bicester Pioneer Square, arr	0617	0646	0712	0731	0751	0806	0821	0836	0851	0906	0921	0936	0951	1006			36	51	06		
Bicester Pioneer Square, dep	0620	0650	0715	0735	0755	0810	0825	0840	0855	0910	0925	0940	0955	1010		25	40	55	10		1625
Bicester Village	▼	0654	▼	0739	▼	0814	▼	0844	0859	0914	▼	0944	0959	1014		29	44	59	14		1629
Gosford Kings Arms	0642	0706	0737	0751	0817	0826	0847	0856	0911	0926	0947	0956	1011	1026		41	56	11	26		1641
Summertown shops	0651	0717	0746	0802	0828	0837	0858	0907	0922	0937	0958	1007	1022	1037		52	07	22	37		1652
Oxford Magdalen Street	0659	0728	0754	0813	0839	0848	0909	0918	0933	0948	1009	1018	1033	1048		03	18	33	48		1703

these journeys start at Bullingdon prison & go to Arncott afterwards

																	NS5	NS5
Arncott St Georges barracks		1630			1730		1820										0008	
Bullingdon prison		1637			1737		1827										▼	
Ambrosden bus shelter		1643			1743		1833										0015	
Launton Station Road	1622	▼			▼	1757	▼										▼	
Langford Peregrine Way	▼	▼	1657		▼	▼	▼										▼	
Glory Farm Boston Road	1627	▼	1702		▼	1802	▼	1903	1933	2003	2033	2103	2133	2203	2233	2303	▼	0203
Bicester Pioneer Square, arr	1636	1651	1711		1751	1811	1841	1911	1941	2011	2041	2111	2141	2211	2241	2311	0023	0211
Bicester Pioneer Square, dep	1640	1655	1715	1735	1755	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	0025	0215
Bicester Village	1644	1659	1719	1739	1759	1819	1849	1918	1948	2018	2048	2118	2148	2218	2248	2318	0028	0218
Gosford Kings Arms	1656	1711	1731	1751	1811	1831	1901	1930	2000	2030	2100	2130	2200	2230	2300	2330	0040	0230
Summertown shops	1707	1722	1742	1802	1822	1842	1910	1939	2009	2039	2109	2139	2209	2239	2309	2339	0049	0239
Oxford Magdalen Street	1718	1733	1753	1813	1833	1853	1918	1947	2017	2047	2117	2147	2217	2247	2317	2347	0057	0247

B these buses call at Bowmont Square and Kingsmere Centre after Bicester Pioneer Square

Bowmont Square	0627	0722	0802	0832	0932
Kingsmere Centre	0630	0725	0805	0835	0935

Sundays & public holidays

Arncott St Georges Barracks								1401				1556							
Bullingdon prison								▼				1603							
Ambrosden bus shelter								1408				1608							
Glory Farm Boston Road	0747	0817	then at these minutes	**47**	**17**	until	1347	1417	1447	1517	1547	1617	1647	1717	1820	1850	1920	2050	2220
Bicester Pioneer Square, arr	0756	0826		**56**	**26**		1356	1426	1456	1526	1556	1626	1656	1726	1828	1858	1928	2058	2228
Bicester Pioneer Square, dep	0800	0830		**00**	**30**		1400	1430	1500	1530	1600	1630	1700	1730	1830	1900	1930	2100	2230
Bicester Village	0804	0834		**04**	**34**		1404	1434	1504	1534	1604	1634	1704	1734	1834	1904	1934	2103	2233
Gosford Kings Arms	0816	0846		**16**	**46**		1416	1446	1516	1546	1616	1646	1716	1746	1846	1916	1946	2115	2245
Summertown shops	0826	0856		**26**	**56**		1426	1456	1526	1556	1626	1656	1726	1756	1855	1925	1955	2124	2254
Oxford Magdalen Street	0836	0906		**36**	**06**		1436	1506	1536	1606	1636	1706	1736	1806	1903	1933	2003	2132	2302

It's much more fun shopping with a friend isn't it?
With a bicester duo it's also a great bargain.
So what are you waiting for?
Hit those Oxford shops now

day return between Bicester & Oxford for 2 people, on route S5 only

go after 9am Mon-Fri, anytime weekends

buy from your driver at the Bicester end of the route only
further details at stagecoachbus.com/oxfordshire

towards Oxford Sundays

Mondays to Fridays

Oxford Magdalen St, stop C4		0655	0720	0740	0805	0820	0825	0840
Summertown shops		0702	0727	0748	0812	0828	0833	0848
Gosford Kings Arms		0711	0736	0757	0821	0837	0842	0857
Bicester Village		0723	0748	0809	0833	0849	0854	0909
Bicester Pioneer Square, arr		0728	0753	0814	0838	0854	0859	0914
Bicester Pioneer Square, dep	0645	0730	0755	0816	0841	0859	0902	0919
Glory Farm Boston Road	▼	▼	▼	0827	▼	▼	0910	0928
Launton Station Road	▼	▼	▼	0832	▼	▼		0933
Langford Peregrine Way	▼	▼	0801		0847	▼		
Ambrosden bus shelter	0652	0737				0906		
Bullingdon prison	0657	0742				0911		
Arncott St Georges barracks	0703	0748				0917		

					then at these minutes					until			
Oxford Magdalen St, stop C4	0900	0915	0930	0945		**00**	**15**	**30**	**45**		1400	1415	1430
Summertown shops	0908	0923	0938	0953		**08**	**23**	**38**	**53**		1408	1423	1438
Gosford Kings Arms	0917	0932	0947	1002		**17**	**32**	**47**	**02**		1417	1432	1447
Bicester Village	0928	0943	0958	1013		**28**	**43**	**58**	**13**		1428	1443	1458
Bicester Pioneer Square, arr	0932	0947	1002	1017		**32**	**47**	**02**	**17**		1432	1447	1502
Bicester Pioneer Square, dep	0937	0952	1007			**37**	**52**	**07**			1437	1452	1507
Glory Farm Boston Road	0946	▼	1016			**46**	▼	**16**			1446	▼	1516
Launton Station Road	▼	▼	1021			▼	▼	**21**			▼	▼	1521
Langford Peregrine Way	0951	▼				**51**	▼				1451	▼	
Ambrosden bus shelter		0959					**59**					1459	
Bullingdon prison		1004					**04**					1504	
Arncott St Georges barracks		1010					**10**					1510	

					Ⓑ		Ⓑ	
Oxford Magdalen St, stop C4	1445	1500	1515	1530	1545	1600	1615	1550
Summertown shops	1453	1508	1523	1538	1553	1608	1623	1623
Gosford Kings Arms	1502	1517	1534	1548	1604	1620	1635	1641
Bicester Village	1513	1528	1548	1600	▼	1635	▼	1656
Bicester Pioneer Square, arr	1517	1532	1553	1605	1632	1640	1703	1701
Bicester Pioneer Square, dep	1522	1537		1610		1645	1708	1704
Glory Farm Boston Road	▼	1546		1621		1656	▼	1715
Launton Station Road	▼	▼		1626		▼	▼	
Langford Peregrine Way	▼	1551				1701	▼	
Ambrosden bus shelter	1529						1716	
Arncott St Georges barracks	1540						1723	
Bullingdon prison	1534						1732	

this journey goes to Bullingdon prison before Arncott

					Ⓑ		Ⓑ		Ⓑ		
Oxford Magdalen St, stop C4	1630	1645	1700	1650	1715	1730	1745	1805	1825		
Summertown shops	1638	1653	1708	1723	1723	1738	1753	1813	1832		
Gosford Kings Arms	1650	1705	1720	1741	1735	1750	1805	1824	1840		
Bicester Village	1705	▼	1735	1756	▼	1805	▼	1839	1852		
Bicester Pioneer Square, arr	1710	1733	1740	1801	1803	1810	1833	1844	1856		
Bicester Pioneer Square, dep	1715		1745	1804	1808	1815	1835	1847	1859		
Glory Farm Boston Road	1726		1756	1815	▼	1826	1846	▼	1907		
Launton Station Road	1731		▼		▼	1831	▼	▼			
Langford Peregrine Way			1801		▼		1851	▼			
Ambrosden bus shelter					1816			1855			
Arncott St Georges barracks					1823			1902			
Bullingdon prison					1832			1927			

journeys in the yellow boxes leave from Castle Street, not Magdalen Street, and run via

Oxford Brookes University
JR Hospital
Water Eaton park&ride
Kidlington

see page 28

Ⓑ these buses call at Kingsmere Centre and Bowmont Square between Gosford Kings Arms and Bicester Pioneer Square

Kingsmere Centre	1619	1650	1720	1750	1820
Bowmont Square	1622	1653	1723	1753	1823

Mondays to Fridays

															NS5	NS5	NS5	NS5
Oxford Magdalen St, stop C4	1800	1845	1910	1940	2010	2005	2110	2140	2210	2240	2310	2340	0010	0110	0210	0310
Summertown shops	1830	1852	1917	1946	2016	2030	2116	2146	2216	2246	2316	2346	0016	0116	0216	0316
Gosford Kings Arms	1846	1900	1925	1953	2023	2043	2123	2153	2223	2253	2323	2353	0023	0123	0223	0323
Bicester Village	1858	1912	1937	2004	2034	2054	2134	2204	2234	2304	2334	0004	0034	0134	0234	0334
Bicester Pioneer Square, arr	1902	1916	1941	2008	2038	2058	2138	2208	2238	2308	2338	0008	0038	0138	0238	0338
Bicester Pioneer Square, dep	1905	1919	1944	2011	2041	2101	2141	2211	2241	2311	2341	0011	0041	0141	0241	0341
Glory Farm Boston Road	1913	1927	1952	2019	2049	2109	2149	2219	2249	2319	2349	0019	0049	0149	0249	0349
Launton Station Road		1932									2354					
Langford Peregrine Way											2358					
Ambrosden bus shelter											0005					
Arncott St Georges barracks																
Bullingdon prison																

these times are Friday only

journeys in the yellow boxes leave from Castle Street, not Magdalen Street, and run via

Oxford Brookes University
JR Hospital
Water Eaton park&ride
Kidlington

see page 28

If you travel into Oxford most days, say to work, then save with a bicester rider.

It's much cheaper compared to paying separately each time you travel, and you can use it on routes 14, 14A, 17A, 17C, 26, 700, S5 and X5 as often as you like.

megarider 7 & 28 day tickets are available from your driver: or for even better value for money visit stagecoachbus.com/oxford to find out about other ways to buy your megarider as well as longer term tickets

Saturdays

Oxford Magdalen St, stop C4		0705	0735	0805	0835	0855	0915	0930
Summertown shops		0713	0743	0813	0843	0903	0923	0938
Gosford Kings Arms		0722	0752	0822	0852	0912	0932	0947
Bicester Village		0733	0803	0833	0903	0923	0943	0958
Bicester Pioneer Square, arr		0737	0807	0837	0907	0927	0947	1002
Bicester Pioneer Square, dep	0712	0742	0812	0842	0912	0932	0952	1007
Glory Farm Boston Road	▼	0751	▼	0851	▼	0941	1001	▼
Launton Station Road	▼		▼		▼	▼	1006	▼
Langford Peregrine Way	▼		▼		▼	0946		▼
Ambrosden bus shelter	0719		0819		0919			1014
Bullingdon prison	0724		0824		0924			1019
Arncott St Georges barracks	0730		0830		0930			1025

													B		B		
0945	then at these minutes	00	15	30	45	until	1500	1515	1530	1545	1600	1615	1630
0953		08	23	38	53		1508	1523	1538	1553	1608	1623	1638
1002		17	32	47	02		1517	1532	1547	1602	1617	1632	1647
1013		28	43	58	13		1528	1543	1558	▼	1628	▼	1658
1017		32	47	02	17		1532	1547	1602	1624	1632	1654	1702
		37	52	07			1537	1552	1607		1637	1659	1707
		46		16			1546	▼	1616		1646	▼	1716
		▼		21			▼	▼	1621		▼	▼	1721
		51					1551	▼			1651	▼	
			59					1559				1706	
			04					1637				1737	
			10					1606				1713	

these journeys go to Bullingdon prison after Arncott

	B		B		B			
Oxford Magdalen St, stop C4	1645	1700	1715	1730	1745	1805	1825	1845
Summertown shops	1653	1708	1723	1738	1753	1813	1833	1851
Gosford Kings Arms	1702	1717	1732	1747	1802	1822	1842	1858
Bicester Village	▼	1728	▼	1758	▼	1833	1853	1909
Bicester Pioneer Square, arr	1724	1732	1754	1802	1824	1837	1857	1913
Bicester Pioneer Square, dep		1737	1759	1807	1829	1842	1900	1916
Glory Farm Boston Road		1746	▼	1816	1840	1851	1908	1924
Launton Station Road		▼	▼	1821		▼	1913	
Langford Peregrine Way		1751	▼			1856		
Ambrosden bus shelter			1806					
Arncott St Georges barracks			1813					
Bullingdon prison			1827					

									NS5	NS5	NS5	NS5
1910	1940	then at these minutes	10	40	until	2310	2340	0010	0110	0210	0310
1916	1946		16	46		2316	2346	0016	0116	0216	0316
1923	1953		23	53		2323	2353	0023	0123	0223	0323
1934	2004		34	04		2334	0004	0034	0134	0234	0334
1938	2008		38	08		2338	0008	0038	0138	0238	0338
1941	2011		41	11		2341	0011	0041	0141	0241	0341
1949	2019		49	19		2349	0019	0049	0149	0249	0349
						▼					
						2354					
						2358					
						0005					

B these buses call at Kingsmere Centre and Bowmont Square between Gosford Kings Arms and Bicester Pioneer Square

Kingsmere Centre	1613	1643	1713	1743	1813
Bowmont Square	1616	1646	1716	1746	1816

Sundays & public holidays

Oxford Magdalen St, stop C4	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555	1625	1655	1725	1755	1825
Summertown shops	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532	1602	1632	1702	1732	1802	1831
Gosford Kings Arms	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511	1541	1611	1641	1711	1741	1811	1838
Bicester Village	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522	1552	1622	1652	1722	1752	1822	1849
Bicester Pioneer Square, arr	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456	1526	1556	1626	1656	1726	1756	1826	1853
Bicester Pioneer Square, dep	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631	1701	1731	1801	1831	1856
Glory Farm Boston Road	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610	1640	1710	1740	1810	1840	1904
Ambrosden bus shelter								1349				1549							
Bullingdon prison								1354				▼							
Arncott St Georges barracks								1400				1556							

Oxford Magdalen St, stop C4	1855	1925	2010	2110	2210	2310
Summertown shops	1901	1931	2016	2116	2216	2316
Gosford Kings Arms	1908	1938	2023	2123	2223	2323
Bicester Village	1919	1949	2034	2134	2234	2334
Bicester Pioneer Square, arr	1923	1953	2038	2138	2238	2338
Bicester Pioneer Square, dep	1926	1956	2041	2141	2241	2341
Glory Farm Boston Road	1934	2004	2049	2149	2249	2349

single & return tickets available

Pay the driver in cash when you get on.

Our drivers do carry change, but it speeds up boarding for everyone if you have the right money.

Return tickets are cheaper than two singles and can be used to travel back on S5 or X5.
See stagecoachbus.com/oxfordshire for more information.

Mondays to Fridays

	S5	S5	S5	S5	S5	S5	S5	S5
Glory Farm Scampton Close	0543	0558	0618	0636	0641	0651		0733
Bicester Pioneer Square stand 3	0555	0610	0630	0650	0655	0705	0726	0750
Bowmont Square	▼	0617	0637	▼	▼	0712	0733	▼
Kingsmere Centre		0620	0640	▼	▼	0715	0737	▼
Bicester Village	0559	▼	▼	0654	0700	▼	▼	0755
Gosford Kings Arms	0611	0632	0652	0707	0713	0728	0752	0810
Summertown shops	0632	0641	0701	0718	0737	0742	0806	0824
Summertown Thorncliffe Rd	0633	0642	▼	0719	0738	▼	▼	0825
		14	700	14		700	700	14
Summertown shops	▼	▼	0707	▼	▼	0755	0815	▼
Marston Ferry Road	0634	0655	0709	0728	0739	0757	0817	0831
JR Hospital	0642	0702	0720	0736	0747	0810	0830	0843
Brookes University	0652		0724		0800	0815	0835	
Churchill Hospital			0728			0819	0839	
Old Road Campus			0731			0823	0843	
Nuffield Orthopaedic Centre			0734			0826	0846	

	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5
Glory Farm Scampton Close	0738		0813	0839	0854		0942	0957		1027		1527		1557			1642					1757
Bicester Pioneer Square stand 3	0755	0810	0830	0855	0910	0940	0955	1010	1025	1040	1530	1540	1555	1610	1635	1635	1655	1715	1735	1755	1810
Bowmont Square	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼											
Kingsmere Centre	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼											
Bicester Village	0800	0815	0835	0859	0914	0944	0959	1014	1029	1044	1534	1544	1559	1614	1639	1639	1659	1719	1739	1759	1814
Gosford Kings Arms	0815	0830	0848	0911	0926	0956	1011	1026	1041	1056	1546	1556	1611	1626	1651	1651	1711	1731	1751	1811	1826
Summertown shops	0837	0844	0902	0923	0937	1007	1022	1037	1052	1107	1557	1607	1622	1637	1702	1702	1722	1741	1802	1822	1837
Summertown Thorncliffe Rd	0838	▼	▼	▼	▼	▼	▼	▼	1053	▼	1558	▼	▼	▼	▼	1703	▼	▼	▼	▼	1838
		700	700	700	700	700	700	700	14	700	14	700	700	700	700	14	700	700	700	700	14A
Summertown shops	▼	0852	0912	0932	0952	1012	1032	1052	▼	1112	▼	1617	1642	1642	1707	▼	1732	1747	1807	1837	▼
Marston Ferry Road	0839	0854	0914	0934	0954	1014	1034	1054	1104	1114	1607	1619	1644	1644	1709	1714	1734	1749	1809	1839	1848
JR Hospital	0847	0905	0925	0945	1005	1025	1045	1105	1111	1125	1615	1630	1655	1655	1720	1722	1745	1800	1820	1850	1901
Brookes University	0900	0910	0930	0950	1010	1030	1050	1110		1130		1640	1705	1705	1730		1750		1825	1855	
Churchill Hospital		0914	0934	0954	1014	1034	1054	1114		1134		1645	1710	1710	1735		1755		1829	1859	
Old Road Campus		0917	0937	0957	1017	1037	1057	1117		1137		1650	1715	1715	1740		1800		1832	1902	
Nuffield Orthopaedic Centre		0922	0942	1002	1022	1042	1102	1122		1142		1656	1721	1721	1745		1804		1835	1905	

then at the these minutes	S5	S5	S5	S5	until	S5	S5	S5
Glory Farm Scampton Close		**57**		**27**		1427		1457
Bicester Pioneer Square stand 3	**55**	**10**	**25**	**40**		1440	1455	1510
Bicester Village	**59**	**14**	**29**	**44**		1444	1459	1514
Gosford Kings Arms	**11**	**26**	**41**	**56**		1456	1511	1526
Summertown shops	**22**	**37**	**52**	**07**		1507	1522	1537
Summertown Thorncliffe Rd	▼	▼	**53**	▼		▼	▼	▼
	700	700	14	700		700	700	700
Summertown shops	32	52	▼	12		1512	1532	1552
Marston Ferry Road	34	54	04	14		1544	1534	1554
JR Hospital	45	05	11	25		1525	1545	1605
Brookes University	50	10		30		1532	1552	1612
Churchill Hospital	54	14		34		1536	1557	1617
Old Road Campus	57	17		37		1541	1606	1627
Nuffield Orthopaedic Centre	02	22		42		1547	1612	1633

Mon-Fri journeys continue on next page

Where S5 buses terminate at Summertown, change to the highlighted routes to continue to Headington & Hospitals, see map on page 27 for where to get on.

Mondays to Fridays

	S5	S5	S5	S5	S5	S5	S5
Glory Farm Scampton Close	1817			2003	2103	2203	2303
Bicester Pioneer Square stand 3	1830	1850	1850	2015	2115	2215	2315
Bicester Village	1834	1854	1854	2016	2116	2216	2316
Gosford Kings Arms	1846	1906	1906	2030	2130	2230	2330
Summertown shops	1855	1915	1915	2039	2139	2239	2339
Summertown Thorncliffe Rd	▼	1916	▼	2040	2140	2240	2340
	700	14	700	17A	17A	17A	17A
Summertown shops	1907	▼	1937	▼	▼	▼	▼
Marston Ferry Road	1909	1922	1939	2042	2142	2242	2342
JR Hospital	1920	1930	1950	2050	2150	2250	2350
Brookes University	1925		1955				
Churchill Hospital	1929		1959				
Old Road Campus	1932		2002				
Nuffield Orthopaedic Centre	1935		2005				

Saturdays

	S5	S5	S5	S5	S5	S5		S5	S5		S5	S5	S5	S5	S5	S5	S5	S5
Glory Farm Boston Road	0637	0722	0757		0912							1702			2003	2103	2203	2303
Bicester Pioneer Square	0650	0735	0810	0855	0925	0955		25	55		1655	1715	1755	1845	2015	2115	2215	2315
Bicester Village	0654	0739	0814	0859	▼	0959		29	59		1659	1719	1759	1849	2018	2118	2218	2318
Gosford Kings Arms	0706	0751	0826	0911	0947	1011		41	11		1711	1731	1811	1901	2030	2130	2230	2330
Summertown Thorncliffe Rd	0718	0803	0838	0923	0959	1023		53	23		1723	1743	1823	1911	2040	2140	2240	2340
	14	14	14	14A	14	14A		14	14A		14A	14	14A	17A	17A	17A	17A	17A
Marston Ferry Rd	0725	0829	0859	0934	1004	1034		04	34		1734	1804	1833	1922	2042	2142	2242	2342
JR Hospital	0732	0836	0906	0947	1011	1047		11	47		1747	1811	1846	1930	2050	2150	2250	2350

then at the these minutes

until

Sundays & public holidays

	S5		S5		S5	S5	S5
Glory Farm Boston Road	0817		17		1617	1850	2050
Bicester Pioneer Square	0830		30		1630	1900	2100
Bicester Village	0834		34		1634	1904	2103
Gosford Kings Arms	0846		46		1646	1916	2115
Summertown Thorncliffe Rd	0857		57		1657	1926	2125
	17C		17C		17C	17A	17A
Marston Ferry Road	0927		27		1727	1942	2142
JR Hospital	0938		38		1738	1950	2150

then at these minutes

until

On weekends route 700 does not run, connect at Summertown for the 14, 14A, 17A or 17C towards Headington & Hospitals.

if you are going to Headington & Hospitals change buses at Summertown

Mondays to Fridays

	14	700	700	700	700	700	700	700
Brookes University		0654	0724	0755	0815	0835	0855	0910
Churchill Hospital		0658	0728	0759	0819	0839	0859	0914
Old Road Campus		0701	0731	0803	0823	0943	0903	0917
Nuffield Orthopaedic Centre		0704	0734	0806	0826	0946	0906	0922
JR Hospital	0640	0715	0750	0820	0840	0900	0920	0935
Summertown shops	▼	0725	0803	0833	0853	0913	0931	0946
Banbury Road Lathbury Road	0648	▼	▼	▼	▼	▼	▼	▼
	S5	S5	S5	S5	S5	S5	S5	S5
Banbury Road Lathbury Road	0700	▼	▼	▼	▼	▼	▼	▼
Summertown shops	0702	0748	0812	0848	0908	0923	0938	0953
Gosford Kings Arms	0711	0757	0821	0857	0917	0932	0947	1002
Bicester Village	0723	0809	0833	0909	0928	0943	0958	1013
Kingsmere Centre	▼	▼	▼	▼	▼	▼	▼	▼
Bowmont Square	▼	▼	▼	▼	▼	▼	▼	▼
Bicester Pioneer Square	0728	0814	0838	0914	0932	0947	1002	1017
Glory Farm Scampton Close		0827		0928	0946		1016	

700	700	then at the these minutes	700	700	700	700	until	700	700	700	700
0930	0950		10	30	30	50		1430	1450	1512	1532
0934	0954		14	34	34	54		1434	1454	1516	1536
0937	0957		17	37	37	57		1437	1457	1521	1541
0942	1002		22	42	42	02		1442	1502	1527	1547
0955	1015		35	55	55	15		1455	1515	1540	1605
1006	1026		46	06	06	26		1506	1528	1553	1618
▼	▼		▼	▼	▼	▼		▼	▼	▼	▼
S5	S5		S5	S5	S5	S5		S5	S5	S5	S5
▼	▼		▼	▼	▼	▼		▼	▼	▼	▼
1008	1038		53	08	23	38		1508	1538	1608	1623
1017	1047		02	17	32	47		1517	1548	1620	1635
1028	1058		13	28	43	58		1528	1600	1630	▼
▼	▼		▼	▼	▼	▼		▼	▼	▼	1650
▼	▼		▼	▼	▼	▼		▼	▼	▼	1653
1032	1102		17	32	47	02		1532	1605	1640	1703
1046	1116			46		16		1546	1621	1656	

