



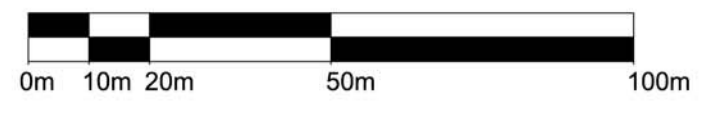
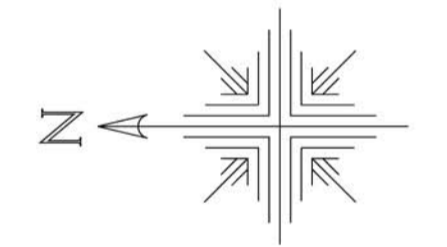
Appendix A

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)	179,111	16,640
UNIT 2 (inc. 10% Offices at G+1)	146,389	13,600
UNIT 3 (inc. 10% Offices at G+1)	91,838	8,532
UNIT 4 (inc. 10% Offices at G+1)	94,130	8,745
TOTAL DEVELOPMENT	511,468	47,517

UNIT 1	
Car parking (inc. disabled)	181 spaces
HGV parking	25 spaces
Dock levellers	19 No.
Level access doors	2 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)	86 spaces
HGV parking	26 spaces
Dock levellers	8 No.
Level access doors	2 No.
UNIT 4	
Car parking (inc. disabled)	70 spaces
HGV parking	20 spaces
Dock levellers	7 No.
Level access doors	2 No.
Site Area	35.71 acres / 14.45ha



21 Planning Issue 15.05.15 SM
revisions

PROPOSALS

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Project Job Number 3830-11
SKIMMINGDISH LANE, BICESTER

ALBION LAND	
Drawing Title	Drawing Size A1
ILLUSTRATIVE MASTERPLAN	
(Other than the siting of Units 1 & 3)	
Drawn AF	Date Oct 14
Reviewed by GC	3830-11
Scale 1/1250	Rev. 21
Cadfile 3830	



Appendix B



(N.T.S)

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: Notes:

Selected using Manual Selection

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				Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed
Site	Location	Direction	Start Date	End Date						
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				Posted Speed Limit (PSL)	Average Mean Speed
Site	Location	Direction	Start Date	End Date			
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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 Channel: Northbound

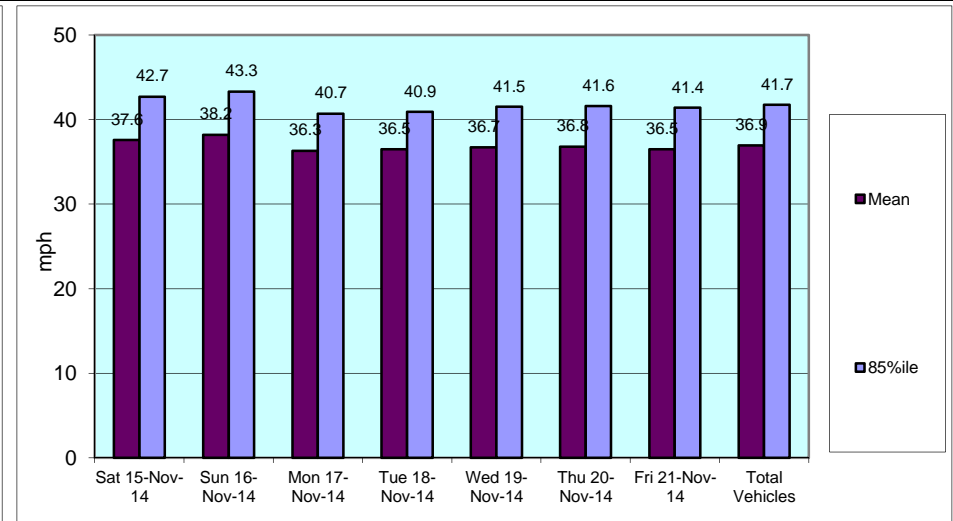
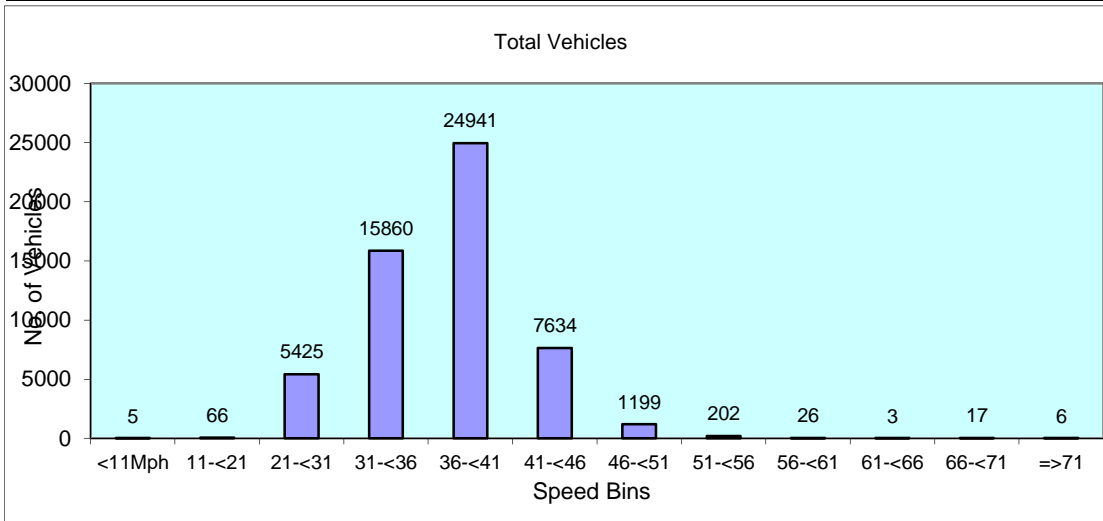
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
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Daily Totals

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

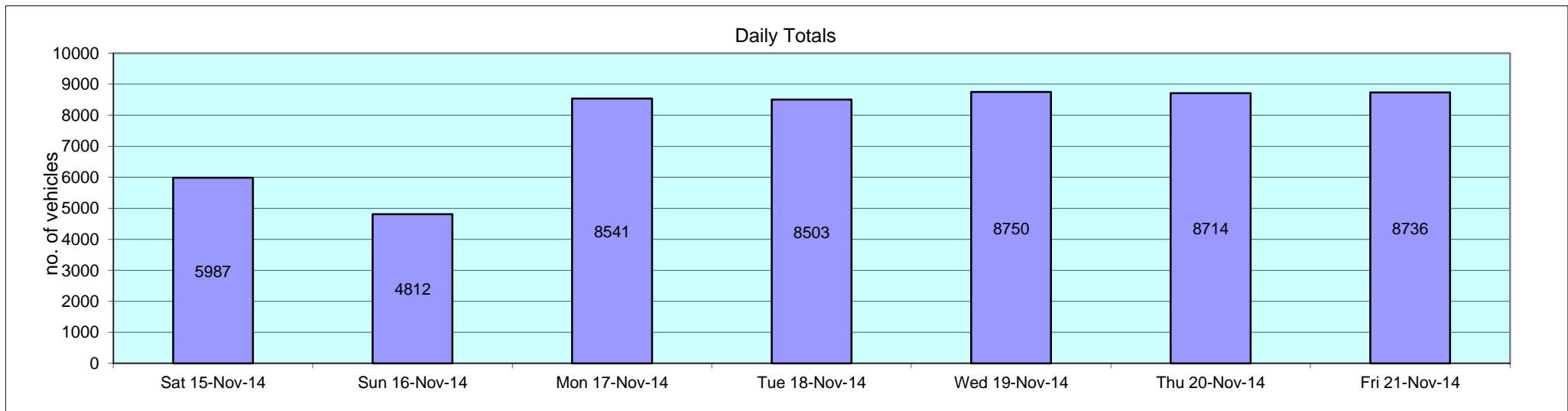
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 19-Nov-14											
00:00	38	0	0.0	21	55.3	6	15.8	11	29.0	0	0.0
01:00	32	0	0.0	20	62.5	4	12.5	8	25.0	0	0.0
02:00	31	0	0.0	21	67.7	1	3.2	8	25.8	1	3.2
03:00	50	0	0.0	34	68.0	7	14.0	8	16.0	1	2.0
04:00	77	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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 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 Sat 15-Nov-14 to Fri 21-Nov-14 JOB NAME Site No: 18253001 Location A4421, Bicester (50mph Sign)
 Channel: Southbound