	S5	700	700	S5	700	700	S5	14
Brookes University	1559	1552	1612	1659	1705	1750	1809	
Churchill Hospital		1601	1622		1710	1755		
Old Road Campus		1608	1627		1715	1800		
Nuffield Orthopaedic Centre	▼	1612	1633	▼	1721	1804	▼	
JR Hospital	1610	1625	1645	1710	1735	1820 ▸	1820	1835
Summertown shops	1623	1638	1658	1723	1748		1830	▼
Banbury Road Lathbury Road								1845
		S5	S5		S5	S5		S5
Banbury Road Lathbury Road	▼			▼			▼	1850
Summertown shops	1623	1653	1708	1723	1753	1832	1830	1852
Gosford Kings Arms	1641	1705	1720	1741	1805	1840	1846	1900
Bicester Village	1656	▼	1735	1756	▼	1852	1858	1912
Kingsmere Centre	▼	1720	▼	▼	1820	▼	▼	▼
Bowmont Square	▼	1723	▼	▼	1823	▼	▼	▼
Bicester Pioneer Square	1701	1733	1740	1801	1833	1859	1902	1916
Glory Farm Scampton Close	1715		1756	1815	1846	1907	1913	1927

700	700	700	700	S5	17A	17A	17A
1825	1855	1925	1955	2013			
1829	1858	1929	1959				
1832	1902	1932	2002				
1835	1905	1935	2005	▼			
1845	1915	1945	2015 ▸	2020	2105	2205	2305
1855	1925	1955		2030	▼	▼	▼
					2113	2213	2313
					S5	S5	S5
				▼	2114	2214	2314
1917	1946	2016		2030	2116	2216	2316
1925	1953	2023		2043	2123	2223	2323
1937	2004	2034		2054	2134	2234	2334
▼	▼	▼		▼	▼	▼	▼
▼	▼	▼		▼	▼	▼	▼
1941	2008	2038		2058	2138	2238	2338
1952	2019	2049		2109	2149	2249	2349

▸ if you're coming from Churchill Hospital, Old Road Campus or Nuffield Orthopaedic Centre you can change to the S5 at JR Hospital

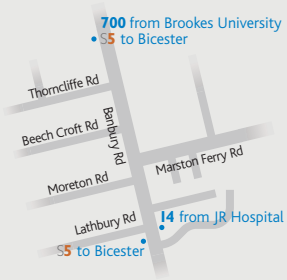
Saturdays

	14	14A	14	14A	14	14	14A	14
JR Hospital stop J4	0740	0810	0840	0915	0950	1020	1050	1120
Banbury Rd opp Lathbury Rd	0750	0823	0850	0928	1000	1033	1100	1133
	S5	S5	S5	S5	S5	S5	S5	S5
Banbury Rd Lathbury Rd	0811	0841	0901	0936	1006	1036	1106	1136
Gosford Kings Arms	0822	0852	0912	0947	1017	1047	1117	1147
Bicester Village	0833	0903	0923	0958	1028	1058	1128	1158
Bicester Pioneer Square	0837	0907	0927	1002	1032	1102	1132	1202
Glory Farm Boston Road	0851		0941		1046	1116	1146	1216

then at the these minutes	14	14A	until	14A	14	14	17A	17A	17A	17A
	50	20		1720	1750	1850	1935	2105	2205	2305
	00	33		1733	1800	1900	1943	2113	2213	2313
	S5	S5		S5	S5	S5	S5	S5	S5	S5
	06	36		1736	1811	1914	1944	2114	2214	2314
	17	47		1747	1822	1923	1953	2123	2223	2323
	28	58		1758	1833	1934	2004	2134	2234	2334
	32	02		1802	1837	1938	2008	2138	2238	2338
	46	16		1816	1851	1949	2019	2149	2249	2349

Sundays & public holidays

	17C		17C		17C	17A	17A	17A	17A	17A
JR Hospital stop J4	0940	then at these minutes	40	until	1740	1905	2005	2105	2205	2305
Banbury Rd opp Lathbury Rd	0951		51		1751	1913	2013	2113	2213	2313
	S5		S5		S5	S5	S5	S5	S5	S5
Banbury Rd Lathbury Rd	1000		00		1800	1929	2014	2114	2214	2314
Gosford Kings Arms	1011		11		1811	1938	2023	2123	2223	2323
Bicester Village	1022		22		1822	1949	2034	2134	2234	2334
Bicester Pioneer Square	1026		26		1826	1953	2038	2141	2241	2341
Glory Farm Boston Road	1040		40		1840	2004	2049	2149	2249	2349



if you are coming back from JR Hospital change buses in Banbury Road

Bicester Pioneer Square to **Oxford**

Mondays to Fridays

0610		2015
0620	then at	2045
0630	**10**	2045
0650	**15**	2115
0650	**25**	2145
0705	**40**	2145
0705	**45**	2215
0725	**55**	2245
0726	mins until	2315
0735		0025 NS5
0735		0215 NS5
0740		
0750	1510	
0800	1515	
0805	1530	
0810	1540	
0830	1545	
0835	1555	
0855	1610	
0905	1615	
0910	1620	
0925	1635	
0940	1645	
0945	1655	
0955	1715	
1010	1715	
1010	1735	
1025	1745	
1040	1755	
1050	1810	
1055	1825	
1110	1830	
1115	1850	
1125	1855	
1140	1915	
1145	1945	
1155	1945	

Fridays only

Saturdays

0615	1815	
0620	1845	
0645	1845	
0650	1915	
0715	1945	
0715	1945	
0735	2015	
0745	2045	
0755	2045	
0810	2115	
0815	2145	
0825	2145	
0835	2215	
0840	2245	
0855	2315	
0905	0025 NS5	
0910	0215 NS5	
0925		
0935		
0940		
0955		
then at **10** **15** **40** **45** **55** mins until		
1715		
1715		
1735		
1745		
1755		
1815		

Sundays

0715	
0800	
0815	
0830	
0900	
0915	
0930	
1000	
then at **15** **30** **45** **00** mins until	
1715	
1730	
1745	
1815	
1830	
1845	
1900	
1930	
1945	
2045	
2100	
2145	
2230	

times in blue are coach **X5** to & from Gloucester Green
X5 express coaches run non-stop between Oxford & Bicester

departures in red are run using double-deck coaches from our Oxford Tube fleet

Oxford to **Bicester**

Mondays to Fridays

0655	1910	
0700	1930	
0720	1940	
0730	2010	
0740	2030	
0800	2110	
0805	2130	
0820	2140	
0825	2210	
0830	2230	
0840	2240	
0900	2310	
0900	2340	
	0010 NS5	
then at **15** **30** **30** **45** **00** **00** mins until	0110 NS5	
	0210 NS5	
	0310 NS5	
1715		
1730		
1730		
1745		
1800		
1805		
1825		
1830		
1845		
1900		

Fridays only

Saturdays

0700	1910
0705	1930
0730	1940
0735	2010
0800	2030
0805	2040
0830	2110
0835	2130
0855	2140
0900	2210
	2230
	2240
	2310
	2340
	0010 NS5
	0110 NS5
	0210 NS5
	0310 NS5
then at **15** **30** **30** **45** **00** **00** mins until	
1715	
1730	
1730	
1745	
1800	
1805	
1825	
1830	
1845	
1900	

Sundays

0800	
0900	
0925	
0955	
1000	
1025	
1055	
1100	
then at **25** **30** **55** **00** mins until	
1925	
1930	
2010	
2030	
2110	
2130	
2210	
2230	
2310	

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Bicester to Oxford	bicester megarider routes S5, X5, 14, 14A, 17A, 17C & 700 only **available online for 1 week, 4 weeks, 1 month, 13 weeks and 1 year** 1 & 4 week tickets also available on bus
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travel throughout Oxfordshire Bedfordshire Cambridgeshire	east megarider GOLD **available online for 1 week, 4 weeks and 1 month** 1 week tickets also available on bus

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Route map for Langston & Tasker service 18 (outbound)

© OpenStreetMap

set-01018B(1).y08 (outbound)

traveline
public transport info
0871 200 22 33

Route map for Langston & Tasker service 18 (inbound)

18 Buckingham - Steeple Claydon - Bicester

Langston & Tasker

The information on this timetable is expected to be valid until at least 4th March 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Aylesbury, Bus Station (Bay 6)	0715	—	—	—	—	1915
Aylesbury, o/s Aylesbury Vale Parkway	0722	—	—	—	—	1922
Waddesdon, opp Anstey Close	0727	—	—	—	—	1927
Kingswood, Crossroads (W-bound)	0734	—	—	—	—	1934
Grendon Underwood, opp The Swan	0737	—	—	—	—	1937
Springhill, opp Prison Gates	0740	—	—	—	—	1940
Edgcott, opp Village Hall	0742	—	—	—	—	1942
Calvert, opp Community Hall	0744	—	—	—	—	1944
Steeple Claydon, adj The Surgery	0752	—	—	—	—	|
Buckingham, High Street (S-bound)	|	0935	1205	1405	1650	|
Mount Pleasant, opp 110 Embleton Way	|	|	1211	1411	|	|
Buckingham, Tesco (Stop C)	|	0939	1214	1414	1654	|
Padbury, Main Street (W-bound)	|	0944	1219	1419	1659	|
Steeple Claydon, opp The Fountain	0754	0952	1227	1427	1707	|
Steeple Claydon, o/s The Fountain	|	|	|	|	|	1952
Calvert, o/s Community Hall	|	0959	1234	1434	1714	—
Charndon, opp Recreation Ground	0801	1003	1238	1438	1718	—
Twyford, o/s The Crown	0805	1006	1241	1441	1721	—
Poundon, Poundon Turn (S-bound)	0807	1008	1243	1443	1723	—
Marsh Gibbon, adj The Plough	0810	1011	1246	1446	1726	—
Launton, o/s The Bull Inn	0818	1019	1254	1454	1734	—
Bicester, o/s Bicester North Station	0826	1026	1301	1501	1741	—
Bicester Town Centre, Manorsfield Road (Stand 7)	0830	1029	1304	1504	1744	—

Saturdays

no service

Sundays

no service

18 Bicester - Steeple Claydon - Buckingham

Langston & Tasker

The information on this timetable is expected to be valid until at least 4th March 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Bicester Town Centre, Manorsfield Road (Stand 7)	—	0835	1105	1310	1550	1800
Bicester, opp Bicester North Station	—	0838	1108	1313	1553	1803
Launton, opp The Bull Inn	—	0845	1115	1320	1600	1810
Marsh Gibbon, opp The Plough	—	0852	1122	1327	1607	1817
Poundon, Poundon Turn (N-bound)	—	0855	1125	1330	1610	1820
Twyford, opp The Crown	—	0857	1127	1332	1612	1822
Charndon, o/s Recreation Ground	—	0900	1130	1335	1615	1825
Calvert, opp Community Hall	—	0905	1135	1340	1620	|
Steeple Claydon, o/s The Fountain	—	0911	1141	1346	1626	|
Padbury, Main Street (E-bound)	—	0918	1148	1353	1633	|
Buckingham, Tesco (Stop C)	—	0923	1153	1358	1638	|
Mount Pleasant, opp 110 Embleton Way	—	0926	1156	|	|	|
Buckingham, High Street (S-bound)	—	0932	1202	1402	1642	|
Steeple Claydon, adj The Surgery	—	—	—	—	—	1832
Steeple Claydon, opp The Fountain	0630	—	—	—	—	1834
Calvert, o/s Community Hall	0638	—	—	—	—	1841
Edgcott, adj Village Hall	0640	—	—	—	—	1843
Springhill, adj Prison Gates	0642	—	—	—	—	1845
Grendon Underwood, o/s The Swan	0645	—	—	—	—	1848
Kingswood, Crossroads (S-bound)	0648	—	—	—	—	1851
Waddesdon, adj Anstey Close	0655	—	—	—	—	1857
Aylesbury, o/s Aylesbury Vale Parkway	0702	—	—	—	—	1905
Aylesbury, Bus Station (Bay 6)	0710	—	—	—	—	1912

Saturdays

no service

Sundays

no service

18 Buckingham - Steeple Claydon - Bicester

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
bucdadmg	Aylesbury, Bus Station (Bay 6)	Great Western Street	040000004656
bucgdwpg	Aylesbury, Exchange Street (Stop E2)	Exchange Street	040000002332
bucgdwpa	Aylesbury, High Street (Stop H1)	High Street	040000002333
bucgagpd	Aylesbury, New Street (W-bound)	New Street	040000004702
bucgagpt	Aylesbury, opp Royal Bucks Hospital	Bicester Road	040000004706
bucgagta	Aylesbury, adj West Street	Bicester Road	040000004708
bucgagtj	Aylesbury, Henley's Roundabout (W-bound)	Bicester Road	040000004711
bucgagtw	Quarrendon Estate, opp Stonehaven Road	Bicester Road	040000004714
bucgagwd	Quarrendon Estate, adj Devereux Place	Bicester Road	040000004716
bucgagwj	Aylesbury, adj Rabans Lane	Bicester Road	040000004718
bucgjmpm	Aylesbury, adj Sir Henry Lee Crescent	Bicester Road	040000002264
bucgdwpm	Aylesbury, o/s Aylesbury Vale Parkway	Parkway Approach	040000002330
bucdtjpg	Fleet Marston, adj Putlowes	Bicester Road	040000004101
bucdtjpw	Fleet Marston, o/s Cranwell Gate	A41	040000004105
bucdtjtd	Waddesdon, Crossroads (W-bound)	A41	040000004107
bucdtjtj	Waddesdon, opp Anstey Close	A41	040000004109
bucdtjtp	Waddesdon, adj Baker Street	High Street	040000004111
bucdtjwa	Waddesdon, opp The Lion	High Street	040000004113
bucdtjwm	Westcott, Westcott Turn (W-bound)	A41	040000004117
bucdtmda	Woodham, opp Industrial Estate	A41	040000004127
bucdtmdj	Woodham, opp Ham Farm	A41	040000004129
bucdtmdp	Kingswood, Crossroads (W-bound)	A41 Roman Road	040000004131
bucdtmdw	Grendon Underwood, opp Oak Tree Cottages	Main Road	040000004133
bucdtmgd	Grendon Underwood, adj Butler's Farm	Main Road	040000004135
bucdtmgm	Grendon Underwood, adj Darleys Close	Main Road	040000004137
bucdtmgt	Grendon Underwood, opp The Swan	Main Road	040000004139
bucdtmja	Grendon Underwood, adj Combined School	Main Road	040000004141
bucdtmjg	Grendon Underwood, adj Rumptons Paddock	Main Road	040000004143
bucdtmjp	Springhill, opp Prison Gates	Grendon Road	040000004145
bucdtmjw	Edgcott, o/s 1 Buckingham Road	Buckingham Road	040000004147
bucdtmpd	Edgcott, opp Village Hall	Buckingham Road	040000004149
bucgjaga	Calvert, o/s 1 Cotswolds Way	Cotswolds Way	040000002314
bucgjagj	Calvert, opp Community Hall	Cotswolds Way	040000002316
bucgjagp	Calvert, o/s 11 Brackley Lane	Brackley Lane	040000002318
bucdtpdm	Steeple Claydon, adj The Surgery	Vicarage Lane	040000004179
bucdwpag	Buckingham, High Street (S-bound)	High Street	040000004513
bucdtjdp	Buckingham, opp Chandos Road	London Road	040000004082
bucdtjdj	Buckingham, opp Upper School	London Road	040000004080
bucdtjda	Buckingham, London Road (S-bound)	London Road	040000004078
bucgdata	Mount Pleasant, adj Primrose Way	Embleton Way	040000003995
bucgdapm	Mount Pleasant, opp 110 Embleton Way	Embleton Way	040000003997
bucdtjpd	Buckingham, Tesco (Stop C)	Tesco Entrance Road	040000004100
bucdtjam	Buckingham, o/s Benthill Farm	London Road	040000004074
bucdtjag	Padbury, opp Lenborough Turn	Buckingham Road	040000004072
bucgdjta	Padbury, Main Street (W-bound)	Main Street	040000002386
bucdtpdw	Steeple Claydon, opp Buckingham Road	Queen Catherine Road	040000004182
bucdtpda	Steeple Claydon, opp The Fountain	West Street	040000004176
bucdtpdg	Steeple Claydon, o/s The Fountain	West Street	040000004177
bucdtpat	Steeple Claydon, adj Addison Road	Addison Road	040000004174
bucdtpam	Calvert, adj Werner Terrace	School Hill	040000004172
bucgjagt	Calvert, o/s 17 Brackley Lane	Brackley Lane	040000002319
bucgjagm	Calvert, o/s Community Hall	Cotswolds Way	040000002317
bucgjagd	Calvert, o/s 2 Cotswolds Way	Cotswolds Way	040000002315
bucdtmpj	Charndon, opp Cheshire Cottages	School Hill	040000004151
bucdtpad	Charndon, opp Recreation Ground	Buckingham Road	040000004169
bucdtmpt	Twyford, adj Rosehill Crescent	Portway Road	040000004153
bucgjmpj	Twyford, o/s The Crown	Portway Road	040000002266
bucdtmta	Twyford, o/s Manor House	Portway Road	040000004155
bucdtmtg	Poundon, Poundon Turn (S-bound)	Bicester Road	040000004157
bucdtmtm	Marsh Gibbon, o/s Post Office	Station Road	040000004159
bucdtmtw	Marsh Gibbon, adj The Plough	Church Street	040000004161
bucdtmwd	Marsh Gibbon, adj West Edge	Bicester Road	040000004163
bucdtmwj	Marsh Gibbon, adj Tomkins Lane	Bicester Road	040000004165
oxfatmwd	Launton, opp Laurels Farm	Station Road	340003091OPP
oxfgdmam	Launton, opp Sycamore Road	Station Road	340001568OPB
oxfgdmat	Launton, o/s The Bull Inn	Bicester Road	340001567OUT
oxfgdmda	Launton, o/s Post Office	Bicester Road	340001566OUT
oxfgtapg	Glory Farm, opp Scampton Close	Boston Road	340001073OPP
oxfatmwj	Glory Farm, opp Benson Close	Boston Road	340003090OPP
oxfgdjwt	Glory Farm, opp Whitley Crescent	Boston Road	340001572OPP
oxfgjgap	Glory Farm, opp Bristol Road	Churchill Road	340001882OPP
oxfgdmaj	Glory Farm, adj Ruskin Walk	Churchill Road	340001570CNR
oxfawdmd	Glory Farm, opp St Peters Crescent	Churchill Road	340001564OPP
oxfgdjpt	Bicester, adj Buckingham Crescent	Buckingham Road	340001544CNR
oxfgpagw	Bicester, o/s Bicester North Station	Buckingham Road	340001543CNR
oxfgtgpj	Bicester Town Centre, Manorsfield Road (Stand 7)	Manorsfield Road	340000093BP7

18 Bicester - Steeple Claydon - Buckingham

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
oxfgtgpj	Bicester Town Centre, Manorsfield Road (Stand 7)	Manorsfield Road	340000093BP7
oxfgdjpw	Bicester, opp Bicester North Station	Buckingham Road	340001543OPP
oxfgdjpm	Bicester, opp Buckingham Crescent	Buckingham Road	340001544OPP
oxfgdmdj	Glory Farm, adj St Peters Crescent	Churchill Road	340001564CNR
oxfawdma	Glory Farm, opp Ruskin Walk	Churchill Road	340001570OPP
oxfatmjm	Glory Farm, o/s Bristol Road	Churchill Road	340001882OUT
oxfgdjwt	Glory Farm, opp Whitley Crescent	Boston Road	340001572OPP
oxfatmwg	Glory Farm, adj Benson Close	Boston Road	340003090CNR
oxfgtapj	Glory Farm, adj Scampton Close	Boston Road	340001073SCA
oxfgdmdg	Launton, opp Post Office	Bicester Road	340001566OPP
oxfgdjwa	Launton, opp The Bull Inn	Bicester Road	340001567OPP
oxfgdmgp	Launton, adj Sycamore Road	Station Road	340001568BLE
oxfatmwa	Launton, o/s Laurels Farm	Station Road	340003091OUT
bucdtmwm	Marsh Gibbon, opp Tomkins Lane	Bicester Road	040000004166
bucdtmwg	Marsh Gibbon, opp West Edge	West Edge	040000004164
bucdtmwa	Marsh Gibbon, opp The Plough	Church Street	040000004162
bucdtmtp	Marsh Gibbon, opp Post Office	Station Road	040000004160
bucdtmtj	Poundon, Poundon Turn (N-bound)	Bicester Road	040000004158
bucgdgtw	Twyford, opp Manor House	Bicester Road	040000003978
bucdtmtd	Twyford, opp The Crown	Portway Road	040000004156
bucdtmpw	Twyford, opp Rosehill Crescent	Portway Road	040000004154
bucdtmpm	Charndon, o/s Recreation Ground	Buckingham Road	040000004152
bucdtpag	Charndon, adj Cheshire Cottages	School Hill	040000004170
bucgjaga	Calvert, o/s 1 Cotswolds Way	Cotswolds Way	040000002314
bucgjagj	Calvert, opp Community Hall	Cotswolds Way	040000002316
bucgjagp	Calvert, o/s 11 Brackley Lane	Brackley Lane	040000002318
bucdtpap	Steeple Claydon, opp Addison Road	Addison Road	040000004173
bucdtpaw	Steeple Claydon, o/s 38a West Street	West Street	040000004175
bucdtpdg	Steeple Claydon, o/s The Fountain	West Street	040000004177
bucdtpdt	Steeple Claydon, o/s Library	Queen Catherine Road	040000004181
bucgdjpw	Padbury, Main Street (E-bound)	Main Street	040000002385
bucdtjad	Padbury, adj Lenborough Turn	Buckingham Road	040000004071
bucdtjaj	Buckingham, opp Benthill Farm	London Road	040000004073
bucdtjpd	Buckingham, Tesco (Stop C)	Tesco Entrance Road	040000004100
bucgdata	Mount Pleasant, adj Primrose Way	Embleton Way	040000003995
bucgdapm	Mount Pleasant, opp 110 Embleton Way	Embleton Way	040000003997
bucdtjaw	Buckingham, London Road (N-bound)	London Road	040000004077
bucdtjdg	Buckingham, o/s Upper School	London Road	040000004079
bucdtjdm	Buckingham, adj Chandos Road	London Road	040000004081
bucdwpag	Buckingham, High Street (S-bound)	High Street	040000004513
bucdtpaj	Calvert, opp Werner Terrace	School Hill	040000004171
bucdtpdm	Steeple Claydon, adj The Surgery	Vicarage Lane	040000004179
bucdtpda	Steeple Claydon, opp The Fountain	West Street	040000004176
bucdtpat	Steeple Claydon, adj Addison Road	Addison Road	040000004174
bucgjagt	Calvert, o/s 17 Brackley Lane	Brackley Lane	040000002319
bucgjagm	Calvert, o/s Community Hall	Cotswolds Way	040000002317
bucgjagd	Calvert, o/s 2 Cotswolds Way	Cotswolds Way	040000002315
bucdtmpg	Edgcott, adj Village Hall	Buckingham Road	040000004150
bucdtmpa	Edgcott, adj Grendon Road	Buckingham Road	040000004148
bucdtmjt	Springhill, adj Prison Gates	Grendon Road	040000004146
bucdtmjm	Grendon Underwood, opp Rumptons Paddock	Main Road	040000004144
bucdtmjd	Grendon Underwood, opp Combined School	Main Road	040000004142
bucdtmgw	Grendon Underwood, o/s The Swan	Main Road	040000004140
bucdtmgp	Grendon Underwood, opp Darleys Close	Main Road	040000004138
bucdtmgj	Grendon Underwood, opp Butler's Farm	Main Road	040000004136
bucdtmga	Grendon Underwood, adj Oak Tree Cottages	Main Road	040000004134
bucdtmdt	Kingswood, Crossroads (S-bound)	Grendon Road	040000004132
bucdtmdm	Woodham, adj Ham Farm	A41	040000004130
bucdtmdg	Woodham, adj Industrial Estate	A41	040000004128
bucdtjwp	Westcott, Westcott Turn (E-bound)	A41	040000004118
bucdtjwj	Westcott, Quainton Turn (E-bound)	A41	040000004116
bucdtjwd	Waddesdon, o/s The Lion	High Street	040000004114
bucdtjtw	Waddesdon, opp Baker Street	High Street	040000004112
bucdtjtm	Waddesdon, adj Anstey Close	A41	040000004110
bucdtjtg	Waddesdon, Crossroads (E-bound)	A41	040000004108
bucdtjta	Fleet Marston, opp Cranwell Gate	A41	040000004106
bucdtjpt	Fleet Marston, o/s Fleet Marston Farm	Bicester Road	040000004104
bucdtjpj	Fleet Marston, opp Putlowes	Bicester Road	040000004102
bucgdwpm	Aylesbury, o/s Aylesbury Vale Parkway	Parkway Approach	040000002330
bucgjmpt	Aylesbury, opp Sir Henry Lee Crescent	Bicester Road	040000002265
bucgagwm	Aylesbury, opp Rabans Lane	Bicester Road	040000004719
bucgagwg	Quarrendon Estate, opp Devereux Place	Bicester Road	040000004717
bucgagwa	Quarrendon Estate, Broadfields Roundabout (E-bound)	Bicester Road	040000004715
bucgagtp	Quarrendon Estate, adj Stonehaven Road	Bicester Road	040000004713
bucgagtm	Aylesbury, Henley's Roundabout (E-bound)	Bicester Road	040000004712
bucgagtg	Aylesbury, adj Southern Road	Bicester Road	040000004710
bucgagtd	Aylesbury, opp West Street	Bicester Road	040000004709
bucgagpw	Aylesbury, o/s Royal Bucks Hospital	Bicester Road	040000004707
bucgatpj	Aylesbury, White Hill (S-bound)	Oxford Road	040000004908

Continued on next page.

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For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
bucgatwg	Aylesbury, opp 79 Friarage Road	Friarage Road	040000004914
bucdadmg	Aylesbury, Bus Station (Bay 6)	Great Western Street	040000004656

Appendix G

Road Safety Audit
Stage 1

Skimmingdish Lane (including Signalised Crossing)
Bicester

May 2015

David Tucker Associates

Mott MacDonald

Road Safety Audit
Stage 1

Skimmingdish Lane (including Signalised Crossing)
Bicester

May 2015

David Tucker Associates

Forester House, Doctors Lane, Henley-in-Arden, Warwickshire, B95 5AW

Mott MacDonald, 35 Newhall Street, Birmingham, B3 3PU, United Kingdom
T +44 (0)121 234 1500 **F** +44 (0)121 200 3295 **W** www.mottmac.com

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description	Standard
A	19/05/2015	A J Coleman	T J Blaney	R M Murdock	First Issue	

Contents

1 Introduction

This report describes a Stage 1 Road Safety Audit carried out on access arrangements for a proposed employment site of approximately 50,000sq metres of B1/B2/B8 land uses. The proposed access will include a ghost island right turn lane and is located on Skimmingdish Lane, Bicester. A pedestrian / cyclist crossing point is proposed to the west of the employment access utilising the splitter island of the right turn lane. A signal controlled Toucan Crossing will also be provided on the western arm of the roundabout to link the shared footway / cycleway.

An unrelated residential development is proposed on the opposite side of Skimmingdish Lane. As such, an additional right turn lane and access are to be provided and this audit considers the interaction and location of both the employment access and the residential access.

The audit was carried out at the request of David Tucker Associates. The audit took place at the Birmingham office of Mott MacDonald and consisted of a detailed examination of the submitted documentation and drawings listed in **Appendix A**. A visit to the site was completed on Tuesday 3rd March 2015 at 14:00 hrs. During the site visit, the weather conditions were fine with low winter sun and the road surface was damp in places.

It is confirmed that this is a Stage 1 Road Safety Audit and that the audit was undertaken upon completion of the preliminary design works. It is also confirmed that the audit was carried out in accordance with Departmental Standard HD19/15.

The Audit Team consisted of:

T Blaney BSc (Hons), CMILT, MCIHT, MSoRSA (Team Leader)
Mott MacDonald

R Collins BA (Hons), MSc (Team Member)

Mott MacDonald

The comments and suggestions for road safety improvements made in this report seek to address matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently the auditors accept no responsibility for the design or construction of the scheme. All of the issues raised in this report are considered to be required for action.

The comments contained in the report are based on safety related concerns and as such the design engineer will need to consider carefully how to respond to each of the issues. The Designer's response to the audit should be kept on file for future reference.

The Audit Team has been provided with and reviewed accident data and anticipated traffic flows and turning movements.

A Key Plan indicating the location of the proposed scheme and any identified safety related issues is provided in **Appendix B**.

It is also understood that vegetation clearance and street furniture relocation would be undertaken to achieve the necessary sight lines for the proposed accesses, right turn lanes and pedestrian crossing.

A previous Stage 1 Road Safety Audit was undertaken in March 2015 (Document Ref: 351437/TPN/ITD/005/A) that considered most of the scheme elements. The only change to the scheme proposals is the inclusion of the Toucan Crossing.

2 Items Raised at this Stage 1 Audit

This section describes road safety related issues identified by the Audit Team that are associated with the scheme as presented in **Appendix A**.

The Audit Team did not identify any road safety related issues associated with the scheme.

3 Audit Team Statement

I certify that this audit has been carried out in accordance with the Highways Agency Departmental Standard HD 19/15.

Audit Team Leader

T J Blaney BSc (Hons), CMILT, MCIHT, MSoRSA

Signed:

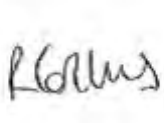
Date: 19th May 2015

Senior Road Safety Engineer
Mott MacDonald
35 Newhall Street
Birmingham
B3 3PU

Audit Team Member

R J Collins BA (Hons), MSc

Signed:



Date: 19th May 2015

Senior Road Safety Engineer
Mott MacDonald
111 Piccadilly
Manchester
M1 2HY

Appendices

Appendix A. List of Documents Reviewed

A.1. Drawings

Drawings Reviewed by Audit Team

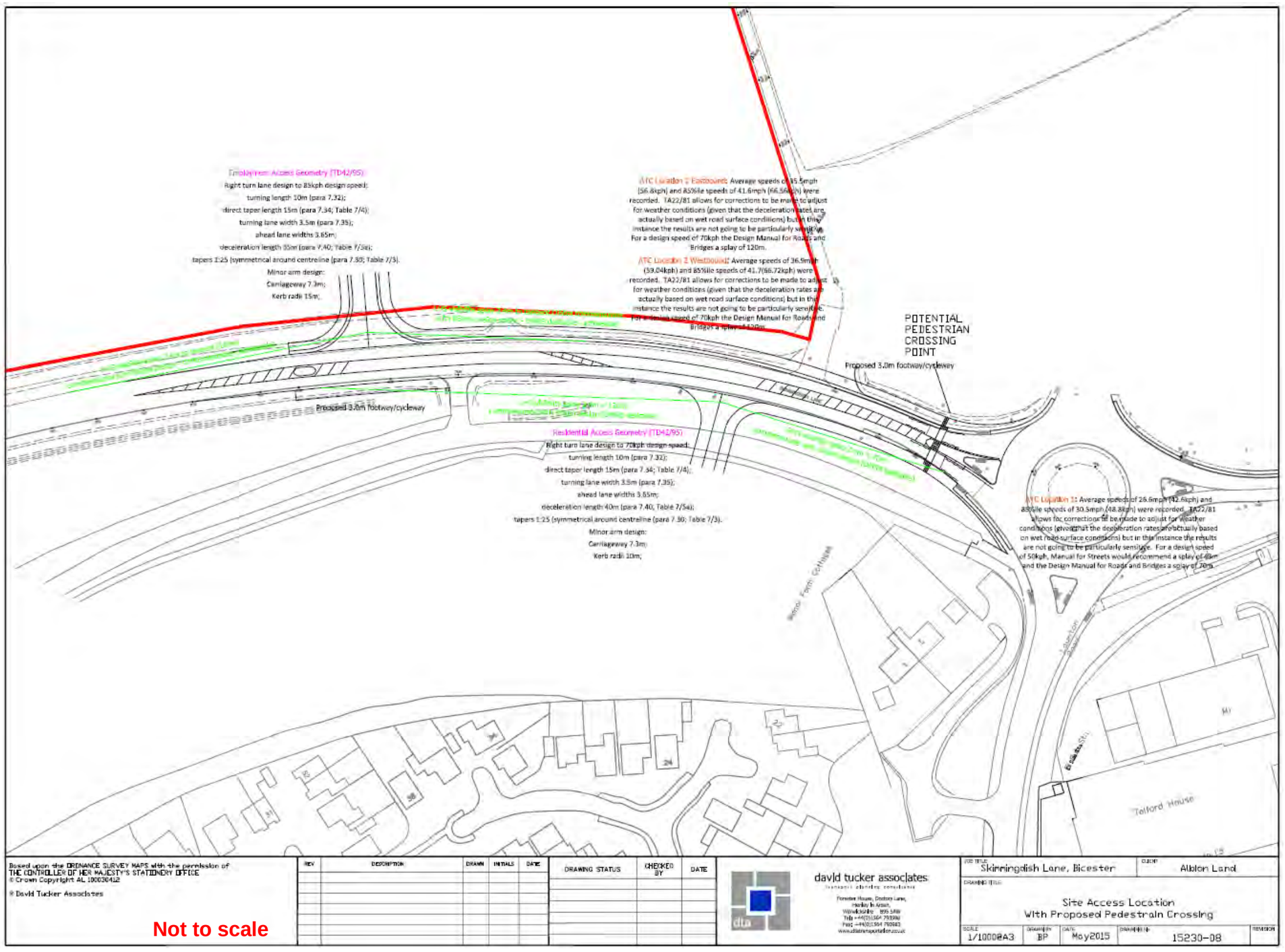
Drawing	Rev	Title
15230-07	-	Site access location with proposed Pedestrian Crossing
15230-08	-	Site access and residential access locations with proposed Pedestrian Crossing
3830-21-02	-	Illustrative master plan
East Bicester – Accs Plot	-	Accident Data Plot – 01/01/2009 to 30/09/2014

A.2. Documents

Documents Reviewed by Audit Team

Drawing	Rev	Title
East Bicester – Accs Desc Public	-	Accident Data Narrative – 01/01/2009 to 30/09/2014
S25C-415022415090	-	Trip generation
18671 Bicester ATC Data	-	ATC Data
18253 Bicester ATC Data	-	ATC Data

Appendix B. Location Plan



Appendix H

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	RE	READING	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	CW	CORNWALL	2 days
	DC	DORSET	1 days
	DV	DEVON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	3 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 300 to 43325 (units: sqm)
Range Selected by User: 300 to 43325 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 12/07/13

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	2 days
Thursday	7 days
Friday	2 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	11

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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

Filtering Stage 3 selection:

Use Class:

B1	10 days
B2	6 days

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

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	5 days
75,001 to 100,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	12 days

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

Travel Plan:

No	17 days

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

LIST OF SITES relevant to selection parameters

1 BR-02-C-01 MECH. ENGINEERS BRISTOL CITY
NOVERS HILL
BEDMINSTER
BRISTOL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: MONDAY 19/10/09 Survey Type: MANUAL

2 CH-02-C-01 BAKERY CHESHIRE
GADBROOK PARK
HIGH SHURLACH
NORTHWICH
Edge of Town
Industrial Zone
Total Gross floor area: 15000 sqm
Survey date: THURSDAY 21/06/07 Survey Type: MANUAL

3 CW-02-C-01 FOOD DISTRIBUTION CORNWALL
WILSON WAY
POOL
CAMBORNE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 10200 sqm
Survey date: FRIDAY 08/06/07 Survey Type: MANUAL

4 CW-02-C-02 LIGHTING COMPANY CORNWALL
NORMANDY WAY

BODMIN
Edge of Town
Industrial Zone
Total Gross floor area: 17675 sqm
Survey date: WEDNESDAY 06/06/07 Survey Type: MANUAL

5 DC-02-C-07 NEW LOOK DORSET
MERCERY ROAD

WEYMOUTH
Edge of Town
No Sub Category
Total Gross floor area: 5467 sqm
Survey date: MONDAY 07/07/08 Survey Type: MANUAL

6 DS-02-C-01 BAKERY DERBYSHIRE
STUBLEY LANE
DRONFIELD
NEAR SHEFFIELD
Edge of Town
No Sub Category
Total Gross floor area: 23500 sqm
Survey date: THURSDAY 22/06/06 Survey Type: MANUAL

7 DV-02-C-01 TUBE MANUFACTURE DEVON
PLYMBRIDGE ROAD
ESTOVER
PLYMOUTH
Edge of Town
Industrial Zone
Total Gross floor area: 20000 sqm
Survey date: TUESDAY 17/07/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 HE-02-C-01 METAL. COATINGS HEREFORDSHIRE
COLLEGE ROAD

HEREFORD
Edge of Town
Commercial Zone
Total Gross floor area: 1880 sqm
Survey date: THURSDAY 14/10/10 Survey Type: MANUAL

9 HF-02-C-01 INDUSTRIAL UNIT HERTFORDSHIRE
BRIDGE ROAD EAST

WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1800 sqm
Survey date: THURSDAY 17/07/08 Survey Type: MANUAL

10 NF-02-C-02 GROCERY FACTORY NORFOLK
HARDWICK ROAD

KINGS LYNN
Edge of Town
Industrial Zone
Total Gross floor area: 43325 sqm
Survey date: MONDAY 19/09/05 Survey Type: MANUAL

11 NR-02-C-01 PAPER COMPANY NORTHAMPTONSHIRE
RHOSILI ROAD
BRACKMILLS
NORTHAMPTON
Edge of Town
Industrial Zone
Total Gross floor area: 11500 sqm
Survey date: THURSDAY 27/11/08 Survey Type: MANUAL

12 RE-02-C-01 SHEET METAL FABRICATION READING
COMMERCIAL ROAD

READING
Edge of Town
Industrial Zone
Total Gross floor area: 645 sqm
Survey date: THURSDAY 22/11/12 Survey Type: MANUAL

13 SF-02-C-01 JOINERY SUFFOLK
ANSON ROAD
MARTLESHAM HEATH
IPSWICH
Edge of Town
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: FRIDAY 12/07/13 Survey Type: MANUAL

14 TW-02-C-01 INDUSTRIAL UNIT TYNE & WEAR
SHAFTESBURY AVENUE
TYNE POINT IND. ESTATE
JARROW
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 950 sqm
Survey date: THURSDAY 15/11/12 Survey Type: MANUAL

15 WM-02-C-01 METAL BEARINGS WEST MIDLANDS
FORGE LANE
MINWORTH
SUTTON COLDFIELD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4200 sqm
Survey date: TUESDAY 25/11/08 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16 WM-02-C-02 ARDONPRINT WEST MIDLANDS
SYDNEY ROAD
SMALL HEATH
BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 300 sqm
Survey date: WEDNESDAY 17/06/09 Survey Type: MANUAL

17 WM-02-C-03 INDUSTRIAL GLASS WEST MIDLANDS
DOWNING STREET

SMETHWICK
Edge of Town
Industrial Zone
Total Gross floor area: 5070 sqm
Survey date: TUESDAY 06/11/12 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00	17	9630	0.256	17	9630	0.078	17	9630	0.334
08:00 - 09:00	17	9630	0.390	17	9630	0.086	17	9630	0.476
09:00 - 10:00	17	9630	0.157	17	9630	0.090	17	9630	0.247
10:00 - 11:00	17	9630	0.092	17	9630	0.086	17	9630	0.178
11:00 - 12:00	17	9630	0.081	17	9630	0.071	17	9630	0.152
12:00 - 13:00	17	9630	0.108	17	9630	0.140	17	9630	0.248
13:00 - 14:00	17	9630	0.279	17	9630	0.151	17	9630	0.430
14:00 - 15:00	17	9630	0.148	17	9630	0.301	17	9630	0.449
15:00 - 16:00	17	9630	0.111	17	9630	0.176	17	9630	0.287
16:00 - 17:00	17	9630	0.080	17	9630	0.261	17	9630	0.341
17:00 - 18:00	17	9630	0.041	17	9630	0.309	17	9630	0.350
18:00 - 19:00	17	9630	0.054	17	9630	0.140	17	9630	0.194
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.797			1.889			3.686

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

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

Parameter summary

Trip rate parameter range selected:	300 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 12/07/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00	17	9630	0.007	17	9630	0.012	17	9630	0.019
08:00 - 09:00	17	9630	0.024	17	9630	0.023	17	9630	0.047
09:00 - 10:00	17	9630	0.029	17	9630	0.017	17	9630	0.046
10:00 - 11:00	17	9630	0.023	17	9630	0.021	17	9630	0.044
11:00 - 12:00	17	9630	0.023	17	9630	0.013	17	9630	0.036
12:00 - 13:00	17	9630	0.024	17	9630	0.016	17	9630	0.040
13:00 - 14:00	17	9630	0.024	17	9630	0.019	17	9630	0.043
14:00 - 15:00	17	9630	0.024	17	9630	0.016	17	9630	0.040
15:00 - 16:00	17	9630	0.013	17	9630	0.010	17	9630	0.023
16:00 - 17:00	17	9630	0.012	17	9630	0.011	17	9630	0.023
17:00 - 18:00	17	9630	0.005	17	9630	0.007	17	9630	0.012
18:00 - 19:00	17	9630	0.009	17	9630	0.008	17	9630	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.217			0.173			0.390

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

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

Parameter summary

Trip rate parameter range selected:	300 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 12/07/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00	17	9630	0.000	17	9630	0.000	17	9630	0.000
08:00 - 09:00	17	9630	0.000	17	9630	0.000	17	9630	0.000
09:00 - 10:00	17	9630	0.000	17	9630	0.000	17	9630	0.000
10:00 - 11:00	17	9630	0.000	17	9630	0.000	17	9630	0.000
11:00 - 12:00	17	9630	0.000	17	9630	0.000	17	9630	0.000
12:00 - 13:00	17	9630	0.001	17	9630	0.000	17	9630	0.001
13:00 - 14:00	17	9630	0.000	17	9630	0.000	17	9630	0.000
14:00 - 15:00	17	9630	0.001	17	9630	0.000	17	9630	0.001
15:00 - 16:00	17	9630	0.000	17	9630	0.000	17	9630	0.000
16:00 - 17:00	17	9630	0.000	17	9630	0.000	17	9630	0.000
17:00 - 18:00	17	9630	0.000	17	9630	0.000	17	9630	0.000
18:00 - 19:00	17	9630	0.000	17	9630	0.000	17	9630	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.000			0.002

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

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

Parameter summary

Trip rate parameter range selected:	300 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 12/07/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00	17	9630	0.010	17	9630	0.002	17	9630	0.012
08:00 - 09:00	17	9630	0.007	17	9630	0.002	17	9630	0.009
09:00 - 10:00	17	9630	0.002	17	9630	0.001	17	9630	0.003
10:00 - 11:00	17	9630	0.001	17	9630	0.002	17	9630	0.003
11:00 - 12:00	17	9630	0.001	17	9630	0.001	17	9630	0.002
12:00 - 13:00	17	9630	0.001	17	9630	0.001	17	9630	0.002
13:00 - 14:00	17	9630	0.014	17	9630	0.005	17	9630	0.019
14:00 - 15:00	17	9630	0.006	17	9630	0.019	17	9630	0.025
15:00 - 16:00	17	9630	0.001	17	9630	0.005	17	9630	0.006
16:00 - 17:00	17	9630	0.001	17	9630	0.009	17	9630	0.010
17:00 - 18:00	17	9630	0.000	17	9630	0.004	17	9630	0.004
18:00 - 19:00	17	9630	0.002	17	9630	0.004	17	9630	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.055			0.101

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

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

Parameter summary

Trip rate parameter range selected:	300 - 43325 (units: sqm)
Survey date date range:	01/01/05 - 12/07/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	2 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 387 to 80066 (units: sqm)
Range Selected by User: 387 to 80066 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 11/07/13

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	6

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

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	1
Residential Zone	1
No Sub Category	3

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

Filtering Stage 3 selection:

Use Class:

B8	9 days

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

Population within 1 mile:

1,001 to 5,000	4 days
10,001 to 15,000	5 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	1 days
No	8 days

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

LIST OF SITES relevant to selection parameters

1 CW-02-F-01 WAREHOUSING CORNWALL
A390
THREEMILESTONE
NEAR TRURO
Edge of Town
No Sub Category
Total Gross floor area: 5150 sqm
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

2 HC-02-F-01 WAREHOUSING HAMPSHIRE
MAURETANIA ROAD
NURSLING INDUSTRIAL ESTATE
SOUTHAMPTON
Edge of Town
Industrial Zone
Total Gross floor area: 4000 sqm
Survey date: WEDNESDAY 21/11/07 Survey Type: MANUAL

3 HF-02-F-03 DISTRIBUTION CEN. HERTFORDSHIRE

HATFIELD BUSINESS CEN.
HATFIELD
Edge of Town
Commercial Zone
Total Gross floor area: 80000 sqm
Survey date: THURSDAY 10/07/08 Survey Type: MANUAL

4 LC-02-F-02 WAREHOUSING LANCASHIRE
CHORLEY ROAD
WALTON-LE-DALE
PRESTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1200 sqm
Survey date: FRIDAY 22/06/07 Survey Type: MANUAL

5 LN-02-F-01 BOOK SERVICE LINCOLNSHIRE
TRENT ROAD

GRANTHAM
Edge of Town
No Sub Category
Total Gross floor area: 32300 sqm
Survey date: MONDAY 29/11/10 Survey Type: MANUAL

6 SC-02-F-04 WAREHOUSING SURREY
PRETORIA ROAD

CHERTSEY
Edge of Town
No Sub Category
Total Gross floor area: 4460 sqm
Survey date: TUESDAY 27/11/07 Survey Type: MANUAL

7 SF-02-F-02 WAREHOUSING SUFFOLK
WALTON ROAD

FELIXSTOWE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 22270 sqm
Survey date: THURSDAY 11/07/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 TV-02-F-02 ARGOS WAREHOUSE TEES VALLEY
ROUNDHOUSE ROAD
FAVERDALE
DARLINGTON
Edge of Town
Industrial Zone
Total Gross floor area: 80066 sqm
Survey date: TUESDAY 07/10/08 Survey Type: MANUAL

9 TV-02-F-03 ELECTRICAL COMPONENTS TEES VALLEY
UNIT 8,NAVIGATOR COURT

STOCKTON-ON-TEES
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 387 sqm
Survey date: TUESDAY 28/06/11 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22270	0.018	1	22270	0.040	1	22270	0.058
06:00 - 07:00	1	22270	0.058	1	22270	0.063	1	22270	0.121
07:00 - 08:00	9	25537	0.084	9	25537	0.052	9	25537	0.136
08:00 - 09:00	9	25537	0.071	9	25537	0.047	9	25537	0.118
09:00 - 10:00	9	25537	0.069	9	25537	0.052	9	25537	0.121
10:00 - 11:00	9	25537	0.052	9	25537	0.050	9	25537	0.102
11:00 - 12:00	9	25537	0.049	9	25537	0.049	9	25537	0.098
12:00 - 13:00	9	25537	0.055	9	25537	0.057	9	25537	0.112
13:00 - 14:00	9	25537	0.100	9	25537	0.077	9	25537	0.177
14:00 - 15:00	9	25537	0.079	9	25537	0.097	9	25537	0.176
15:00 - 16:00	9	25537	0.079	9	25537	0.096	9	25537	0.175
16:00 - 17:00	9	25537	0.062	9	25537	0.094	9	25537	0.156
17:00 - 18:00	9	25537	0.031	9	25537	0.079	9	25537	0.110
18:00 - 19:00	9	25537	0.015	9	25537	0.048	9	25537	0.063
19:00 - 20:00	1	22270	0.036	1	22270	0.031	1	22270	0.067
20:00 - 21:00	1	22270	0.013	1	22270	0.031	1	22270	0.044
21:00 - 22:00	1	22270	0.031	1	22270	0.018	1	22270	0.049
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.902			0.981			1.883

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

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

Parameter summary

Trip rate parameter range selected:	387 - 80066 (units: sqm)
Survey date date range:	01/01/05 - 11/07/13
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:00 - 07:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
07:00 - 08:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
08:00 - 09:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
09:00 - 10:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
10:00 - 11:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
11:00 - 12:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
12:00 - 13:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
13:00 - 14:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
14:00 - 15:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
15:00 - 16:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
16:00 - 17:00	9	25537	0.001	9	25537	0.001	9	25537	0.002
17:00 - 18:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
18:00 - 19:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
19:00 - 20:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:00 - 21:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:00 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

Parameter summary

Trip rate parameter range selected:	387 - 80066 (units: sqm)
Survey date date range:	01/01/05 - 11/07/13
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22270	0.013	1	22270	0.040	1	22270	0.053
06:00 - 07:00	1	22270	0.027	1	22270	0.063	1	22270	0.090
07:00 - 08:00	9	25537	0.014	9	25537	0.012	9	25537	0.026
08:00 - 09:00	9	25537	0.013	9	25537	0.015	9	25537	0.028
09:00 - 10:00	9	25537	0.017	9	25537	0.020	9	25537	0.037
10:00 - 11:00	9	25537	0.019	9	25537	0.015	9	25537	0.034
11:00 - 12:00	9	25537	0.015	9	25537	0.018	9	25537	0.033
12:00 - 13:00	9	25537	0.013	9	25537	0.015	9	25537	0.028
13:00 - 14:00	9	25537	0.016	9	25537	0.010	9	25537	0.026
14:00 - 15:00	9	25537	0.022	9	25537	0.013	9	25537	0.035
15:00 - 16:00	9	25537	0.023	9	25537	0.015	9	25537	0.038
16:00 - 17:00	9	25537	0.019	9	25537	0.010	9	25537	0.029
17:00 - 18:00	9	25537	0.010	9	25537	0.010	9	25537	0.020
18:00 - 19:00	9	25537	0.004	9	25537	0.011	9	25537	0.015
19:00 - 20:00	1	22270	0.018	1	22270	0.022	1	22270	0.040
20:00 - 21:00	1	22270	0.013	1	22270	0.027	1	22270	0.040
21:00 - 22:00	1	22270	0.027	1	22270	0.004	1	22270	0.031
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.283			0.320			0.603

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

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

Parameter summary

Trip rate parameter range selected:	387 - 80066 (units: sqm)
Survey date date range:	01/01/05 - 11/07/13
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:00 - 07:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
07:00 - 08:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
08:00 - 09:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
09:00 - 10:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
10:00 - 11:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
11:00 - 12:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
12:00 - 13:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
13:00 - 14:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
14:00 - 15:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
15:00 - 16:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
16:00 - 17:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
17:00 - 18:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
18:00 - 19:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
19:00 - 20:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:00 - 21:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:00 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	387 - 80066 (units: sqm)
Survey date date range:	01/01/05 - 11/07/13
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:00 - 07:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
07:00 - 08:00	9	25537	0.004	9	25537	0.000	9	25537	0.004
08:00 - 09:00	9	25537	0.000	9	25537	0.000	9	25537	0.000
09:00 - 10:00	9	25537	0.002	9	25537	0.000	9	25537	0.002
10:00 - 11:00	9	25537	0.000	9	25537	0.002	9	25537	0.002
11:00 - 12:00	9	25537	0.000	9	25537	0.002	9	25537	0.002
12:00 - 13:00	9	25537	0.001	9	25537	0.002	9	25537	0.003
13:00 - 14:00	9	25537	0.009	9	25537	0.010	9	25537	0.019
14:00 - 15:00	9	25537	0.001	9	25537	0.007	9	25537	0.008
15:00 - 16:00	9	25537	0.003	9	25537	0.003	9	25537	0.006
16:00 - 17:00	9	25537	0.000	9	25537	0.003	9	25537	0.003
17:00 - 18:00	9	25537	0.000	9	25537	0.004	9	25537	0.004
18:00 - 19:00	9	25537	0.001	9	25537	0.003	9	25537	0.004
19:00 - 20:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:00 - 21:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:00 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.036			0.057

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

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Parameter summary

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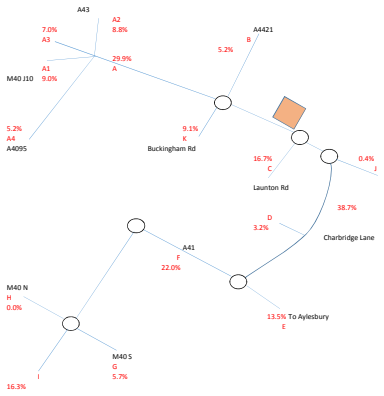
Survey date date range:	01/01/05 - 11/07/13
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Appendix I

Row Labels	Sum of Driving a car or van	
Amber Valley	1	
Ashfield	1	
Aylesbury Vale	360	E
Barnet	1	
Basildon	2	G
Basingstoke and Deane	5	I
Bassetlaw	1	
Bath and North East Somerset	1	
Bedford	1	
Bexley	2	J
Birmingham	7	A1
Bracknell Forest	0	
Bradford	1	
Braintree	1	
Brent	2	G
Bridgend	1	
Brighton and Hove	1	
Broxtowe	1	
Caerphilly	2	I
Calderdale	1	
Cambridge	1	
Camden	1	
Central Bedfordshire	19	B
Charnwood	2	A2
Cheltenham	5	I
Cherwell	2003	
Cheshire East	0	
Cheshire West and Chester	1	
Chesterfield	1	
Chichester	1	
Chiltern	4	G
Chorley	0	
Christchurch	1	
Colchester	0	
Conwy	1	
Corby	1	
Cotswold	8	I
Coventry	2	A1
Croydon	0	
Dacorum	5	J
Dartford	1	
Daventry	23	A2
Derbyshire Dales	4	A1
Dudley	4	A1
Ealing	4	G
East Cambridgeshire	2	B
East Dorset	2	I
East Lindsey	2	A2
East Northamptonshire	6	A2
Eastbourne	1	
Exeter	1	
Fareham	2	I
Forest Heath	1	
Gedling	2	A2
Gloucester	2	I
Halton	1	
Harborough	4	A2
Harlow	1	
Harrogate	1	
Harrow	2	G
Hart	1	
Hastings	1	
Havering	1	
High Peak	2	A1
Hillingdon	5	G
Hinckley and Bosworth	3	A1
Horsham	1	
Hounslow	2	G
Huntingdonshire	5	B
Hyndburn	1	
Kettering	7	A2
Kingston upon Hull	1	
Kirklees	5	E
Lambeth	1	
Leeds	4	A1
Lewes	1	
Lichfield	1	
Lincoln	1	
Luton	5	B
Manchester	1	
Melton	2	B
Mid Suffolk	1	
Milton Keynes	56	B
Mole Valley	2	G
New Forest	3	I
North Hertfordshire	1	
North Somerset	0	
North Warwickshire	2	A1
North West Leicestershire	1	
Northampton	24	A2
Norwich	1	
Nuneaton and Bedworth	1	
Oadby and Wigston	2	A2
Oxford	117	I
Peterborough	2	B
Plymouth	1	
Reading	3	I
Redbridge	2	J
Redditch	1	
Rhondda Cynon Taf	1	
Richmond upon Thames	2	G
Richmondshire	1	
Rochdale	2	A1
Rugby	6	A1
Runnymede	1	
Rushcliffe	1	
Salford	1	
Sedgemoor	1	
Selby	2	A1
Shropshire	1	
Slough	5	G
Solihull	1	
South Bucks	3	G
South Cambridgeshire	2	B
South Derbyshire	1	
South Gloucestershire	2	I
South Holland	2	B
South Kesteven	1	
South Northamptonshire	228	A2
South Oxfordshire	117	G
Spelthorne	4	G
St Albans	5	G
Stockport	1	
Stratford-on-Avon	21	A1
Stroud	1	
Suffolk Coastal	1	
Sutton	1	
Swansea	1	
Swindon	15	I
Tameside	1	
Tamworth	1	
Taunton Deane	2	I
Telford and Wrekin	2	A1
Tendring	1	
Test Valley	2	G
Tewkesbury	2	A1
The Vale of Glamorgan	2	A1
Three Rivers	0	
Uttlesford	1	
Vale of White Horse	72	I
Wakefield	1	
Walsall	1	
Warwick	17	A1
Watford	2	J
Waverley	1	
Wellingborough	4	A2
Welwyn Hatfield	2	J
West Berkshire	4	I
West Oxfordshire	146	I
Wiltshire	4	I
Windsor and Maidenhead	5	G
Wirral	1	
Woking	1	
Wokingham	8	G
Worcester	1	
Wrexham	1	
Wycombe	23	G
Wyre	1	
Wyre Forest	5	A1
York	2	A1
Grand Total	**3532**	



Route			AM Arrivals	AM Departures	PM Arrivals	PM Departures
A1	312	9.0%	6	2	1	6
A2	304	8.8%	6	2	1	6
A3	241	7.0%	5	1	1	5
A4	179	5.2%	4	1	1	3
B	180	5.2%	4	1	1	3
C	578	16.7%	12	3	2	11
D	111	3.2%	2	1	0	2
E	469	13.5%	10	3	2	9
F	0	0.0%	0	0	0	0
G	197	5.7%	4	1	1	4
H	0	0.0%	0	0	0	0
I	564.6	16.3%	12	3	2	11
J	13	0.4%	0	0	0	0
K	316	9.1%	7	2	1	6
	3464					

	AM Lights		AM Heavies		PM Lights		PM Heavies	
Bicester Road	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
	71	20	8	8	12	66	4	4

Cherwell

Cherwell 001	20	A1
Cherwell 002	40	A1
Cherwell 003	22	A1
Cherwell 004	40	A1
Cherwell 005	44	A1
Cherwell 006	22	A1
Cherwell 007	35	A1
Cherwell 008	42	A3
Cherwell 009	18	A3
Cherwell 010	96	A3
Cherwell 011	85	A3
	85	B
	85	E
Cherwell 012	137	K
	137	C
Cherwell 013	330	C
Cherwell 014	179	A4
	179	K
Cherwell 015	111	C
	111	D
Cherwell 016	18.4	E
	73.6	I
Cherwell 017	41	I
Cherwell 018	30	I
Cherwell 019	26	I

Appendix J

A4421/ Launton Road

2024+Dev PCUs

AM

	A4421 S	aunton Roa	A4421 N	Care Home	Total
A4421 S		504	773	1	1278
aunton Roac	1046		41	1	1088
A4421 N	620	87		2	709
Care Home	3	3	2	0	8
Total	1669	594	816	4	3083

PM

	A4421 S	aunton Roa	A4421 N	Care Home	Total
A4421 S		725	1200	2	1927
aunton Roac	1089		198	2	1289
A4421 N	599	391		1	991
Care Home	1	2	3	0	6
Total	1689	1118	1401	5	4213

2024+Dev PCUs 30% 1350 cap

PM

	A4421 S	aunton Roa	A4421 N	Care Home	Total
A4421 S		508	840	2	1350
aunton Roac	762		198	2	962
A4421 N	419	391		1	811
Care Home	1	2	3	0	6
Total	1182	901	1041	5	3129

2024 Base

AM

	A4421 S	aunton Roa	A4421 N	Care Home	Total
A4421 S	0	504	729	1	1234
aunton Roac	1046	0	29	1	1076
A4421 N	596	84	0	2	682
Care Home	3	3	2	0	8
Total	1645	591	760	4	3000

PM

	A4421 S	aunton Roa	A4421 N	Care Home	Total
A4421 S	0	725	1187	2	1914
aunton Roac	1089	0	196	2	1287
A4421 N	565	380	0	1	946
Care Home	1	2	3	0	6
Total	1655	1107	1386	5	4153

2024 Base

PM PCUs 30% 1350 cap

	A4421 S	aunton Roa	A4421 N	Care Home	Total
A4421 S	0	508	831	2	1341
aunton Roac	762	0	196	2	960
A4421 N	396	380	0	1	777
Care Home	1	2	3	0	6
Total	1159	890	1030	5	3084

A4421/ Bicester Road

2024+Dev PCUs

AM

	Bicester Roa	arbridge La	A4421	Total
Bicester Road		229	135	364
Charbridge Lane	113		1144	1257
A4421	236	1422		1658
Total	349	1651	1279	3279

PM

	Bicester Roa	arbridge La	A4421	Total
Bicester Road		102	251	353
Charbridge Lane	23		1784	1807
A4421	394	1294		1688
Total	417	1396	2035	3848

2024+Dev 30% 1350 cap

AM

	Bicester Roa	arbridge La	A4421	Total
Bicester Road		229	135	364
Charbridge Lane	113		1144	1257
A4421	165	995		1160
Total	278	1224	1279	2781

PM

	Bicester Roa	arbridge La	A4421	Total
Bicester Road		102	176	278
Charbridge Lane	16		1249	1265
A4421	276	906		1182
Total	292	1008	1425	2725

2024 Base

AM

	Bicester Roa	arbridge La	A4421	Total
Bicester Road	0	229	135	364
Charbridge Lane	113	0	1100	1213
A4421	236	1398	0	1634
Total	349	1627	1235	3211

PM

	Bicester Roa	arbridge La	A4421	Total
Bicester Road	0	102	251	353
Charbridge Lane	23	0	1771	1794
A4421	394	1260	0	1654
Total	417	1362	2022	3801

2024 Base

AM

	Bicester Roa	arbridge La	A4421	Total
Bicester Road	0	229	135	364
Charbridge Lane	113	0	1100	1213
A4421	165	979	0	1144
Total	278	1208	1235	2721

PM 30% 1350 cap

	Bicester Roa	arbridge La	A4421	Total
Bicester Road	0	102	176	278
Charbridge Lane	16	0	1240	1256
A4421	276	882	0	1158
Total	292	984	1416	2692

A4421/ Buckingham Road

2024+Dev PCUs

AM

	A4421 N	A4421 E	ckingham R	A4095	Total
A4421 N	0	442	461	310	1213
A4421 E	135	0	4	441	580
Buckingham R	286	267	0	92	645
A4095 W	45	897	57	0	999
Total	466	1606	522	843	3437

PM

	A4421 N	A4421 E	ckingham R	A4095	Total
A4421 N	0	361	310	86	757
A4421 E	615	0	82	1116	1813
Buckingham R	296	156	0	232	684
A4095 W	96	363	14	0	473
Total	1007	880	406	1434	3727

2024+Dev 30% 1350 cap

PM

	A4421 N	A4421 E	ckingham R	A4095	Total
A4421 N	0	361	310	86	757
A4421 E	431	0	57	781	1269
Buckingham R	296	156	0	232	684
A4095 W	96	363	14	0	473
Total	823	880	381	1099	3183

2024 Base

AM

	A4421 N	A4421 E	ckingham R	A4095	Total
A4421 N	0	438	461	310	1209
A4421 E	134	0	2	435	571
Buckingham R	286	260	0	92	638
A4095 W	45	876	57	0	978
Total	465	1574	520	837	3396

PM

	A4421 N	A4421 E	ckingham R	A4095	Total
A4421 N	0	360	310	86	756
A4421 E	612	0	76	1096	1784
Buckingham R	296	155	0	232	683
A4095 W	96	359	14	0	469
Total	1004	874	400	1414	3692

2024 Base

PM 30% 1350 cap

	A4421 N	A4421 E	ckingham R	A4095	Total
A4421 N	0	360	310	86	756
A4421 E	428	0	53	767	1248
Buckingham R	296	155	0	232	683
A4095 W	96	359	14	0	469
Total	820	874	377	1085	3156

Site Access/ Skimmingdish Lane

2024+Dev PCUs

AM 25% heavies turn right out

	A4421 S	Resi Access	A4421 N	Bicester 11	Total
A4421 S		4	760	52	816
Resi	10		8		18
A4421 N	682	3		36	721
Bicester 11	23		14		37
Total	715	7	782	88	1592

PM

	A4421 S	Resi Access	A4421 N	Bicester 11	Total
A4421 S		10	1030	13	1053
Resi	6		5		11
A4421 N	777	9		8	794
Bicester 11	43		31		74
Total	826	19	1066	21	1932

Appendix K

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

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

Filename: Staggered Cross Roads - RD.arc8
Path: P:\15000's\15230\Technical\Junctions
Report generation date: 11/05/2015 16:03:31

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2024			
Stream B-CD	0.02	7.21	0.02	A
Stream B-A	0.04	12.99	0.03	B
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	-	-	-	-
Stream AB-CD	0.11	6.84	0.10	A
Stream AB-C	-	-	-	-
Stream D-AB	0.05	6.14	0.04	A
Stream D-C	0.04	13.34	0.04	B
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	-	-	-	-
Stream CD-AB	0.01	6.69	0.01	A
Stream CD-A	-	-	-	-

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

"D1 - 2024, AM " model duration: 08:00 - 09:00
"D2 - 2024, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 11/05/2015 16:03:30

File summary

Title	(untitled)
Location	
Site Number	
Date	23/04/2015
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) - 2024, 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)	N/A		✓				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
2024, AM	2024	AM		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D		7.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Skimmingdish Lane (S)	A	Skimmingdish Lane (S)		Major
Residential Access	B	Residential Access		Minor
Skimmingdish Lane (N)	C	Skimmingdish Lane (N)		Major
Employment Access	D	Employment Access		Minor

Major Arm Geometry

Name	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)
Skimmingdish Lane (S)	7.40		0.00	✓	3.50	200.00	✓	7.00
Skimmingdish Lane (N)	7.40		0.00	✓	3.50	175.00	✓	10.00

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

Minor Arm Geometry

Name	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)
Residential Access	One lane plus flare				10.00	5.86	3.75	3.65	3.65	✓	1.00	160	80
Employment Access	One lane plus flare				10.00	7.20	4.40	3.80	3.80	✓	1.00	193	165

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	787.379	-	-	-	-	-	0.286	0.286	0.286	-	-
1	B-A	635.363	0.109	0.275	0.275	-	-	0.173	0.392	-	0.173	0.392
1	B-CD	728.456	0.105	0.265	0.265	-	-	-	-	-	-	-
1	CD-B	770.853	0.280	0.280	0.280	-	-	-	-	-	-	-
1	D-AB	830.085	-	-	-	-	-	0.302	0.302	0.119	-	-
1	D-C	615.527	-	0.167	0.380	0.167	0.380	0.266	0.266	0.105	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Skimmingdish Lane (S)	FLAT	✓	820.00	100.000
Residential Access	FLAT	✓	18.00	100.000
Skimmingdish Lane (N)	FLAT	✓	717.00	100.000
Employment Access	FLAT	✓	37.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	0.000	4.000	760.000	56.000
	Residential Access	10.000	0.000	8.000	0.000
	Skimmingdish Lane (N)	682.000	3.000	0.000	32.000
	Employment Access	27.000	0.000	10.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	0.00	0.00	0.93	0.07
	Residential Access	0.56	0.00	0.44	0.00
	Skimmingdish Lane (N)	0.95	0.00	0.00	0.04
	Employment Access	0.73	0.00	0.27	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	1.000	1.000	1.000	1.000
	Residential Access	1.000	1.000	1.000	1.000
	Skimmingdish Lane (N)	1.000	1.000	1.000	1.000
	Employment Access	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	0.0	0.0	0.0	0.0
	Residential Access	0.0	0.0	0.0	0.0
	Skimmingdish Lane (N)	0.0	0.0	0.0	0.0
	Employment Access	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	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)
B-CD	0.02	7.21	0.02	A	8.00	8.00	0.95	7.13	0.02	0.95	7.13
B-A	0.03	12.99	0.04	B	10.00	10.00	2.12	12.72	0.04	2.12	12.72
A-B	-	-	-	-	4.00	4.00	-	-	-	-	-
A-C	-	-	-	-	760.00	760.00	-	-	-	-	-
A-D	-	-	-	-	56.00	56.00	-	-	-	-	-
AB-CD	0.10	6.84	0.11	A	56.00	56.00	6.36	6.82	0.11	6.36	6.82
AB-C	-	-	-	-	767.98	767.98	-	-	-	-	-
D-AB	0.04	6.14	0.05	A	27.00	27.00	2.73	6.07	0.05	2.73	6.07
D-C	0.04	13.34	0.04	B	10.00	10.00	2.18	13.05	0.04	2.18	13.05
C-D	-	-	-	-	32.00	32.00	-	-	-	-	-
C-A	-	-	-	-	682.00	682.00	-	-	-	-	-
C-B	-	-	-	-	3.00	3.00	-	-	-	-	-
CD-AB	0.01	6.69	0.01	A	3.00	3.00	0.33	6.67	0.01	0.33	6.67
CD-A	-	-	-	-	708.95	708.95	-	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	8.00	2.00	7.94	0.00	507.28	0.016	0.00	0.02	7.209	A
B-A	10.00	2.50	9.86	0.00	287.08	0.035	0.00	0.04	12.979	B
A-B	4.00	1.00	4.00	0.00	-	-	-	-	-	-
A-C	760.00	190.00	760.00	0.00	-	-	-	-	-	-
A-D	56.00	14.00	56.00	0.00	-	-	-	-	-	-
AB-CD	56.00	14.00	55.58	0.00	581.97	0.096	0.00	0.11	6.833	A
AB-C	767.94	191.98	767.94	0.00	-	-	-	-	-	-
D-AB	27.00	6.75	26.82	0.00	613.81	0.044	0.00	0.05	6.131	A
D-C	10.00	2.50	9.85	0.00	279.98	0.036	0.00	0.04	13.320	B
C-D	32.00	8.00	32.00	0.00	-	-	-	-	-	-
C-A	682.00	170.50	682.00	0.00	-	-	-	-	-	-
C-B	3.00	0.75	3.00	0.00	-	-	-	-	-	-
CD-AB	3.00	0.75	2.98	0.00	540.86	0.006	0.00	0.01	6.692	A
CD-A	708.82	177.20	708.82	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	8.00	2.00	8.00	0.00	507.01	0.016	0.02	0.02	7.213	A
B-A	10.00	2.50	10.00	0.00	287.16	0.035	0.04	0.04	12.988	B
A-B	4.00	1.00	4.00	0.00	-	-	-	-	-	-
A-C	760.00	190.00	760.00	0.00	-	-	-	-	-	-
A-D	56.00	14.00	56.00	0.00	-	-	-	-	-	-
AB-CD	56.00	14.00	56.00	0.00	581.97	0.096	0.11	0.11	6.843	A
AB-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-
D-AB	27.00	6.75	27.00	0.00	613.60	0.044	0.05	0.05	6.136	A
D-C	10.00	2.50	10.00	0.00	279.88	0.036	0.04	0.04	13.338	B
C-D	32.00	8.00	32.00	0.00	-	-	-	-	-	-
C-A	682.00	170.50	682.00	0.00	-	-	-	-	-	-
C-B	3.00	0.75	3.00	0.00	-	-	-	-	-	-
CD-AB	3.00	0.75	3.00	0.00	540.86	0.006	0.01	0.01	6.692	A
CD-A	709.00	177.25	709.00	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	8.00	2.00	8.00	0.00	507.00	0.016	0.02	0.02	7.213	A
B-A	10.00	2.50	10.00	0.00	287.16	0.035	0.04	0.04	12.988	B
A-B	4.00	1.00	4.00	0.00	-	-	-	-	-	-
A-C	760.00	190.00	760.00	0.00	-	-	-	-	-	-
A-D	56.00	14.00	56.00	0.00	-	-	-	-	-	-
AB-CD	56.00	14.00	56.00	0.00	581.97	0.096	0.11	0.11	6.843	A
AB-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-
D-AB	27.00	6.75	27.00	0.00	613.60	0.044	0.05	0.05	6.136	A
D-C	10.00	2.50	10.00	0.00	279.88	0.036	0.04	0.04	13.338	B
C-D	32.00	8.00	32.00	0.00	-	-	-	-	-	-
C-A	682.00	170.50	682.00	0.00	-	-	-	-	-	-
C-B	3.00	0.75	3.00	0.00	-	-	-	-	-	-
CD-AB	3.00	0.75	3.00	0.00	540.86	0.006	0.01	0.01	6.692	A
CD-A	709.00	177.25	709.00	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	8.00	2.00	8.00	0.00	507.00	0.016	0.02	0.02	7.213	A
B-A	10.00	2.50	10.00	0.00	287.16	0.035	0.04	0.04	12.988	B
A-B	4.00	1.00	4.00	0.00	-	-	-	-	-	-
A-C	760.00	190.00	760.00	0.00	-	-	-	-	-	-
A-D	56.00	14.00	56.00	0.00	-	-	-	-	-	-
AB-CD	56.00	14.00	56.00	0.00	581.97	0.096	0.11	0.11	6.843	A
AB-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-
D-AB	27.00	6.75	27.00	0.00	613.60	0.044	0.05	0.05	6.136	A
D-C	10.00	2.50	10.00	0.00	279.88	0.036	0.04	0.04	13.338	B
C-D	32.00	8.00	32.00	0.00	-	-	-	-	-	-
C-A	682.00	170.50	682.00	0.00	-	-	-	-	-	-
C-B	3.00	0.75	3.00	0.00	-	-	-	-	-	-
CD-AB	3.00	0.75	3.00	0.00	540.86	0.006	0.01	0.01	6.692	A
CD-A	709.00	177.25	709.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Stream	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
B-CD	0.23	0.02	7.209	A	A
B-A	0.51	0.03	12.979	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.57	0.10	6.833	A	A
AB-C	-	-	-	-	-
D-AB	0.67	0.04	6.131	A	A
D-C	0.52	0.03	13.320	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.08	0.01	6.692	A	A
CD-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	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
B-CD	0.24	0.02	7.213	A	A
B-A	0.54	0.04	12.988	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.60	0.11	6.843	A	A
AB-C	-	-	-	-	-
D-AB	0.69	0.05	6.136	A	A
D-C	0.55	0.04	13.338	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.08	0.01	6.692	A	A
CD-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	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
B-CD	0.24	0.02	7.213	A	A
B-A	0.54	0.04	12.988	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.60	0.11	6.843	A	A
AB-C	-	-	-	-	-
D-AB	0.69	0.05	6.136	A	A
D-C	0.55	0.04	13.338	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.08	0.01	6.692	A	A
CD-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	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
B-CD	0.24	0.02	7.213	A	A
B-A	0.54	0.04	12.988	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.60	0.11	6.843	A	A
AB-C	-	-	-	-	-
D-AB	0.69	0.05	6.136	A	A
D-C	0.55	0.04	13.338	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.08	0.01	6.692	A	A
CD-A	-	-	-	-	-

(Default Analysis Set) - 2024, 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)	N/A		✓				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
2024, PM	2024	PM		FLAT	17:00	18:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D		10.50	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Skimmingdish Lane (S)	A	Skimmingdish Lane (S)		Major
Residential Access	B	Residential Access		Minor
Skimmingdish Lane (N)	C	Skimmingdish Lane (N)		Major
Employment Access	D	Employment Access		Minor

Major Arm Geometry

Name	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)
Skimmingdish Lane (S)	7.40		0.00	✓	3.50	200.00	✓	7.00
Skimmingdish Lane (N)	7.40		0.00	✓	3.50	175.00	✓	10.00

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

Minor Arm Geometry

Name	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)
Residential Access	One lane plus flare				10.00	5.86	3.75	3.65	3.65	✓	1.00	160	80
Employment Access	One lane plus flare				10.00	7.20	4.40	3.80	3.80	✓	1.00	193	165

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	787.379	-	-	-	-	-	0.286	0.286	0.286	-	-
1	B-A	633.671	0.108	0.274	0.274	-	-	0.172	0.391	-	0.172	0.391
1	B-CD	730.454	0.105	0.266	0.266	-	-	-	-	-	-	-
1	CD-B	770.853	0.280	0.280	0.280	-	-	-	-	-	-	-
1	D-AB	801.989	-	-	-	-	-	0.292	0.292	0.115	-	-
1	D-C	639.784	-	0.174	0.395	0.174	0.395	0.277	0.277	0.109	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Skimmingdish Lane (S)	FLAT	✓	1055.00	100.000
Residential Access	FLAT	✓	11.00	100.000
Skimmingdish Lane (N)	FLAT	✓	792.00	100.000
Employment Access	FLAT	✓	74.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	0.000	10.000	1030.000	15.000
	Residential Access	6.000	0.000	5.000	0.000
	Skimmingdish Lane (N)	777.000	9.000	0.000	6.000
	Employment Access	45.000	0.000	29.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	0.00	0.01	0.98	0.01
	Residential Access	0.55	0.00	0.45	0.00
	Skimmingdish Lane (N)	0.98	0.01	0.00	0.01
	Employment Access	0.61	0.00	0.39	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	1.000	1.000	1.000	1.000
	Residential Access	1.000	1.000	1.000	1.000
	Skimmingdish Lane (N)	1.000	1.000	1.000	1.000
	Employment Access	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	0.0	0.0	0.0	0.0
	Residential Access	0.0	0.0	0.0	0.0
	Skimmingdish Lane (N)	0.0	0.0	0.0	0.0
	Employment Access	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	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)
B-CD	0.01	8.13	0.01	A	5.00	5.00	0.67	8.03	0.01	0.67	8.03
B-A	0.03	18.45	0.03	C	6.00	6.00	1.79	17.94	0.03	1.79	17.94
A-B	-	-	-	-	10.00	10.00	-	-	-	-	-
A-C	-	-	-	-	1030.00	1030.00	-	-	-	-	-
A-D	-	-	-	-	15.00	15.00	-	-	-	-	-
AB-CD	0.03	6.60	0.03	A	15.00	15.00	1.64	6.57	0.03	1.64	6.58
AB-C	-	-	-	-	1034.99	1034.99	-	-	-	-	-
D-AB	0.08	7.09	0.09	A	45.00	45.00	5.25	7.00	0.09	5.25	7.00
D-C	0.12	17.42	0.14	C	29.00	29.00	8.18	16.93	0.14	8.18	16.93
C-D	-	-	-	-	6.00	6.00	-	-	-	-	-
C-A	-	-	-	-	777.00	777.00	-	-	-	-	-
C-B	-	-	-	-	9.00	9.00	-	-	-	-	-
CD-AB	0.02	7.73	0.02	A	9.00	9.00	1.15	7.69	0.02	1.15	7.69
CD-A	-	-	-	-	821.91	821.91	-	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	5.00	1.25	4.96	0.00	448.29	0.011	0.00	0.01	8.119	A
B-A	6.00	1.50	5.88	0.00	201.11	0.030	0.00	0.03	18.429	C
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	1030.00	257.50	1030.00	0.00	-	-	-	-	-	-
A-D	15.00	3.75	15.00	0.00	-	-	-	-	-	-
AB-CD	15.00	3.75	14.89	0.00	560.48	0.027	0.00	0.03	6.596	A
AB-C	1034.96	258.74	1034.96	0.00	-	-	-	-	-	-
D-AB	45.00	11.25	44.65	0.00	553.35	0.081	0.00	0.09	7.072	A
D-C	29.00	7.25	28.45	0.00	235.51	0.123	0.00	0.14	17.342	C
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	777.00	194.25	777.00	0.00	-	-	-	-	-	-
C-B	9.00	2.25	9.00	0.00	-	-	-	-	-	-
CD-AB	9.00	2.25	8.92	0.00	474.95	0.019	0.00	0.02	7.724	A
CD-A	821.65	205.41	821.65	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	5.00	1.25	5.00	0.00	447.89	0.011	0.01	0.01	8.128	A
B-A	6.00	1.50	6.00	0.00	201.16	0.030	0.03	0.03	18.445	C
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	1030.00	257.50	1030.00	0.00	-	-	-	-	-	-
A-D	15.00	3.75	15.00	0.00	-	-	-	-	-	-
AB-CD	15.00	3.75	15.00	0.00	560.48	0.027	0.03	0.03	6.598	A
AB-C	1035.00	258.75	1035.00	0.00	-	-	-	-	-	-
D-AB	45.00	11.25	45.00	0.00	552.47	0.081	0.09	0.09	7.093	A
D-C	29.00	7.25	28.99	0.00	235.68	0.123	0.14	0.14	17.415	C
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	777.00	194.25	777.00	0.00	-	-	-	-	-	-
C-B	9.00	2.25	9.00	0.00	-	-	-	-	-	-
CD-AB	9.00	2.25	9.00	0.00	474.95	0.019	0.02	0.02	7.725	A
CD-A	822.00	205.50	822.00	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	5.00	1.25	5.00	0.00	447.88	0.011	0.01	0.01	8.128	A
B-A	6.00	1.50	6.00	0.00	201.16	0.030	0.03	0.03	18.445	C
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	1030.00	257.50	1030.00	0.00	-	-	-	-	-	-
A-D	15.00	3.75	15.00	0.00	-	-	-	-	-	-
AB-CD	15.00	3.75	15.00	0.00	560.48	0.027	0.03	0.03	6.598	A
AB-C	1035.00	258.75	1035.00	0.00	-	-	-	-	-	-
D-AB	45.00	11.25	45.00	0.00	552.46	0.081	0.09	0.09	7.093	A
D-C	29.00	7.25	29.00	0.00	235.69	0.123	0.14	0.14	17.417	C
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	777.00	194.25	777.00	0.00	-	-	-	-	-	-
C-B	9.00	2.25	9.00	0.00	-	-	-	-	-	-
CD-AB	9.00	2.25	9.00	0.00	474.95	0.019	0.02	0.02	7.725	A
CD-A	822.00	205.50	822.00	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	5.00	1.25	5.00	0.00	447.88	0.011	0.01	0.01	8.128	A
B-A	6.00	1.50	6.00	0.00	201.17	0.030	0.03	0.03	18.445	C
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	1030.00	257.50	1030.00	0.00	-	-	-	-	-	-
A-D	15.00	3.75	15.00	0.00	-	-	-	-	-	-
AB-CD	15.00	3.75	15.00	0.00	560.48	0.027	0.03	0.03	6.598	A
AB-C	1035.00	258.75	1035.00	0.00	-	-	-	-	-	-
D-AB	45.00	11.25	45.00	0.00	552.46	0.081	0.09	0.09	7.093	A
D-C	29.00	7.25	29.00	0.00	235.69	0.123	0.14	0.14	17.417	C
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	777.00	194.25	777.00	0.00	-	-	-	-	-	-
C-B	9.00	2.25	9.00	0.00	-	-	-	-	-	-
CD-AB	9.00	2.25	9.00	0.00	474.95	0.019	0.02	0.02	7.725	A
CD-A	822.00	205.50	822.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Stream	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
B-CD	0.16	0.01	8.119	A	A
B-A	0.42	0.03	18.429	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.41	0.03	6.596	A	A
AB-C	-	-	-	-	-
D-AB	1.27	0.08	7.072	A	A
D-C	1.93	0.13	17.342	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.28	0.02	7.724	A	A
CD-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	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
B-CD	0.17	0.01	8.128	A	A
B-A	0.45	0.03	18.445	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.41	0.03	6.598	A	A
AB-C	-	-	-	-	-
D-AB	1.32	0.09	7.093	A	A
D-C	2.07	0.14	17.415	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.29	0.02	7.725	A	A
CD-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	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
B-CD	0.17	0.01	8.128	A	A
B-A	0.46	0.03	18.445	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.41	0.03	6.598	A	A
AB-C	-	-	-	-	-
D-AB	1.33	0.09	7.093	A	A
D-C	2.09	0.14	17.417	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.29	0.02	7.725	A	A
CD-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	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
B-CD	0.17	0.01	8.128	A	A
B-A	0.46	0.03	18.445	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.41	0.03	6.598	A	A
AB-C	-	-	-	-	-
D-AB	1.33	0.09	7.093	A	A
D-C	2.09	0.14	17.417	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.29	0.02	7.725	A	A
CD-A	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: Staggered Cross Roads - RD_RevA.arc8
Path: P:\15000's\15230\Technical\Junctions
Report generation date: 10/08/2015 16:53:42

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2024			
Stream B-CD	0.02	7.20	0.02	A
Stream B-A	0.04	12.90	0.03	B
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	-	-	-	-
Stream AB-CD	0.10	6.81	0.09	A
Stream AB-C	-	-	-	-
Stream D-AB	0.04	6.31	0.04	A
Stream D-C	0.05	13.01	0.05	B
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	-	-	-	-
Stream CD-AB	0.01	6.68	0.01	A
Stream CD-A	-	-	-	-

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

"D1 - 2024, AM " model duration: 08:00 - 09:00
"D2 - 2024, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 10/08/2015 16:53:40

File summary

Title	(untitled)
Location	
Site Number	
Date	23/04/2015
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) - 2024, 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)	N/A		✓				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
2024, AM	2024	AM		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D		8.07	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Skimmingdish Lane (S)	A	Skimmingdish Lane (S)		Major
Residential Access	B	Residential Access		Minor
Skimmingdish Lane (N)	C	Skimmingdish Lane (N)		Major
Employment Access	D	Employment Access		Minor

Major Arm Geometry

Name	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)
Skimmingdish Lane (S)	7.40		0.00	✓	3.50	200.00	✓	7.00
Skimmingdish Lane (N)	7.40		0.00	✓	3.50	175.00	✓	10.00

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

Minor Arm Geometry

Name	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)
Residential Access	One lane plus flare				10.00	5.86	3.75	3.65	3.65	✓	1.00	160	80
Employment Access	One lane plus flare				10.00	7.20	4.40	3.80	3.80	✓	1.00	193	165

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	787.379	-	-	-	-	-	0.286	0.286	0.286	-	-
1	B-A	635.363	0.109	0.275	0.275	-	-	0.173	0.392	-	0.173	0.392
1	B-CD	728.456	0.105	0.265	0.265	-	-	-	-	-	-	-
1	CD-B	770.853	0.280	0.280	0.280	-	-	-	-	-	-	-
1	D-AB	805.796	-	-	-	-	-	0.293	0.293	0.116	-	-
1	D-C	636.497	-	0.173	0.393	0.173	0.393	0.275	0.275	0.109	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Skimmingdish Lane (S)	FLAT	✓	816.00	100.000
Residential Access	FLAT	✓	18.00	100.000
Skimmingdish Lane (N)	FLAT	✓	721.00	100.000
Employment Access	FLAT	✓	37.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	0.000	4.000	760.000	52.000
	Residential Access	10.000	0.000	8.000	0.000
	Skimmingdish Lane (N)	682.000	3.000	0.000	36.000
	Employment Access	23.000	0.000	14.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	0.00	0.00	0.93	0.06
	Residential Access	0.56	0.00	0.44	0.00
	Skimmingdish Lane (N)	0.95	0.00	0.00	0.05
	Employment Access	0.62	0.00	0.38	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	1.000	1.000	1.000	1.000
	Residential Access	1.000	1.000	1.000	1.000
	Skimmingdish Lane (N)	1.000	1.000	1.000	1.000
	Employment Access	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	0.0	0.0	0.0	0.0
	Residential Access	0.0	0.0	0.0	0.0
	Skimmingdish Lane (N)	0.0	0.0	0.0	0.0
	Employment Access	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	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)
B-CD	0.02	7.20	0.02	A	8.00	8.00	0.95	7.12	0.02	0.95	7.12
B-A	0.03	12.90	0.04	B	10.00	10.00	2.11	12.64	0.04	2.11	12.64
A-B	-	-	-	-	4.00	4.00	-	-	-	-	-
A-C	-	-	-	-	760.00	760.00	-	-	-	-	-
A-D	-	-	-	-	52.00	52.00	-	-	-	-	-
AB-CD	0.09	6.81	0.10	A	52.00	52.00	5.88	6.78	0.10	5.88	6.78
AB-C	-	-	-	-	767.98	767.98	-	-	-	-	-
D-AB	0.04	6.31	0.04	A	23.00	23.00	2.39	6.24	0.04	2.39	6.24
D-C	0.05	13.01	0.05	B	14.00	14.00	2.97	12.74	0.05	2.97	12.74
C-D	-	-	-	-	36.00	36.00	-	-	-	-	-
C-A	-	-	-	-	682.00	682.00	-	-	-	-	-
C-B	-	-	-	-	3.00	3.00	-	-	-	-	-
CD-AB	0.01	6.68	0.01	A	3.00	3.00	0.33	6.65	0.01	0.33	6.65
CD-A	-	-	-	-	704.96	704.96	-	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	8.00	2.00	7.94	0.00	508.36	0.016	0.00	0.02	7.193	A
B-A	10.00	2.50	9.86	0.00	288.87	0.035	0.00	0.04	12.895	B
A-B	4.00	1.00	4.00	0.00	-	-	-	-	-	-
A-C	760.00	190.00	760.00	0.00	-	-	-	-	-	-
A-D	52.00	13.00	52.00	0.00	-	-	-	-	-	-
AB-CD	52.00	13.00	51.61	0.00	580.82	0.090	0.00	0.10	6.798	A
AB-C	767.94	191.98	767.94	0.00	-	-	-	-	-	-
D-AB	23.00	5.75	22.84	0.00	593.48	0.039	0.00	0.04	6.307	A
D-C	14.00	3.50	13.80	0.00	290.66	0.048	0.00	0.05	12.993	B
C-D	36.00	9.00	36.00	0.00	-	-	-	-	-	-
C-A	682.00	170.50	682.00	0.00	-	-	-	-	-	-
C-B	3.00	0.75	3.00	0.00	-	-	-	-	-	-
CD-AB	3.00	0.75	2.98	0.00	541.98	0.006	0.00	0.01	6.678	A
CD-A	704.84	176.21	704.84	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	8.00	2.00	8.00	0.00	508.09	0.016	0.02	0.02	7.197	A
B-A	10.00	2.50	10.00	0.00	288.95	0.035	0.04	0.04	12.904	B
A-B	4.00	1.00	4.00	0.00	-	-	-	-	-	-
A-C	760.00	190.00	760.00	0.00	-	-	-	-	-	-
A-D	52.00	13.00	52.00	0.00	-	-	-	-	-	-
AB-CD	52.00	13.00	52.00	0.00	580.82	0.090	0.10	0.10	6.806	A
AB-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-
D-AB	23.00	5.75	23.00	0.00	593.03	0.039	0.04	0.04	6.314	A
D-C	14.00	3.50	14.00	0.00	290.69	0.048	0.05	0.05	13.010	B
C-D	36.00	9.00	36.00	0.00	-	-	-	-	-	-
C-A	682.00	170.50	682.00	0.00	-	-	-	-	-	-
C-B	3.00	0.75	3.00	0.00	-	-	-	-	-	-
CD-AB	3.00	0.75	3.00	0.00	541.98	0.006	0.01	0.01	6.678	A
CD-A	705.00	176.25	705.00	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	8.00	2.00	8.00	0.00	508.08	0.016	0.02	0.02	7.197	A
B-A	10.00	2.50	10.00	0.00	288.95	0.035	0.04	0.04	12.904	B
A-B	4.00	1.00	4.00	0.00	-	-	-	-	-	-
A-C	760.00	190.00	760.00	0.00	-	-	-	-	-	-
A-D	52.00	13.00	52.00	0.00	-	-	-	-	-	-
AB-CD	52.00	13.00	52.00	0.00	580.82	0.090	0.10	0.10	6.806	A
AB-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-
D-AB	23.00	5.75	23.00	0.00	593.02	0.039	0.04	0.04	6.314	A
D-C	14.00	3.50	14.00	0.00	290.69	0.048	0.05	0.05	13.010	B
C-D	36.00	9.00	36.00	0.00	-	-	-	-	-	-
C-A	682.00	170.50	682.00	0.00	-	-	-	-	-	-
C-B	3.00	0.75	3.00	0.00	-	-	-	-	-	-
CD-AB	3.00	0.75	3.00	0.00	541.98	0.006	0.01	0.01	6.678	A
CD-A	705.00	176.25	705.00	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	8.00	2.00	8.00	0.00	508.08	0.016	0.02	0.02	7.197	A
B-A	10.00	2.50	10.00	0.00	288.95	0.035	0.04	0.04	12.904	B
A-B	4.00	1.00	4.00	0.00	-	-	-	-	-	-
A-C	760.00	190.00	760.00	0.00	-	-	-	-	-	-
A-D	52.00	13.00	52.00	0.00	-	-	-	-	-	-
AB-CD	52.00	13.00	52.00	0.00	580.82	0.090	0.10	0.10	6.806	A
AB-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-
D-AB	23.00	5.75	23.00	0.00	593.02	0.039	0.04	0.04	6.314	A
D-C	14.00	3.50	14.00	0.00	290.69	0.048	0.05	0.05	13.010	B
C-D	36.00	9.00	36.00	0.00	-	-	-	-	-	-
C-A	682.00	170.50	682.00	0.00	-	-	-	-	-	-
C-B	3.00	0.75	3.00	0.00	-	-	-	-	-	-
CD-AB	3.00	0.75	3.00	0.00	541.98	0.006	0.01	0.01	6.678	A
CD-A	705.00	176.25	705.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Stream	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
B-CD	0.23	0.02	7.193	A	A
B-A	0.50	0.03	12.895	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.45	0.10	6.798	A	A
AB-C	-	-	-	-	-
D-AB	0.58	0.04	6.307	A	A
D-C	0.71	0.05	12.993	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.08	0.01	6.678	A	A
CD-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	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
B-CD	0.24	0.02	7.197	A	A
B-A	0.53	0.04	12.904	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.47	0.10	6.806	A	A
AB-C	-	-	-	-	-
D-AB	0.60	0.04	6.314	A	A
D-C	0.75	0.05	13.010	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.08	0.01	6.678	A	A
CD-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	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
B-CD	0.24	0.02	7.197	A	A
B-A	0.53	0.04	12.904	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.47	0.10	6.806	A	A
AB-C	-	-	-	-	-
D-AB	0.60	0.04	6.314	A	A
D-C	0.75	0.05	13.010	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.08	0.01	6.678	A	A
CD-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	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
B-CD	0.24	0.02	7.197	A	A
B-A	0.54	0.04	12.904	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	1.47	0.10	6.806	A	A
AB-C	-	-	-	-	-
D-AB	0.60	0.04	6.314	A	A
D-C	0.76	0.05	13.010	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.08	0.01	6.678	A	A
CD-A	-	-	-	-	-

(Default Analysis Set) - 2024, 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)	N/A		✓				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
2024, PM	2024	PM		FLAT	17:00	18:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D		10.76	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Skimmingdish Lane (S)	A	Skimmingdish Lane (S)		Major
Residential Access	B	Residential Access		Minor
Skimmingdish Lane (N)	C	Skimmingdish Lane (N)		Major
Employment Access	D	Employment Access		Minor

Major Arm Geometry

Name	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)
Skimmingdish Lane (S)	7.40		0.00	✓	3.50	200.00	✓	7.00
Skimmingdish Lane (N)	7.40		0.00	✓	3.50	175.00	✓	10.00

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

Minor Arm Geometry

Name	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)
Residential Access	One lane plus flare				10.00	5.86	3.75	3.65	3.65	✓	1.00	160	80
Employment Access	One lane plus flare				10.00	7.20	4.40	3.80	3.80	✓	1.00	193	165

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	787.379	-	-	-	-	-	0.286	0.286	0.286	-	-
1	B-A	633.671	0.108	0.274	0.274	-	-	0.172	0.391	-	0.172	0.391
1	B-CD	730.454	0.105	0.266	0.266	-	-	-	-	-	-	-
1	CD-B	770.853	0.280	0.280	0.280	-	-	-	-	-	-	-
1	D-AB	794.374	-	-	-	-	-	0.289	0.289	0.114	-	-
1	D-C	646.358	-	0.176	0.399	0.176	0.399	0.279	0.279	0.111	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Skimmingdish Lane (S)	FLAT	✓	1053.00	100.000
Residential Access	FLAT	✓	11.00	100.000
Skimmingdish Lane (N)	FLAT	✓	794.00	100.000
Employment Access	FLAT	✓	74.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	0.000	10.000	1030.000	13.000
	Residential Access	6.000	0.000	5.000	0.000
	Skimmingdish Lane (N)	777.000	9.000	0.000	8.000
	Employment Access	43.000	0.000	31.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	0.00	0.01	0.98	0.01
	Residential Access	0.55	0.00	0.45	0.00
	Skimmingdish Lane (N)	0.98	0.01	0.00	0.01
	Employment Access	0.58	0.00	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	1.000	1.000	1.000	1.000
	Residential Access	1.000	1.000	1.000	1.000
	Skimmingdish Lane (N)	1.000	1.000	1.000	1.000
	Employment Access	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
From	Skimmingdish Lane (S)	0.0	0.0	0.0	0.0
	Residential Access	0.0	0.0	0.0	0.0
	Skimmingdish Lane (N)	0.0	0.0	0.0	0.0
	Employment Access	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	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)
B-CD	0.01	8.12	0.01	A	5.00	5.00	0.67	8.02	0.01	0.67	8.02
B-A	0.03	18.36	0.03	C	6.00	6.00	1.79	17.86	0.03	1.79	17.86
A-B	-	-	-	-	10.00	10.00	-	-	-	-	-
A-C	-	-	-	-	1030.00	1030.00	-	-	-	-	-
A-D	-	-	-	-	13.00	13.00	-	-	-	-	-
AB-CD	0.02	6.58	0.02	A	13.00	13.00	1.42	6.56	0.02	1.42	6.56
AB-C	-	-	-	-	1034.99	1034.99	-	-	-	-	-
D-AB	0.08	7.16	0.09	A	43.00	43.00	5.06	7.06	0.08	5.06	7.06
D-C	0.13	17.33	0.15	C	31.00	31.00	8.70	16.85	0.15	8.71	16.85
C-D	-	-	-	-	8.00	8.00	-	-	-	-	-
C-A	-	-	-	-	777.00	777.00	-	-	-	-	-
C-B	-	-	-	-	9.00	9.00	-	-	-	-	-
CD-AB	0.02	7.72	0.02	A	9.00	9.00	1.15	7.68	0.02	1.15	7.68
CD-A	-	-	-	-	819.91	819.91	-	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	5.00	1.25	4.96	0.00	448.83	0.011	0.00	0.01	8.109	A
B-A	6.00	1.50	5.88	0.00	202.00	0.030	0.00	0.03	18.345	C
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	1030.00	257.50	1030.00	0.00	-	-	-	-	-	-
A-D	13.00	3.25	13.00	0.00	-	-	-	-	-	-
AB-CD	13.00	3.25	12.91	0.00	559.91	0.023	0.00	0.02	6.581	A
AB-C	1034.96	258.74	1034.96	0.00	-	-	-	-	-	-
D-AB	43.00	10.75	42.66	0.00	546.76	0.079	0.00	0.08	7.136	A
D-C	31.00	7.75	30.42	0.00	238.51	0.130	0.00	0.15	17.247	C
C-D	8.00	2.00	8.00	0.00	-	-	-	-	-	-
C-A	777.00	194.25	777.00	0.00	-	-	-	-	-	-
C-B	9.00	2.25	9.00	0.00	-	-	-	-	-	-
CD-AB	9.00	2.25	8.92	0.00	475.51	0.019	0.00	0.02	7.715	A
CD-A	819.66	204.92	819.66	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	5.00	1.25	5.00	0.00	448.43	0.011	0.01	0.01	8.118	A
B-A	6.00	1.50	6.00	0.00	202.06	0.030	0.03	0.03	18.361	C
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	1030.00	257.50	1030.00	0.00	-	-	-	-	-	-
A-D	13.00	3.25	13.00	0.00	-	-	-	-	-	-
AB-CD	13.00	3.25	13.00	0.00	559.91	0.023	0.02	0.02	6.581	A
AB-C	1035.00	258.75	1035.00	0.00	-	-	-	-	-	-
D-AB	43.00	10.75	43.00	0.00	545.86	0.079	0.08	0.09	7.158	A
D-C	31.00	7.75	30.99	0.00	238.70	0.130	0.15	0.15	17.331	C
C-D	8.00	2.00	8.00	0.00	-	-	-	-	-	-
C-A	777.00	194.25	777.00	0.00	-	-	-	-	-	-
C-B	9.00	2.25	9.00	0.00	-	-	-	-	-	-
CD-AB	9.00	2.25	9.00	0.00	475.51	0.019	0.02	0.02	7.716	A
CD-A	820.00	205.00	820.00	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	5.00	1.25	5.00	0.00	448.43	0.011	0.01	0.01	8.118	A
B-A	6.00	1.50	6.00	0.00	202.06	0.030	0.03	0.03	18.361	C
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	1030.00	257.50	1030.00	0.00	-	-	-	-	-	-
A-D	13.00	3.25	13.00	0.00	-	-	-	-	-	-
AB-CD	13.00	3.25	13.00	0.00	559.91	0.023	0.02	0.02	6.581	A
AB-C	1035.00	258.75	1035.00	0.00	-	-	-	-	-	-
D-AB	43.00	10.75	43.00	0.00	545.85	0.079	0.09	0.09	7.158	A
D-C	31.00	7.75	31.00	0.00	238.70	0.130	0.15	0.15	17.332	C
C-D	8.00	2.00	8.00	0.00	-	-	-	-	-	-
C-A	777.00	194.25	777.00	0.00	-	-	-	-	-	-
C-B	9.00	2.25	9.00	0.00	-	-	-	-	-	-
CD-AB	9.00	2.25	9.00	0.00	475.51	0.019	0.02	0.02	7.716	A
CD-A	820.00	205.00	820.00	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-CD	5.00	1.25	5.00	0.00	448.43	0.011	0.01	0.01	8.118	A
B-A	6.00	1.50	6.00	0.00	202.06	0.030	0.03	0.03	18.361	C
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	1030.00	257.50	1030.00	0.00	-	-	-	-	-	-
A-D	13.00	3.25	13.00	0.00	-	-	-	-	-	-
AB-CD	13.00	3.25	13.00	0.00	559.91	0.023	0.02	0.02	6.581	A
AB-C	1035.00	258.75	1035.00	0.00	-	-	-	-	-	-
D-AB	43.00	10.75	43.00	0.00	545.85	0.079	0.09	0.09	7.158	A
D-C	31.00	7.75	31.00	0.00	238.70	0.130	0.15	0.15	17.332	C
C-D	8.00	2.00	8.00	0.00	-	-	-	-	-	-
C-A	777.00	194.25	777.00	0.00	-	-	-	-	-	-
C-B	9.00	2.25	9.00	0.00	-	-	-	-	-	-
CD-AB	9.00	2.25	9.00	0.00	475.51	0.019	0.02	0.02	7.716	A
CD-A	820.00	205.00	820.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Stream	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
B-CD	0.16	0.01	8.109	A	A
B-A	0.42	0.03	18.345	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.35	0.02	6.581	A	A
AB-C	-	-	-	-	-
D-AB	1.23	0.08	7.136	A	A
D-C	2.05	0.14	17.247	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.28	0.02	7.715	A	A
CD-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	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
B-CD	0.17	0.01	8.118	A	A
B-A	0.45	0.03	18.361	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.36	0.02	6.581	A	A
AB-C	-	-	-	-	-
D-AB	1.27	0.08	7.158	A	A
D-C	2.21	0.15	17.331	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.29	0.02	7.716	A	A
CD-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	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
B-CD	0.17	0.01	8.118	A	A
B-A	0.46	0.03	18.361	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.36	0.02	6.581	A	A
AB-C	-	-	-	-	-
D-AB	1.28	0.09	7.158	A	A
D-C	2.22	0.15	17.332	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.29	0.02	7.716	A	A
CD-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	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
B-CD	0.17	0.01	8.118	A	A
B-A	0.46	0.03	18.361	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	-	-	-	-	-
AB-CD	0.36	0.02	6.581	A	A
AB-C	-	-	-	-	-
D-AB	1.28	0.09	7.158	A	A
D-C	2.22	0.15	17.332	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	-	-	-	-	-
CD-AB	0.29	0.02	7.716	A	A
CD-A	-	-	-	-	-

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.4.487 [15039,24/03/2014]

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: A4421_Launton Road_2024.arc8
Path: P:\15000's\15230\Technical\Junctions
Report generation date: 06/05/2015 16:25:35

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2024 Base							
A4421 S	5.44	16.22	0.85	C	75.85	198.72	1.05	F
Launton Road	4.58	15.66	0.82	C	3.12	11.87	0.76	B
A4421 N	1.56	8.28	0.61	A	1.51	7.03	0.60	A
Care Home	0.01	6.57	0.01	A	0.01	5.46	0.01	A
	A1 - 2024 Base+Dev							
A4421 S	6.99	20.32	0.88	C	88.76	230.70	1.06	F
Launton Road	5.57	18.95	0.85	C	3.15	11.95	0.76	B
A4421 N	1.73	8.83	0.64	A	1.69	7.53	0.63	A
Care Home	0.02	6.77	0.01	A	0.01	5.63	0.01	A

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

"D9 - 2024 Base, AM " model duration: 08:00 - 09:00
"D10 - 2024 Base, PM" model duration: 17:00 - 18:00
"D11 - 2024 Base+Dev, AM" model duration: 08:00 - 09:00
"D12 - 2024 Base+Dev, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 06/05/2015 16:25:34

File summary

Title	(untitled)
Location	
Site Number	
Date	02/02/2015
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) - 2024 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
2024 Base, AM	2024 Base	AM		FLAT	08:00	09:00	60	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				14.19	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A4421 S	1	A4421 S	
Launton Road	2	Launton Road	
A4421 N	3	A4421 N	
Care Home	4	Care Home	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A4421 S	0.00	99999.00		0.00
Launton Road	0.00	99999.00		0.00
A4421 N	0.00	99999.00		0.00
Care Home	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
A4421 S	3.30	8.00	6.80	43.60	50.00	25.00	
Launton Road	3.65	7.20	10.70	40.80	50.00	10.00	
A4421 N	4.00	8.60	11.00	25.00	50.00	41.00	
Care Home	3.65	6.00	13.00	20.00	50.00	29.00	

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)
A4421 S		(calculated)	(calculated)	0.584	1506.545
Launton Road		(calculated)	(calculated)	0.651	1781.223
A4421 N		(calculated)	(calculated)	0.611	1756.772
Care Home		(calculated)	(calculated)	0.584	1562.457

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 (%)
A4421 S	FLAT	✓	1234.00	100.000
Launton Road	FLAT	✓	1076.00	100.000
A4421 N	FLAT	✓	682.00	100.000
Care Home	FLAT	✓	8.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		A4421 S	**Launton Road**	**A4421 N**	**Care Home**
From	**A4421 S**	0.000	504.000	729.000	1.000
	Launton Road	1046.000	0.000	29.000	1.000
	A4421 N	596.000	84.000	0.000	2.000
	Care Home	3.000	3.000	2.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		A4421 S	**Launton Road**	**A4421 N**	**Care Home**
From	**A4421 S**	0.00	0.41	0.59	0.00
	Launton Road	0.97	0.00	0.03	0.00
	A4421 N	0.87	0.12	0.00	0.00
	Care Home	0.38	0.38	0.25	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		A4421 S	**Launton Road**	**A4421 N**	**Care Home**
From	**A4421 S**	1.000	1.000	1.000	1.000
	Launton Road	1.000	1.000	1.000	1.000
	A4421 N	1.000	1.000	1.000	1.000
	Care Home	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		A4421 S	**Launton Road**	**A4421 N**	**Care Home**
From	**A4421 S**	0.0	0.0	0.0	0.0
	Launton Road	0.0	0.0	0.0	0.0
	A4421 N	0.0	0.0	0.0	0.0
	Care Home	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)
A4421 S	0.85	16.22	5.44	C	1234.00	1234.00	304.01	14.78	5.07	304.62	14.81
Launton Road	0.82	15.66	4.58	C	1076.00	1076.00	255.95	14.27	4.27	256.43	14.30
A4421 N	0.61	8.28	1.56	A	682.00	682.00	90.74	7.98	1.51	90.80	7.99
Care Home	0.01	6.57	0.01	A	8.00	8.00	0.86	6.46	0.01	0.86	6.46

Main Results for each time segment

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
A4421 S	1234.00	308.50	1213.86	1623.46	88.22	0.00	1454.98	1333.86	0.848	0.00	5.03	13.949	B
Launton Road	1076.00	269.00	1059.27	582.01	720.07	0.00	1312.48	1223.62	0.820	0.00	4.18	13.447	B
A4421 N	682.00	170.50	675.99	747.64	1031.70	0.00	1126.26	1028.46	0.606	0.00	1.50	7.891	A
Care Home	8.00	2.00	7.94	3.95	1703.75	0.00	568.32	270.03	0.014	0.00	0.01	6.424	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
A4421 S	1234.00	308.50	1232.97	1643.80	88.98	0.00	1454.54	1333.86	0.848	5.03	5.29	16.060	C
Launton Road	1076.00	269.00	1074.92	590.56	731.39	0.00	1305.12	1223.62	0.824	4.18	4.45	15.480	C
A4421 N	682.00	170.50	681.83	759.36	1046.95	0.00	1116.94	1028.46	0.611	1.50	1.54	8.269	A
Care Home	8.00	2.00	8.00	4.00	1724.78	0.00	556.05	270.03	0.014	0.01	0.01	6.568	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
A4421 S	1234.00	308.50	1233.62	1644.63	88.99	0.00	1454.53	1333.86	0.848	5.29	5.39	16.180	C
Launton Road	1076.00	269.00	1075.65	590.84	731.77	0.00	1304.87	1223.62	0.825	4.45	4.54	15.617	C
A4421 N	682.00	170.50	681.96	759.76	1047.66	0.00	1116.50	1028.46	0.611	1.54	1.55	8.281	A
Care Home	8.00	2.00	8.00	4.00	1725.62	0.00	555.56	270.03	0.014	0.01	0.01	6.573	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
A4421 S	1234.00	308.50	1233.80	1644.82	89.00	0.00	1454.53	1333.86	0.848	5.39	5.44	16.225	C
Launton Road	1076.00	269.00	1075.83	590.92	731.88	0.00	1304.80	1223.62	0.825	4.54	4.58	15.660	C
A4421 N	682.00	170.50	681.98	759.88	1047.83	0.00	1116.40	1028.46	0.611	1.55	1.56	8.285	A
Care Home	8.00	2.00	8.00	4.00	1725.82	0.00	555.44	270.03	0.014	0.01	0.01	6.575	A

Queueing Delay Results for each time segment

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
A4421 S	64.82	4.32	13.949	B	B
Launton Road	54.73	3.65	13.447	B	B
A4421 N	21.18	1.41	7.891	A	A
Care Home	0.21	0.01	6.424	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
A4421 S	77.83	5.19	16.060	C	B
Launton Road	65.26	4.35	15.480	C	B
A4421 N	22.95	1.53	8.269	A	A
Care Home	0.22	0.01	6.568	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
A4421 S	80.17	5.34	16.180	C	B
Launton Road	67.53	4.50	15.617	C	B
A4421 N	23.25	1.55	8.281	A	A
Care Home	0.22	0.01	6.573	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
A4421 S	81.20	5.41	16.225	C	B
Launton Road	68.43	4.56	15.660	C	B
A4421 N	23.36	1.56	8.285	A	A
Care Home	0.22	0.01	6.575	A	A

(Default Analysis Set) - 2024 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
2024 Base, PM	2024 Base	PM		FLAT	17:00	18:00	60	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				91.89	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A4421 S	1	A4421 S	
Launton Road	2	Launton Road	
A4421 N	3	A4421 N	
Care Home	4	Care Home	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A4421 S	0.00	99999.00		0.00
Launton Road	0.00	99999.00		0.00
A4421 N	0.00	99999.00		0.00
Care Home	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
A4421 S	3.30	8.00	6.80	43.60	50.00	25.00	
Launton Road	3.65	7.20	10.70	40.80	50.00	10.00	
A4421 N	4.00	8.60	11.00	25.00	50.00	41.00	
Care Home	3.65	6.00	13.00	20.00	50.00	29.00	

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)
A4421 S		(calculated)	(calculated)	0.584	1506.545
Launton Road		(calculated)	(calculated)	0.651	1781.223
A4421 N		(calculated)	(calculated)	0.611	1756.772
Care Home		(calculated)	(calculated)	0.584	1562.457

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 (%)
A4421 S	FLAT	✓	1341.00	100.000
Launton Road	FLAT	✓	960.00	100.000
A4421 N	FLAT	✓	777.00	100.000
Care Home	FLAT	✓	6.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		A4421 S	Launton Road	A4421 N	Care Home
From	A4421 S	0.000	508.000	831.000	2.000
	Launton Road	762.000	0.000	196.000	2.000
	A4421 N	396.000	380.000	0.000	1.000
	Care Home	1.000	2.000	3.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		A4421 S	Launton Road	A4421 N	Care Home
From	A4421 S	0.00	0.38	0.62	0.00
	Launton Road	0.79	0.00	0.20	0.00
	A4421 N	0.51	0.49	0.00	0.00
	Care Home	0.17	0.33	0.50	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		A4421 S	Launton Road	A4421 N	Care Home
From	A4421 S	1.000	1.000	1.000	1.000
	Launton Road	1.000	1.000	1.000	1.000
	A4421 N	1.000	1.000	1.000	1.000
	Care Home	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		A4421 S	Launton Road	A4421 N	Care Home
From	A4421 S	0.0	0.0	0.0	0.0
	Launton Road	0.0	0.0	0.0	0.0
	A4421 N	0.0	0.0	0.0	0.0
	Care Home	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)
A4421 S	1.05	198.72	75.85	F	1341.00	1341.00	2562.10	114.64	42.70	2696.80	120.66
Launton Road	0.76	11.87	3.12	B	960.00	960.00	176.30	11.02	2.94	176.53	11.03
A4421 N	0.60	7.03	1.51	A	777.00	777.00	88.47	6.83	1.47	88.53	6.84
Care Home	0.01	5.46	0.01	A	6.00	6.00	0.54	5.39	0.01	0.54	5.39

Main Results for each time segment

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
A4421 S	1341.00	335.25	1236.09	1146.89	382.09	0.00	1283.22	1028.34	1.045	0.00	26.23	48.894	E
Launton Road	960.00	240.00	948.53	847.36	770.81	0.00	1279.45	1263.83	0.750	0.00	2.87	10.544	B
A4421 N	777.00	194.25	771.10	962.63	756.72	0.00	1294.31	1141.15	0.600	0.00	1.47	6.805	A
Care Home	6.00	1.50	5.96	4.81	1523.01	0.00	673.78	312.11	0.009	0.00	0.01	5.390	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
A4421 S	1341.00	335.25	1271.02	1158.40	384.95	0.00	1281.55	1028.34	1.046	26.23	43.72	108.964	F
Launton Road	960.00	240.00	959.31	863.44	792.53	0.00	1265.32	1263.83	0.759	2.87	3.04	11.714	B
A4421 N	777.00	194.25	776.90	986.50	765.35	0.00	1289.04	1141.15	0.603	1.47	1.50	7.027	A
Care Home	6.00	1.50	6.00	4.89	1537.35	0.00	665.41	312.11	0.009	0.01	0.01	5.458	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
A4421 S	1341.00	335.25	1275.73	1158.82	384.99	0.00	1281.52	1028.34	1.046	43.72	60.04	154.688	F
Launton Road	960.00	240.00	959.79	865.26	795.46	0.00	1263.41	1263.83	0.760	3.04	3.09	11.829	B
A4421 N	777.00	194.25	776.97	989.51	765.74	0.00	1288.80	1141.15	0.603	1.50	1.51	7.033	A
Care Home	6.00	1.50	6.00	4.90	1537.81	0.00	665.15	312.11	0.009	0.01	0.01	5.461	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
A4421 S	1341.00	335.25	1277.74	1158.91	384.99	0.00	1281.52	1028.34	1.046	60.04	75.85	198.715	F
Launton Road	960.00	240.00	959.90	866.03	796.70	0.00	1262.60	1263.83	0.760	3.09	3.12	11.875	B
A4421 N	777.00	194.25	776.99	990.78	765.82	0.00	1288.75	1141.15	0.603	1.51	1.51	7.033	A
Care Home	6.00	1.50	6.00	4.91	1537.91	0.00	665.09	312.11	0.009	0.01	0.01	5.461	A

Queueing Delay Results for each time segment

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
A4421 S	236.39	15.76	48.894	E	D
Launton Road	38.97	2.60	10.544	B	B
A4421 N	20.93	1.40	6.805	A	A
Care Home	0.13	0.01	5.390	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
A4421 S	526.99	35.13	108.964	F	F
Launton Road	44.69	2.98	11.714	B	B
A4421 N	22.36	1.49	7.027	A	A
Care Home	0.14	0.01	5.458	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
A4421 S	779.08	51.94	154.688	F	F
Launton Road	46.05	3.07	11.829	B	B
A4421 N	22.56	1.50	7.033	A	A
Care Home	0.14	0.01	5.461	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
A4421 S	1019.64	67.98	198.715	F	F
Launton Road	46.59	3.11	11.875	B	B
A4421 N	22.63	1.51	7.033	A	A
Care Home	0.14	0.01	5.461	A	A

(Default Analysis Set) - 2024 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	Relations
2024 Base+Dev, AM	2024 Base+Dev	AM		FLAT	08:00	09:00	60	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				17.16	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A4421 S	1	A4421 S	
Launton Road	2	Launton Road	
A4421 N	3	A4421 N	
Care Home	4	Care Home	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A4421 S	0.00	99999.00		0.00
Launton Road	0.00	99999.00		0.00
A4421 N	0.00	99999.00		0.00
Care Home	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
A4421 S	3.30	8.00	6.80	43.60	50.00	25.00	
Launton Road	3.65	7.20	10.70	40.80	50.00	10.00	
A4421 N	4.00	8.60	11.00	25.00	50.00	41.00	
Care Home	3.65	6.00	13.00	20.00	50.00	29.00	

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)
A4421 S		(calculated)	(calculated)	0.584	1506.545
Launton Road		(calculated)	(calculated)	0.651	1781.223
A4421 N		(calculated)	(calculated)	0.611	1756.772
Care Home		(calculated)	(calculated)	0.584	1562.457

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 (%)
A4421 S	FLAT	✓	1278.00	100.000
Launton Road	FLAT	✓	1088.00	100.000
A4421 N	FLAT	✓	709.00	100.000
Care Home	FLAT	✓	8.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		A4421 S	**Launton Road**	**A4421 N**	**Care Home**
From	**A4421 S**	0.000	504.000	773.000	1.000
	Launton Road	1046.000	0.000	41.000	1.000
	A4421 N	620.000	87.000	0.000	2.000
	Care Home	3.000	3.000	2.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		A4421 S	**Launton Road**	**A4421 N**	**Care Home**
From	**A4421 S**	0.00	0.39	0.60	0.00
	Launton Road	0.96	0.00	0.04	0.00
	A4421 N	0.87	0.12	0.00	0.00
	Care Home	0.38	0.38	0.25	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		A4421 S	**Launton Road**	**A4421 N**	**Care Home**
From	**A4421 S**	1.000	1.000	1.000	1.000
	Launton Road	1.000	1.000	1.000	1.000
	A4421 N	1.000	1.000	1.000	1.000
	Care Home	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		A4421 S	**Launton Road**	**A4421 N**	**Care Home**
From	**A4421 S**	0.0	0.0	0.0	0.0
	Launton Road	0.0	0.0	0.0	0.0
	A4421 N	0.0	0.0	0.0	0.0
	Care Home	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)
A4421 S	0.88	20.32	6.99	C	1278.00	1278.00	382.26	17.95	6.37	383.27	17.99
Launton Road	0.85	18.95	5.57	C	1088.00	1088.00	304.87	16.81	5.08	305.60	16.85
A4421 N	0.64	8.83	1.73	A	709.00	709.00	100.06	8.47	1.67	100.14	8.47
Care Home	0.01	6.77	0.02	A	8.00	8.00	0.88	6.63	0.01	0.88	6.63

Main Results for each time segment

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
A4421 S	1278.00	319.50	1252.98	1644.32	91.15	0.00	1453.27	1331.04	0.879	0.00	6.26	16.357	C
Launton Road	1088.00	272.00	1068.36	583.30	760.83	0.00	1285.95	1211.63	0.846	0.00	4.91	15.390	C
A4421 N	709.00	177.25	702.40	800.11	1029.08	0.00	1127.86	1043.57	0.629	0.00	1.65	8.339	A
Care Home	8.00	2.00	7.94	3.94	1727.53	0.00	554.44	275.56	0.014	0.00	0.01	6.587	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
A4421 S	1278.00	319.50	1276.17	1667.13	91.97	0.00	1452.79	1331.04	0.880	6.26	6.71	19.893	C
Launton Road	1088.00	272.00	1086.26	593.25	774.89	0.00	1276.80	1211.63	0.852	4.91	5.35	18.544	C
A4421 N	709.00	177.25	708.78	814.82	1046.32	0.00	1117.32	1043.57	0.635	1.65	1.71	8.802	A
Care Home	8.00	2.00	8.00	4.00	1751.11	0.00	540.69	275.56	0.015	0.01	0.01	6.757	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
A4421 S	1278.00	319.50	1277.28	1668.39	91.99	0.00	1452.78	1331.04	0.880	6.71	6.89	20.195	C
Launton Road	1088.00	272.00	1087.41	593.71	775.56	0.00	1276.36	1211.63	0.852	5.35	5.49	18.844	C
A4421 N	709.00	177.25	708.95	815.54	1047.43	0.00	1116.64	1043.57	0.635	1.71	1.72	8.825	A
Care Home	8.00	2.00	8.00	4.00	1752.38	0.00	539.94	275.56	0.015	0.01	0.01	6.766	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
A4421 S	1278.00	319.50	1277.61	1668.69	92.00	0.00	1452.77	1331.04	0.880	6.89	6.99	20.315	C
Launton Road	1088.00	272.00	1087.70	593.84	775.77	0.00	1276.23	1211.63	0.853	5.49	5.57	18.945	C
A4421 N	709.00	177.25	708.98	815.75	1047.72	0.00	1116.47	1043.57	0.635	1.72	1.73	8.832	A
Care Home	8.00	2.00	8.00	4.00	1752.69	0.00	539.76	275.56	0.015	0.01	0.02	6.769	A

Queueing Delay Results for each time segment

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
A4421 S	77.90	5.19	16.357	C	B
Launton Road	62.75	4.18	15.390	C	B
A4421 N	23.18	1.55	8.339	A	A
Care Home	0.21	0.01	6.587	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
A4421 S	97.93	6.53	19.893	C	B
Launton Road	77.68	5.18	18.544	C	B
A4421 N	25.32	1.69	8.802	A	A
Care Home	0.22	0.01	6.757	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
A4421 S	102.23	6.82	20.195	C	C
Launton Road	81.44	5.43	18.844	C	B
A4421 N	25.71	1.71	8.825	A	A
Care Home	0.22	0.01	6.766	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
A4421 S	104.21	6.95	20.315	C	C
Launton Road	83.00	5.53	18.945	C	B
A4421 N	25.85	1.72	8.832	A	A
Care Home	0.23	0.02	6.769	A	A

(Default Analysis Set) - 2024 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	Relations
2024 Base+Dev, PM	2024 Base+Dev	PM		FLAT	17:00	18:00	60	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				105.18	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A4421 S	1	A4421 S	
Launton Road	2	Launton Road	
A4421 N	3	A4421 N	
Care Home	4	Care Home	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A4421 S	0.00	99999.00		0.00
Launton Road	0.00	99999.00		0.00
A4421 N	0.00	99999.00		0.00
Care Home	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
A4421 S	3.30	8.00	6.80	43.60	50.00	25.00	
Launton Road	3.65	7.20	10.70	40.80	50.00	10.00	
A4421 N	4.00	8.60	11.00	25.00	50.00	41.00	
Care Home	3.65	6.00	13.00	20.00	50.00	29.00	

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)
A4421 S		(calculated)	(calculated)	0.584	1506.545
Launton Road		(calculated)	(calculated)	0.651	1781.223
A4421 N		(calculated)	(calculated)	0.611	1756.772
Care Home		(calculated)	(calculated)	0.584	1562.457

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 (%)
A4421 S	FLAT	✓	1350.00	100.000
Launton Road	FLAT	✓	962.00	100.000
A4421 N	FLAT	✓	811.00	100.000
Care Home	FLAT	✓	6.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		A4421 S	**Launton Road**	**A4421 N**	**Care Home**
From	**A4421 S**	0.000	508.000	840.000	2.000
	Launton Road	762.000	0.000	198.000	2.000
	A4421 N	419.000	391.000	0.000	1.000
	Care Home	1.000	2.000	3.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		A4421 S	Launton Road	A4421 N	Care Home
From	A4421 S	0.00	0.38	0.62	0.00
	Launton Road	0.79	0.00	0.21	0.00
	A4421 N	0.52	0.48	0.00	0.00
	Care Home	0.17	0.33	0.50	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		A4421 S	Launton Road	A4421 N	Care Home
From	A4421 S	1.000	1.000	1.000	1.000
	Launton Road	1.000	1.000	1.000	1.000
	A4421 N	1.000	1.000	1.000	1.000
	Care Home	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		A4421 S	Launton Road	A4421 N	Care Home
From	A4421 S	0.0	0.0	0.0	0.0
	Launton Road	0.0	0.0	0.0	0.0
	A4421 N	0.0	0.0	0.0	0.0
	Care Home	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)
A4421 S	1.06	230.70	88.76	F	1350.00	1350.00	2927.05	130.09	48.78	3112.43	138.33
Launton Road	0.76	11.95	3.15	B	962.00	962.00	178.05	11.11	2.97	178.29	11.12
A4421 N	0.63	7.53	1.69	A	811.00	811.00	98.60	7.29	1.64	98.67	7.30
Care Home	0.01	5.63	0.01	A	6.00	6.00	0.56	5.55	0.01	0.56	5.55

Main Results for each time segment

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
A4421 S	1350.00	337.50	1234.29	1169.41	392.80	0.00	1276.96	1031.64	1.057	0.00	28.93	52.661	F
Launton Road	962.00	240.50	950.40	854.28	772.81	0.00	1278.15	1260.46	0.753	0.00	2.90	10.639	B
A4421 N	811.00	202.75	804.43	966.60	756.62	0.00	1294.37	1144.07	0.627	0.00	1.64	7.254	A
Care Home	6.00	1.50	5.96	4.80	1556.25	0.00	654.38	313.14	0.009	0.00	0.01	5.551	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
A4421 S	1350.00	337.50	1267.12	1181.40	395.94	0.00	1275.12	1031.64	1.059	28.93	49.65	121.387	F
Launton Road	962.00	240.50	961.32	869.75	793.30	0.00	1264.81	1260.46	0.761	2.90	3.07	11.811	B
A4421 N	811.00	202.75	810.87	989.29	765.34	0.00	1289.04	1144.07	0.629	1.64	1.67	7.523	A
Care Home	6.00	1.50	6.00	4.88	1571.33	0.00	645.58	313.14	0.009	0.01	0.01	5.628	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
A4421 S	1350.00	337.50	1271.00	1181.82	395.98	0.00	1275.10	1031.64	1.059	49.65	69.40	176.627	F
Launton Road	962.00	240.50	961.80	871.26	795.73	0.00	1263.24	1260.46	0.762	3.07	3.12	11.915	B
A4421 N	811.00	202.75	810.96	991.80	765.72	0.00	1288.81	1144.07	0.629	1.67	1.68	7.533	A
Care Home	6.00	1.50	6.00	4.88	1571.80	0.00	645.31	313.14	0.009	0.01	0.01	5.630	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
A4421 S	1350.00	337.50	1272.55	1181.91	395.99	0.00	1275.09	1031.64	1.059	69.40	88.76	230.705	F
Launton Road	962.00	240.50	961.90	871.85	796.69	0.00	1262.61	1260.46	0.762	3.12	3.15	11.954	B
A4421 N	811.00	202.75	810.98	992.79	765.81	0.00	1288.76	1144.07	0.629	1.68	1.69	7.534	A
Care Home	6.00	1.50	6.00	4.89	1571.91	0.00	645.25	313.14	0.009	0.01	0.01	5.631	A

Queueing Delay Results for each time segment

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
A4421 S	255.62	17.04	52.661	F	D
Launton Road	39.38	2.63	10.639	B	B
A4421 N	23.20	1.55	7.254	A	A
Care Home	0.13	0.01	5.551	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
A4421 S	591.34	39.42	121.387	F	F
Launton Road	45.16	3.01	11.811	B	B
A4421 N	24.94	1.66	7.523	A	A
Care Home	0.14	0.01	5.628	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
A4421 S	893.55	59.57	176.627	F	F
Launton Road	46.49	3.10	11.915	B	B
A4421 N	25.19	1.68	7.533	A	A
Care Home	0.14	0.01	5.630	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
A4421 S	1186.54	79.10	230.705	F	F
Launton Road	47.01	3.13	11.954	B	B
A4421 N	25.28	1.69	7.534	A	A
Care Home	0.14	0.01	5.631	A	A

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.4.487 [15039,24/03/2014]

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Filename: A4421_Charbridge Lane_2024.arc8
Path: P:\15000's\15230\Technical\Junctions
Report generation date: 11/05/2015 16:06:06

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2024 Base			
Bicester Road	0.48	4.74	0.32	A
Charbridge Lane	1.34	4.00	0.57	A
A4421 N	7.45	24.32	0.89	C

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

"D3 - 2024 Base, AM " model duration: 08:00 - 09:00
"D4 - 2024 Base, PM" model duration: 17:00 - 18:00
"D5 - 2024 Base+Dev, AM" model duration: 08:00 - 09:00
"D6 - 2024 Base+Dev, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 11/05/2015 16:06:05

File summary

Title	(untitled)
Location	
Site Number	
Date	02/02/2015
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) - 2024 Base, AM

Data Errors and Warnings

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

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
2024 Base, AM	2024 Base	AM		FLAT	08:00	09:00	60	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				12.64	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Bicester Road	1	Bicester Road	
Charbridge Lane	2	Charbridge Lane	
A4421 N	3	A4421 N	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Bicester Road	0.00	99999.00		0.00
Charbridge Lane	0.00	99999.00		0.00
A4421 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
Bicester Road	4.25	6.50	22.70	22.10	60.00	59.00	
Charbridge Lane	5.95	7.70	30.50	37.70	60.00	43.20	
A4421 N	3.35	5.90	13.40	20.20	60.00	59.70	

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)
Bicester Road		(calculated)	(calculated)	0.520	1632.051
Charbridge Lane		(calculated)	(calculated)	0.638	2199.423
A4421 N		(calculated)	(calculated)	0.468	1341.892

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 (%)
Bicester Road	FLAT	✓	364.00	100.000
Charbridge Lane	FLAT	✓	1213.00	100.000
A4421 N	FLAT	✓	1144.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		Bicester Road	**Charbridge Lane**	**A4421 N**
From	**Bicester Road**	0.000	229.000	135.000
	Charbridge Lane	113.000	0.000	1100.000
	A4421 N	165.000	979.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		Bicester Road	Charbridge Lane	A4421 N
From	Bicester Road	0.00	0.63	0.37
	Charbridge Lane	0.09	0.00	0.91
	A4421 N	0.14	0.86	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		Bicester Road	Charbridge Lane	A4421 N
From	Bicester Road	1.000	1.000	1.000
	Charbridge Lane	1.000	1.000	1.000
	A4421 N	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
		Bicester Road	Charbridge Lane	A4421 N
From	Bicester Road	0.0	0.0	0.0
	Charbridge Lane	0.0	0.0	0.0
	A4421 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)
Bicester Road	0.32	4.74	0.48	A	364.00	364.00	28.27	4.66	0.47	28.28	4.66
Charbridge Lane	0.57	4.00	1.34	A	1213.00	1213.00	79.62	3.94	1.33	79.65	3.94
A4421 N	0.89	24.32	7.45	C	1144.00	1144.00	401.92	21.08	6.70	403.21	21.15

Main Results for each time segment

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
Bicester Road	364.00	91.00	362.12	273.74	956.67	0.00	1134.50	1072.57	0.321	0.00	0.47	4.649	A
Charbridge Lane	1213.00	303.25	1207.67	1184.49	134.30	0.00	2113.79	1945.79	0.574	0.00	1.33	3.950	A
A4421 N	1144.00	286.00	1117.90	1229.47	112.50	0.00	1289.23	1257.04	0.887	0.00	6.52	18.830	C

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
Bicester Road	364.00	91.00	363.97	277.67	977.05	0.00	1123.90	1072.57	0.324	0.47	0.48	4.737	A
Charbridge Lane	1213.00	303.25	1212.97	1206.03	134.99	0.00	2113.36	1945.79	0.574	1.33	1.34	3.998	A
A4421 N	1144.00	286.00	1141.72	1234.96	113.00	0.00	1289.00	1257.04	0.888	6.52	7.09	23.614	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
Bicester Road	364.00	91.00	363.99	277.86	978.20	0.00	1123.30	1072.57	0.324	0.48	0.48	4.740	A
Charbridge Lane	1213.00	303.25	1212.99	1207.20	135.00	0.00	2113.35	1945.79	0.574	1.34	1.34	3.998	A
A4421 N	1144.00	286.00	1143.07	1234.99	113.00	0.00	1289.00	1257.04	0.888	7.09	7.33	24.111	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
Bicester Road	364.00	91.00	364.00	277.93	978.57	0.00	1123.11	1072.57	0.324	0.48	0.48	4.741	A
Charbridge Lane	1213.00	303.25	1213.00	1207.56	135.00	0.00	2113.35	1945.79	0.574	1.34	1.34	3.998	A
A4421 N	1144.00	286.00	1143.49	1234.99	113.00	0.00	1289.00	1257.04	0.888	7.33	7.45	24.317	C

Queueing Delay Results for each time segment

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
Bicester Road	6.83	0.46	4.649	A	A
Charbridge Lane	19.30	1.29	3.950	A	A
A4421 N	79.69	5.31	18.830	C	B

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
Bicester Road	7.11	0.47	4.737	A	A
Charbridge Lane	20.06	1.34	3.998	A	A
A4421 N	102.92	6.86	23.614	C	C

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
Bicester Road	7.16	0.48	4.740	A	A
Charbridge Lane	20.12	1.34	3.998	A	A
A4421 N	108.36	7.22	24.111	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
Bicester Road	7.17	0.48	4.741	A	A
Charbridge Lane	20.15	1.34	3.998	A	A
A4421 N	110.94	7.40	24.317	C	C

(Default Analysis Set) - 2024 Base, PM

Data Errors and Warnings

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

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
2024 Base, PM	2024 Base	PM		FLAT	17:00	18:00	60	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				11.11	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Bicester Road	1	Bicester Road	
Charbridge Lane	2	Charbridge Lane	
A4421 N	3	A4421 N	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Bicester Road	0.00	99999.00		0.00
Charbridge Lane	0.00	99999.00		0.00
A4421 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
Bicester Road	4.25	6.50	22.70	22.10	60.00	59.00	
Charbridge Lane	5.95	7.70	30.50	37.70	60.00	43.20	
A4421 N	3.35	5.90	13.40	20.20	60.00	59.70	

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)
Bicester Road		(calculated)	(calculated)	0.520	1632.051
Charbridge Lane		(calculated)	(calculated)	0.638	2199.423
A4421 N		(calculated)	(calculated)	0.468	1341.892

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 (%)
Bicester Road	FLAT	✓	278.00	100.000
Charbridge Lane	FLAT	✓	1256.00	100.000
A4421 N	FLAT	✓	1158.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		Bicester Road	**Charbridge Lane**	**A4421 N**
From	**Bicester Road**	0.000	102.000	176.000
	Charbridge Lane	16.000	0.000	1240.000
	A4421 N	276.000	882.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		Bicester Road	Charbridge Lane	A4421 N
From	Bicester Road	0.00	0.37	0.63
	Charbridge Lane	0.01	0.00	0.99
	A4421 N	0.24	0.76	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		Bicester Road	Charbridge Lane	A4421 N
From	Bicester Road	1.000	1.000	1.000
	Charbridge Lane	1.000	1.000	1.000
	A4421 N	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
		Bicester Road	Charbridge Lane	A4421 N
From	Bicester Road	0.0	0.0	0.0
	Charbridge Lane	0.0	0.0	0.0
	A4421 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)
Bicester Road	0.24	4.02	0.31	A	278.00	278.00	18.38	3.97	0.31	18.39	3.97
Charbridge Lane	0.60	4.33	1.51	A	1256.00	1256.00	89.13	4.26	1.49	89.17	4.26
A4421 N	0.87	20.18	6.30	C	1158.00	1158.00	346.70	17.96	5.78	347.59	18.01

Main Results for each time segment

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
Bicester Road	278.00	69.50	276.78	286.49	864.64	0.00	1182.36	1104.63	0.235	0.00	0.31	3.971	A
Charbridge Lane	1256.00	314.00	1250.03	966.19	175.23	0.00	2087.70	1753.54	0.602	0.00	1.49	4.268	A
A4421 N	1158.00	289.50	1135.21	1409.33	15.92	0.00	1334.44	1331.44	0.868	0.00	5.70	16.551	C

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
Bicester Road	278.00	69.50	277.99	291.64	880.85	0.00	1173.93	1104.63	0.237	0.31	0.31	4.017	A
Charbridge Lane	1256.00	314.00	1255.96	982.84	175.99	0.00	2087.21	1753.54	0.602	1.49	1.50	4.330	A
A4421 N	1158.00	289.50	1156.49	1415.95	16.00	0.00	1334.40	1331.44	0.868	5.70	6.08	19.823	C

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
Bicester Road	278.00	69.50	278.00	291.86	881.55	0.00	1173.57	1104.63	0.237	0.31	0.31	4.019	A
Charbridge Lane	1256.00	314.00	1255.99	983.55	176.00	0.00	2087.21	1753.54	0.602	1.50	1.50	4.330	A
A4421 N	1158.00	289.50	1157.41	1415.99	16.00	0.00	1334.40	1331.44	0.868	6.08	6.22	20.076	C

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
Bicester Road	278.00	69.50	278.00	291.92	881.76	0.00	1173.46	1104.63	0.237	0.31	0.31	4.020	A
Charbridge Lane	1256.00	314.00	1255.99	983.76	176.00	0.00	2087.21	1753.54	0.602	1.50	1.51	4.330	A
A4421 N	1158.00	289.50	1157.68	1415.99	16.00	0.00	1334.40	1331.44	0.868	6.22	6.30	20.176	C

Queueing Delay Results for each time segment

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
Bicester Road	4.48	0.30	3.971	A	A
Charbridge Lane	21.52	1.43	4.268	A	A
A4421 N	71.44	4.76	16.551	C	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
Bicester Road	4.62	0.31	4.017	A	A
Charbridge Lane	22.47	1.50	4.330	A	A
A4421 N	88.85	5.92	19.823	C	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
Bicester Road	4.64	0.31	4.019	A	A
Charbridge Lane	22.55	1.50	4.330	A	A
A4421 N	92.39	6.16	20.076	C	C

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
Bicester Road	4.65	0.31	4.020	A	A
Charbridge Lane	22.59	1.51	4.330	A	A
A4421 N	94.01	6.27	20.176	C	C

(Default Analysis Set) - 2024 Base+Dev, AM

Data Errors and Warnings

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

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	Relations
2024 Base+Dev, AM	2024 Base+Dev	AM		FLAT	08:00	09:00	60	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				13.83	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Bicester Road	1	Bicester Road	
Charbridge Lane	2	Charbridge Lane	
A4421 N	3	A4421 N	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Bicester Road	0.00	99999.00		0.00
Charbridge Lane	0.00	99999.00		0.00
A4421 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
Bicester Road	4.25	6.50	22.70	22.10	60.00	59.00	
Charbridge Lane	5.95	7.70	30.50	37.70	60.00	43.20	
A4421 N	3.35	5.90	13.40	20.20	60.00	59.70	

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)
Bicester Road		(calculated)	(calculated)	0.520	1632.051
Charbridge Lane		(calculated)	(calculated)	0.638	2199.423
A4421 N		(calculated)	(calculated)	0.468	1341.892

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 (%)
Bicester Road	FLAT	✓	364.00	100.000
Charbridge Lane	FLAT	✓	1257.00	100.000
A4421 N	FLAT	✓	1160.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		Bicester Road	**Charbridge Lane**	**A4421 N**
From	**Bicester Road**	0.000	229.000	135.000
	Charbridge Lane	113.000	0.000	1144.000
	A4421 N	165.000	995.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		Bicester Road	Charbridge Lane	A4421 N
From	Bicester Road	0.00	0.63	0.37
	Charbridge Lane	0.09	0.00	0.91
	A4421 N	0.14	0.86	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		Bicester Road	Charbridge Lane	A4421 N
From	Bicester Road	1.000	1.000	1.000
	Charbridge Lane	1.000	1.000	1.000
	A4421 N	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
		Bicester Road	Charbridge Lane	A4421 N
From	Bicester Road	0.0	0.0	0.0
	Charbridge Lane	0.0	0.0	0.0
	A4421 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)
Bicester Road	0.33	4.79	0.48	A	364.00	364.00	28.56	4.71	0.48	28.56	4.71
Charbridge Lane	0.59	4.20	1.46	A	1257.00	1257.00	86.64	4.14	1.44	86.67	4.14
A4421 N	0.90	27.09	8.38	D	1160.00	1160.00	445.56	23.05	7.43	447.20	23.13

Main Results for each time segment

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
Bicester Road	364.00	91.00	362.11	273.40	970.42	0.00	1127.35	1069.96	0.323	0.00	0.47	4.693	A
Charbridge Lane	1257.00	314.25	1251.20	1198.23	134.30	0.00	2113.80	1946.41	0.595	0.00	1.45	4.147	A
A4421 N	1160.00	290.00	1131.34	1273.02	112.48	0.00	1289.24	1259.99	0.900	0.00	7.16	20.122	C

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
Bicester Road	364.00	91.00	363.97	277.58	992.48	0.00	1115.87	1069.96	0.326	0.47	0.48	4.787	A
Charbridge Lane	1257.00	314.25	1256.96	1221.46	134.99	0.00	2113.36	1946.41	0.595	1.45	1.46	4.203	A
A4421 N	1160.00	290.00	1157.07	1278.96	113.00	0.00	1289.00	1259.99	0.900	7.16	7.90	26.036	D

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
Bicester Road	364.00	91.00	363.99	277.82	993.93	0.00	1115.12	1069.96	0.326	0.48	0.48	4.792	A
Charbridge Lane	1257.00	314.25	1256.99	1222.93	135.00	0.00	2113.35	1946.41	0.595	1.46	1.46	4.203	A
A4421 N	1160.00	290.00	1158.76	1278.99	113.00	0.00	1289.00	1259.99	0.900	7.90	8.21	26.769	D

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
Bicester Road	364.00	91.00	364.00	277.90	994.41	0.00	1114.87	1069.96	0.327	0.48	0.48	4.794	A
Charbridge Lane	1257.00	314.25	1256.99	1223.41	135.00	0.00	2113.35	1946.41	0.595	1.46	1.46	4.203	A
A4421 N	1160.00	290.00	1159.31	1278.99	113.00	0.00	1289.00	1259.99	0.900	8.21	8.38	27.086	D

Queueing Delay Results for each time segment

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
Bicester Road	6.89	0.46	4.693	A	A
Charbridge Lane	20.95	1.40	4.147	A	A
A4421 N	86.03	5.74	20.122	C	C

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
Bicester Road	7.18	0.48	4.787	A	A
Charbridge Lane	21.84	1.46	4.203	A	A
A4421 N	113.93	7.60	26.036	D	C

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
Bicester Road	7.23	0.48	4.792	A	A
Charbridge Lane	21.91	1.46	4.203	A	A
A4421 N	121.07	8.07	26.769	D	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
Bicester Road	7.25	0.48	4.794	A	A
Charbridge Lane	21.94	1.46	4.203	A	A
A4421 N	124.54	8.30	27.086	D	C

(Default Analysis Set) - 2024 Base+Dev, PM

Data Errors and Warnings

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

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	Relations
2024 Base+Dev, PM	2024 Base+Dev	PM		FLAT	17:00	18:00	60	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				12.50	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Bicester Road	1	Bicester Road	
Charbridge Lane	2	Charbridge Lane	
A4421 N	3	A4421 N	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Bicester Road	0.00	99999.00		0.00
Charbridge Lane	0.00	99999.00		0.00
A4421 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
Bicester Road	4.25	6.50	22.70	22.10	60.00	59.00	
Charbridge Lane	5.95	7.70	30.50	37.70	60.00	43.20	
A4421 N	3.35	5.90	13.40	20.20	60.00	59.70	

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)
Bicester Road		(calculated)	(calculated)	0.520	1632.051
Charbridge Lane		(calculated)	(calculated)	0.638	2199.423
A4421 N		(calculated)	(calculated)	0.468	1341.892

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 (%)
Bicester Road	FLAT	✓	278.00	100.000
Charbridge Lane	FLAT	✓	1265.00	100.000
A4421 N	FLAT	✓	1182.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
		Bicester Road	**Charbridge Lane**	**A4421 N**
From	**Bicester Road**	0.000	102.000	176.000
	Charbridge Lane	16.000	0.000	1249.000
	A4421 N	276.000	906.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To		
		Bicester Road	Charbridge Lane	A4421 N
From	Bicester Road	0.00	0.37	0.63
	Charbridge Lane	0.01	0.00	0.99
	A4421 N	0.23	0.77	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To		
		Bicester Road	Charbridge Lane	A4421 N
From	Bicester Road	1.000	1.000	1.000
	Charbridge Lane	1.000	1.000	1.000
	A4421 N	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
		Bicester Road	Charbridge Lane	A4421 N
From	Bicester Road	0.0	0.0	0.0
	Charbridge Lane	0.0	0.0	0.0
	A4421 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)
Bicester Road	0.24	4.08	0.31	A	278.00	278.00	18.63	4.02	0.31	18.63	4.02
Charbridge Lane	0.61	4.38	1.53	A	1265.00	1265.00	90.73	4.30	1.51	90.76	4.30
A4421 N	0.89	23.18	7.35	C	1182.00	1182.00	398.07	20.21	6.63	399.28	20.27

Main Results for each time segment

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
Bicester Road	278.00	69.50	276.76	285.87	886.13	0.00	1171.18	1101.25	0.237	0.00	0.31	4.019	A
Charbridge Lane	1265.00	316.25	1258.92	987.67	175.22	0.00	2087.71	1754.90	0.606	0.00	1.52	4.313	A
A4421 N	1182.00	295.50	1156.07	1418.22	15.92	0.00	1334.44	1331.50	0.886	0.00	6.48	18.156	C

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
Bicester Road	278.00	69.50	277.98	291.50	904.36	0.00	1161.70	1101.25	0.239	0.31	0.31	4.073	A
Charbridge Lane	1265.00	316.25	1264.96	1006.35	175.99	0.00	2087.21	1754.90	0.606	1.52	1.53	4.378	A
A4421 N	1182.00	295.50	1179.86	1424.95	16.00	0.00	1334.40	1331.50	0.886	6.48	7.02	22.573	C

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
Bicester Road	278.00	69.50	278.00	291.80	905.33	0.00	1161.20	1101.25	0.239	0.31	0.31	4.075	A
Charbridge Lane	1265.00	316.25	1264.99	1007.33	176.00	0.00	2087.21	1754.90	0.606	1.53	1.53	4.378	A
A4421 N	1182.00	295.50	1181.13	1424.99	16.00	0.00	1334.40	1331.50	0.886	7.02	7.23	23.005	C

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
Bicester Road	278.00	69.50	278.00	291.89	905.64	0.00	1161.04	1101.25	0.239	0.31	0.31	4.076	A
Charbridge Lane	1265.00	316.25	1264.99	1007.64	176.00	0.00	2087.21	1754.90	0.606	1.53	1.53	4.378	A
A4421 N	1182.00	295.50	1181.53	1424.99	16.00	0.00	1334.40	1331.50	0.886	7.23	7.35	23.185	C

Queueing Delay Results for each time segment

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
Bicester Road	4.53	0.30	4.019	A	A
Charbridge Lane	21.89	1.46	4.313	A	A
A4421 N	79.54	5.30	18.156	C	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
Bicester Road	4.68	0.31	4.073	A	A
Charbridge Lane	22.88	1.53	4.378	A	A
A4421 N	101.97	6.80	22.573	C	C

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
Bicester Road	4.70	0.31	4.075	A	A
Charbridge Lane	22.96	1.53	4.378	A	A
A4421 N	107.08	7.14	23.005	C	C

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
Bicester Road	4.71	0.31	4.076	A	A
Charbridge Lane	23.00	1.53	4.378	A	A
A4421 N	109.48	7.30	23.185	C	C

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.4.487 [15039,24/03/2014]

Filename: A4421_Buckingham Road_2024.arc8
Path: P:\15000's\15230\Technical\Junctions
Report generation date: 06/05/2015 16:27:48

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2024 Base			
A4421 N	6.73	20.67	0.88	C
A4421 E	0.55	3.44	0.35	A
Buckingham Road	0.60	3.41	0.38	A
A4095	1.34	4.94	0.57	A

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

"D3 - 2024 Base, AM " model duration: 08:00 - 09:00
"D4 - 2024 Base, PM" model duration: 17:00 - 18:00
"D5 - 2024+Dev, AM" model duration: 08:00 - 09:00
"D6 - 2024+Dev, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 06/05/2015 16:27:47

File summary

Title	(untitled)
Location	
Site Number	
Date	28/01/2015
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	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A4421 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Buckingham Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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
2024 Base, AM	2024 Base	AM		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	A4421-Buckingham Road	Roundabout	1,2,3,4				10.00	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A4421 N	1	A4421 N	
A4421 E	2	A4421 E	
Buckingham Road	3	Buckingham Road	
A4095	4	A4095	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A4421 N	0.00	99999.00		0.00
A4421 E	0.00	99999.00		0.00
Buckingham Road	0.00	99999.00		0.00
A4095	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
A4421 N	5.35	8.00	30.00	39.00	50.00	40.00	
A4421 E	4.15	9.20	38.00	16.00	50.00	45.00	
Buckingham Road	4.30	9.10	45.00	17.50	50.00	35.00	
A4095	4.25	8.50	30.00	22.30	50.00	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)
A4421 N		(calculated)	(calculated)	0.704	2222.610
A4421 E		(calculated)	(calculated)	0.681	2181.214
Buckingham Road		(calculated)	(calculated)	0.721	2329.100
A4095		(calculated)	(calculated)	0.702	2184.780

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 (Veh/hr)	Flow Scaling Factor (%)
A4421 N	FLAT	✓	1209.00	100.000
A4421 E	FLAT	✓	571.00	100.000
Buckingham Road	FLAT	✓	638.00	100.000
A4095	FLAT	✓	979.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	0.000	438.000	461.000	310.000
	A4421 E	134.000	0.000	2.000	435.000
	Buckingham Road	286.000	260.000	0.000	92.000
	A4095	45.000	876.000	57.000	1.000

Turning Proportions (Veh) - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	0.00	0.36	0.38	0.26
	A4421 E	0.23	0.00	0.00	0.76
	Buckingham Road	0.45	0.41	0.00	0.14
	A4095	0.05	0.89	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	1.000	1.001	1.000	1.001
	A4421 E	1.001	1.000	1.000	1.000
	Buckingham Road	1.000	1.000	1.000	1.000
	A4095	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	0.0	0.1	0.0	0.1
	A4421 E	0.1	0.0	0.0	0.0
	Buckingham Road	0.0	0.0	0.0	0.0
	A4095	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
A4421 N	0.88	20.67	6.73	C	1209.00	1209.00	366.15	18.17	6.10	367.13	18.22
A4421 E	0.35	3.44	0.55	A	571.00	571.00	32.35	3.40	0.54	32.36	3.40
Buckingham Road	0.38	3.41	0.60	A	638.00	638.00	35.80	3.37	0.60	35.81	3.37
A4095	0.57	4.94	1.34	A	979.00	979.00	79.14	4.85	1.32	79.17	4.85

Main Results for each time segment

Main results: (08:00-08:15)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	1209.00	302.25	1185.26	463.18	1187.98	0.00	1385.01	1047.80	0.873	0.00	5.93	16.463	C
A4421 E	571.00	142.75	568.85	1559.68	813.55	0.00	1626.45	1671.06	0.351	0.00	0.54	3.396	A
Buckingham Road	638.00	159.50	635.61	510.63	871.77	0.00	1700.56	934.01	0.375	0.00	0.60	3.374	A
A4095	979.00	244.75	973.71	829.92	677.45	0.00	1709.28	1348.38	0.573	0.00	1.32	4.859	A

Main results: (08:15-08:30)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	1209.00	302.25	1206.97	464.98	1193.95	0.00	1380.81	1047.80	0.876	5.93	6.44	20.191	C
A4421 E	571.00	142.75	570.98	1573.22	827.71	0.00	1616.81	1671.06	0.353	0.54	0.54	3.441	A
Buckingham Road	638.00	159.50	637.98	519.23	879.46	0.00	1695.01	934.01	0.376	0.60	0.60	3.405	A
A4095	979.00	244.75	978.96	837.46	679.98	0.00	1707.51	1348.38	0.573	1.32	1.33	4.941	A

Main results: (08:30-08:45)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	1209.00	302.25	1208.25	465.00	1193.99	0.00	1380.78	1047.80	0.876	6.44	6.63	20.538	C
A4421 E	571.00	142.75	571.00	1573.71	828.52	0.00	1616.25	1671.06	0.353	0.54	0.54	3.443	A
Buckingham Road	638.00	159.50	638.00	519.71	879.81	0.00	1694.76	934.01	0.376	0.60	0.60	3.405	A
A4095	979.00	244.75	978.99	837.80	679.99	0.00	1707.50	1348.38	0.573	1.33	1.34	4.941	A

Main results: (08:45-09:00)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	1209.00	302.25	1208.61	465.00	1193.99	0.00	1380.78	1047.80	0.876	6.63	6.73	20.668	C
A4421 E	571.00	142.75	571.00	1573.85	828.75	0.00	1616.09	1671.06	0.353	0.54	0.55	3.443	A
Buckingham Road	638.00	159.50	638.00	519.85	879.90	0.00	1694.69	934.01	0.376	0.60	0.60	3.406	A
A4095	979.00	244.75	978.99	837.90	680.00	0.00	1707.50	1348.38	0.573	1.34	1.34	4.941	A

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	74.18	4.95	16.463	C	B
A4421 E	7.88	0.53	3.396	A	A
Buckingham Road	8.74	0.58	3.374	A	A
A4095	19.05	1.27	4.859	A	A

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	93.58	6.24	20.191	C	C
A4421 E	8.13	0.54	3.441	A	A
Buckingham Road	9.00	0.60	3.405	A	A
A4095	19.96	1.33	4.941	A	A

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	98.18	6.55	20.538	C	C
A4421 E	8.17	0.54	3.443	A	A
Buckingham Road	9.03	0.60	3.405	A	A
A4095	20.05	1.34	4.941	A	A

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	100.21	6.68	20.668	C	C
A4421 E	8.18	0.55	3.443	A	A
Buckingham Road	9.04	0.60	3.406	A	A
A4095	20.08	1.34	4.941	A	A

(Default Analysis Set) - 2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A4421 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Buckingham Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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
2024 Base, PM	2024 Base	PM		FLAT	17:00	18:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	A4421-Buckingham Road	Roundabout	1,2,3,4				4.53	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A4421 N	1	A4421 N	
A4421 E	2	A4421 E	
Buckingham Road	3	Buckingham Road	
A4095	4	A4095	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A4421 N	0.00	99999.00		0.00
A4421 E	0.00	99999.00		0.00
Buckingham Road	0.00	99999.00		0.00
A4095	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
A4421 N	5.35	8.00	30.00	39.00	50.00	40.00	
A4421 E	4.15	9.20	38.00	16.00	50.00	45.00	
Buckingham Road	4.30	9.10	45.00	17.50	50.00	35.00	
A4095	4.25	8.50	30.00	22.30	50.00	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)
A4421 N		(calculated)	(calculated)	0.704	2222.610
A4421 E		(calculated)	(calculated)	0.681	2181.214
Buckingham Road		(calculated)	(calculated)	0.721	2329.100
A4095		(calculated)	(calculated)	0.702	2184.780

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 (Veh/hr)	Flow Scaling Factor (%)
A4421 N	FLAT	✓	756.00	100.000
A4421 E	FLAT	✓	1248.00	100.000
Buckingham Road	FLAT	✓	683.00	100.000
A4095	FLAT	✓	469.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	0.000	360.000	310.000	86.000
	A4421 E	428.000	0.000	53.000	767.000
	Buckingham Road	296.000	155.000	0.000	232.000
	A4095	96.000	359.000	14.000	0.000

Turning Proportions (Veh) - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	0.00	0.48	0.41	0.11
	A4421 E	0.34	0.00	0.04	0.61
	Buckingham Road	0.43	0.23	0.00	0.34
	A4095	0.20	0.77	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	A4421 E	Buckingham Road	A4095
From	A4421 N	1.000	1.001	1.000	1.001
	A4421 E	1.001	1.000	1.000	1.000
	Buckingham Road	1.000	1.000	1.000	1.000
	A4095	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	A4421 E	Buckingham Road	A4095
From	A4421 N	0.0	0.1	0.0	0.1
	A4421 E	0.1	0.0	0.0	0.0
	Buckingham Road	0.0	0.0	0.0	0.0
	A4095	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
A4421 N	0.41	3.29	0.69	A	756.00	756.00	41.05	3.26	0.68	41.06	3.26
A4421 E	0.66	5.51	1.90	A	1248.00	1248.00	111.96	5.38	1.87	112.02	5.39
Buckingham Road	0.49	4.98	0.94	A	683.00	683.00	55.69	4.89	0.93	55.71	4.89
A4095	0.30	3.28	0.43	A	469.00	469.00	25.36	3.24	0.42	25.37	3.25

Main Results for each time segment

Main results: (17:00-17:15)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	756.00	189.00	753.26	815.47	525.81	0.00	1851.17	1330.41	0.408	0.00	0.69	3.270	A
A4421 E	1248.00	312.00	1240.51	870.56	408.51	0.00	1902.23	1679.63	0.656	0.00	1.87	5.381	A
Buckingham Road	683.00	170.75	679.29	375.51	1273.51	0.00	1410.99	1060.51	0.484	0.00	0.93	4.896	A
A4095	469.00	117.25	467.31	1078.82	873.97	0.00	1571.17	1288.73	0.299	0.00	0.42	3.257	A

Main results: (17:15-17:30)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	756.00	189.00	755.99	819.96	527.98	0.00	1849.64	1330.41	0.409	0.69	0.69	3.290	A
A4421 E	1248.00	312.00	1247.93	873.98	409.99	0.00	1901.22	1679.63	0.656	1.87	1.89	5.508	A
Buckingham Road	683.00	170.75	682.96	376.99	1280.93	0.00	1405.64	1060.51	0.486	0.93	0.94	4.981	A
A4095	469.00	117.25	468.99	1084.94	878.94	0.00	1567.68	1288.73	0.299	0.42	0.43	3.275	A

Main results: (17:30-17:45)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	756.00	189.00	756.00	819.99	528.00	0.00	1849.63	1330.41	0.409	0.69	0.69	3.291	A
A4421 E	1248.00	312.00	1247.98	874.00	410.00	0.00	1901.22	1679.63	0.656	1.89	1.90	5.510	A
Buckingham Road	683.00	170.75	682.99	377.00	1280.98	0.00	1405.61	1060.51	0.486	0.94	0.94	4.981	A
A4095	469.00	117.25	469.00	1084.98	878.98	0.00	1567.65	1288.73	0.299	0.43	0.43	3.275	A

Main results: (17:45-18:00)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	756.00	189.00	756.00	820.00	528.00	0.00	1849.63	1330.41	0.409	0.69	0.69	3.291	A
A4421 E	1248.00	312.00	1247.99	874.00	410.00	0.00	1901.22	1679.63	0.656	1.90	1.90	5.510	A
Buckingham Road	683.00	170.75	683.00	377.00	1280.99	0.00	1405.60	1060.51	0.486	0.94	0.94	4.981	A
A4095	469.00	117.25	469.00	1084.99	878.99	0.00	1567.65	1288.73	0.299	0.43	0.43	3.275	A

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	10.04	0.67	3.270	A	A
A4421 E	26.72	1.78	5.381	A	A
Buckingham Road	13.43	0.90	4.896	A	A
A4095	6.21	0.41	3.257	A	A

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	10.32	0.69	3.290	A	A
A4421 E	28.29	1.89	5.508	A	A
Buckingham Road	14.03	0.94	4.981	A	A
A4095	6.37	0.42	3.275	A	A

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	10.34	0.69	3.291	A	A
A4421 E	28.45	1.90	5.510	A	A
Buckingham Road	14.10	0.94	4.981	A	A
A4095	6.39	0.43	3.275	A	A

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	10.35	0.69	3.291	A	A
A4421 E	28.51	1.90	5.510	A	A
Buckingham Road	14.13	0.94	4.981	A	A
A4095	6.39	0.43	3.275	A	A

(Default Analysis Set) - 2024+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A4421 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Buckingham Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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	Relations
2024+Dev, AM	2024+Dev	AM		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	A4421-Buckingham Road	Roundabout	1,2,3,4				11.08	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A4421 N	1	A4421 N	
A4421 E	2	A4421 E	
Buckingham Road	3	Buckingham Road	
A4095	4	A4095	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A4421 N	0.00	99999.00		0.00
A4421 E	0.00	99999.00		0.00
Buckingham Road	0.00	99999.00		0.00
A4095	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
A4421 N	5.35	8.00	30.00	39.00	50.00	40.00	
A4421 E	4.15	9.20	38.00	16.00	50.00	45.00	
Buckingham Road	4.30	9.10	45.00	17.50	50.00	35.00	
A4095	4.25	8.50	30.00	22.30	50.00	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)
A4421 N		(calculated)	(calculated)	0.704	2222.610
A4421 E		(calculated)	(calculated)	0.681	2181.214
Buckingham Road		(calculated)	(calculated)	0.721	2329.100
A4095		(calculated)	(calculated)	0.702	2184.780

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 (Veh/hr)	Flow Scaling Factor (%)
A4421 N	FLAT	✓	1213.00	100.000
A4421 E	FLAT	✓	580.00	100.000
Buckingham Road	FLAT	✓	645.00	100.000
A4095	FLAT	✓	999.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	0.000	442.000	461.000	310.000
	A4421 E	135.000	0.000	4.000	441.000
	Buckingham Road	286.000	267.000	0.000	92.000
	A4095	45.000	897.000	57.000	0.000

Turning Proportions (Veh) - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	0.00	0.36	0.38	0.26
	A4421 E	0.23	0.00	0.01	0.76
	Buckingham Road	0.44	0.41	0.00	0.14
	A4095	0.05	0.90	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	1.000	1.001	1.000	1.001
	A4421 E	1.001	1.000	1.000	1.000
	Buckingham Road	1.000	1.000	1.000	1.000
	A4095	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	0.0	0.1	0.0	0.1
	A4421 E	0.1	0.0	0.0	0.0
	Buckingham Road	0.0	0.0	0.0	0.0
	A4095	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
A4421 N	0.89	23.68	7.69	C	1213.00	1213.00	412.02	20.38	6.87	413.32	20.44
A4421 E	0.36	3.47	0.56	A	580.00	580.00	33.10	3.42	0.55	33.11	3.43
Buckingham Road	0.38	3.44	0.62	A	645.00	645.00	36.57	3.40	0.61	36.58	3.40
A4095	0.59	5.12	1.42	A	999.00	999.00	83.61	5.02	1.39	83.64	5.02

Main Results for each time segment

Main results: (08:00-08:15)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	1213.00	303.25	1186.58	464.15	1214.65	0.00	1366.24	1042.79	0.888	0.00	6.60	18.009	C
A4421 E	580.00	145.00	577.80	1590.34	810.89	0.00	1628.26	1676.79	0.356	0.00	0.55	3.420	A
Buckingham Road	645.00	161.25	642.56	511.63	877.06	0.00	1696.74	936.55	0.380	0.00	0.61	3.408	A
A4095	999.00	249.75	993.41	834.23	685.39	0.00	1703.71	1347.14	0.586	0.00	1.40	5.030	A

Main results: (08:15-08:30)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	1213.00	303.25	1210.28	465.98	1220.95	0.00	1361.80	1042.79	0.891	6.60	7.29	22.895	C
A4421 E	580.00	145.00	579.98	1604.96	826.27	0.00	1617.79	1676.79	0.359	0.55	0.56	3.468	A
Buckingham Road	645.00	161.25	644.98	520.96	885.28	0.00	1690.81	936.55	0.381	0.61	0.61	3.441	A
A4095	999.00	249.75	998.95	842.28	687.98	0.00	1701.90	1347.14	0.587	1.40	1.41	5.121	A

Main results: (08:30-08:45)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	1213.00	303.25	1211.95	466.00	1220.98	0.00	1361.78	1042.79	0.891	7.29	7.55	23.456	C
A4421 E	580.00	145.00	580.00	1605.59	827.33	0.00	1617.06	1676.79	0.359	0.56	0.56	3.470	A
Buckingham Road	645.00	161.25	645.00	521.60	885.73	0.00	1690.49	936.55	0.382	0.61	0.62	3.442	A
A4095	999.00	249.75	998.99	842.72	687.99	0.00	1701.88	1347.14	0.587	1.41	1.41	5.121	A

Main results: (08:45-09:00)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	1213.00	303.25	1212.44	466.00	1220.99	0.00	1361.77	1042.79	0.891	7.55	7.69	23.679	C
A4421 E	580.00	145.00	580.00	1605.78	827.65	0.00	1616.85	1676.79	0.359	0.56	0.56	3.471	A
Buckingham Road	645.00	161.25	645.00	521.79	885.86	0.00	1690.40	936.55	0.382	0.62	0.62	3.442	A
A4095	999.00	249.75	998.99	842.85	688.00	0.00	1701.88	1347.14	0.587	1.41	1.42	5.121	A

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	80.98	5.40	18.009	C	B
A4421 E	8.06	0.54	3.420	A	A
Buckingham Road	8.92	0.59	3.408	A	A
A4095	20.09	1.34	5.030	A	A

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	105.17	7.01	22.895	C	C
A4421 E	8.32	0.55	3.468	A	A
Buckingham Road	9.19	0.61	3.441	A	A
A4095	21.09	1.41	5.121	A	A

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	111.49	7.43	23.456	C	C
A4421 E	8.36	0.56	3.470	A	A
Buckingham Road	9.22	0.61	3.442	A	A
A4095	21.19	1.41	5.121	A	A

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	114.38	7.63	23.679	C	C
A4421 E	8.37	0.56	3.471	A	A
Buckingham Road	9.23	0.62	3.442	A	A
A4095	21.23	1.42	5.121	A	A

(Default Analysis Set) - 2024+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A4421 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Buckingham Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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	Relations
2024+Dev, PM	2024+Dev	PM		FLAT	17:00	18:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	A4421-Buckingham Road	Roundabout	1,2,3,4				4.64	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A4421 N	1	A4421 N	
A4421 E	2	A4421 E	
Buckingham Road	3	Buckingham Road	
A4095	4	A4095	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A4421 N	0.00	99999.00		0.00
A4421 E	0.00	99999.00		0.00
Buckingham Road	0.00	99999.00		0.00
A4095	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
A4421 N	5.35	8.00	30.00	39.00	50.00	40.00	
A4421 E	4.15	9.20	38.00	16.00	50.00	45.00	
Buckingham Road	4.30	9.10	45.00	17.50	50.00	35.00	
A4095	4.25	8.50	30.00	22.30	50.00	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)
A4421 N		(calculated)	(calculated)	0.704	2222.610
A4421 E		(calculated)	(calculated)	0.681	2181.214
Buckingham Road		(calculated)	(calculated)	0.721	2329.100
A4095		(calculated)	(calculated)	0.702	2184.780

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 (Veh/hr)	Flow Scaling Factor (%)
A4421 N	FLAT	✓	757.00	100.000
A4421 E	FLAT	✓	1269.00	100.000
Buckingham Road	FLAT	✓	684.00	100.000
A4095	FLAT	✓	473.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	0.000	361.000	310.000	86.000
	A4421 E	431.000	0.000	57.000	781.000
	Buckingham Road	296.000	156.000	0.000	232.000
	A4095	96.000	363.000	14.000	0.000

Turning Proportions (Veh) - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	0.00	0.48	0.41	0.11
	A4421 E	0.34	0.00	0.04	0.62
	Buckingham Road	0.43	0.23	0.00	0.34
	A4095	0.20	0.77	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	**A4421 E**	**Buckingham Road**	**A4095**
From	**A4421 N**	1.000	1.001	1.000	1.001
	A4421 E	1.001	1.000	1.000	1.000
	Buckingham Road	1.000	1.000	1.000	1.000
	A4095	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - A4421- Buckingham Road (for whole period)

		To			
		A4421 N	A4421 E	Buckingham Road	A4095
From	A4421 N	0.0	0.1	0.0	0.1
	A4421 E	0.1	0.0	0.0	0.0
	Buckingham Road	0.0	0.0	0.0	0.0
	A4095	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
A4421 N	0.41	3.30	0.69	A	757.00	757.00	41.27	3.27	0.69	41.28	3.27
A4421 E	0.67	5.69	2.00	A	1269.00	1269.00	117.48	5.55	1.96	117.54	5.56
Buckingham Road	0.49	5.07	0.96	A	684.00	684.00	56.78	4.98	0.95	56.80	4.98
A4095	0.30	3.30	0.43	A	473.00	473.00	25.74	3.26	0.43	25.74	3.27

Main Results for each time segment

Main results: (17:00-17:15)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	757.00	189.25	754.24	818.34	530.77	0.00	1847.68	1326.50	0.410	0.00	0.69	3.284	A
A4421 E	1269.00	317.25	1261.13	876.50	408.51	0.00	1902.24	1681.83	0.667	0.00	1.97	5.548	A
Buckingham Road	684.00	171.00	680.21	379.47	1290.17	0.00	1398.98	1062.43	0.489	0.00	0.95	4.983	A
A4095	473.00	118.25	471.28	1092.56	877.82	0.00	1568.47	1290.85	0.302	0.00	0.43	3.281	A

Main results: (17:15-17:30)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	757.00	189.25	756.99	822.95	532.98	0.00	1846.12	1326.50	0.410	0.69	0.69	3.304	A
A4421 E	1269.00	317.25	1268.92	879.98	409.99	0.00	1901.22	1681.83	0.667	1.97	1.99	5.691	A
Buckingham Road	684.00	171.00	683.96	380.99	1297.92	0.00	1393.39	1062.43	0.491	0.95	0.96	5.074	A
A4095	473.00	118.25	472.99	1098.93	882.94	0.00	1564.87	1290.85	0.302	0.43	0.43	3.296	A

Main results: (17:30-17:45)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	757.00	189.25	757.00	822.99	533.00	0.00	1846.11	1326.50	0.410	0.69	0.69	3.304	A
A4421 E	1269.00	317.25	1268.97	879.99	410.00	0.00	1901.22	1681.83	0.667	1.99	1.99	5.693	A
Buckingham Road	684.00	171.00	683.99	381.00	1297.97	0.00	1393.36	1062.43	0.491	0.96	0.96	5.074	A
A4095	473.00	118.25	473.00	1098.98	882.98	0.00	1564.84	1290.85	0.302	0.43	0.43	3.296	A

Main results: (17:45-18:00)

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A4421 N	757.00	189.25	757.00	823.00	533.00	0.00	1846.11	1326.50	0.410	0.69	0.69	3.304	A
A4421 E	1269.00	317.25	1268.99	880.00	410.00	0.00	1901.22	1681.83	0.667	1.99	2.00	5.693	A
Buckingham Road	684.00	171.00	684.00	381.00	1297.99	0.00	1393.35	1062.43	0.491	0.96	0.96	5.074	A
A4095	473.00	118.25	473.00	1098.99	882.99	0.00	1564.84	1290.85	0.302	0.43	0.43	3.296	A

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	10.09	0.67	3.284	A	A
A4421 E	27.97	1.86	5.548	A	A
Buckingham Road	13.68	0.91	4.983	A	A
A4095	6.30	0.42	3.281	A	A

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	10.37	0.69	3.304	A	A
A4421 E	29.70	1.98	5.691	A	A
Buckingham Road	14.31	0.95	5.074	A	A
A4095	6.47	0.43	3.296	A	A

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	10.40	0.69	3.304	A	A
A4421 E	29.87	1.99	5.693	A	A
Buckingham Road	14.39	0.96	5.074	A	A
A4095	6.48	0.43	3.296	A	A

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A4421 N	10.41	0.69	3.304	A	A
A4421 E	29.94	2.00	5.693	A	A
Buckingham Road	14.41	0.96	5.074	A	A
A4095	6.49	0.43	3.296	A	A

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