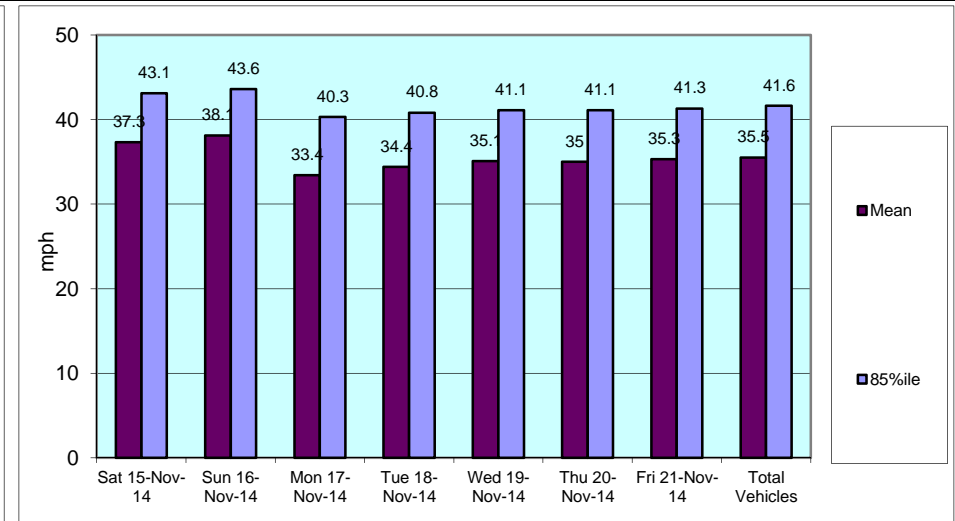
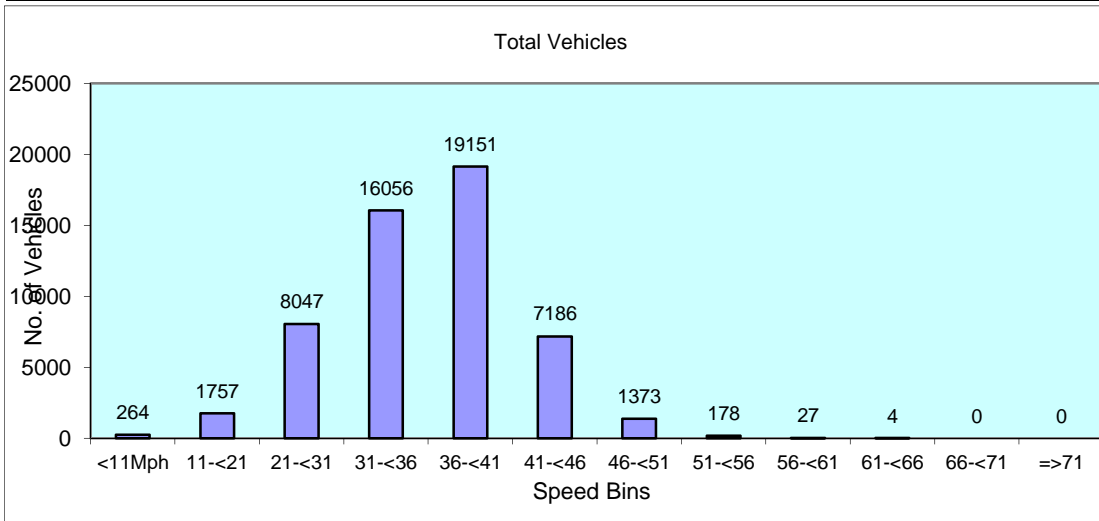
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
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Daily Totals

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

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) 59962 23430	Channel: Northbound	Wed 18-Mar-15	Mon 23-Mar-15	40	34651	6070	5817	30.5

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

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

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

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

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

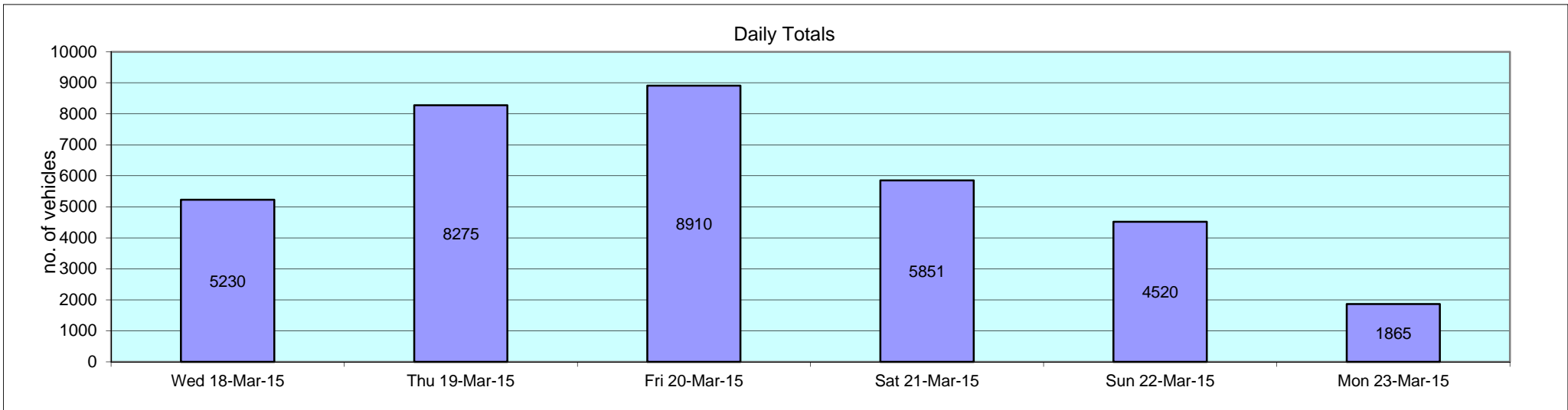
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 22-Mar-15											
00:00	61	0	0.0	55	90.2	4	6.6	2	3.3	0	0.0
01:00	17	0	0.0	13	76.5	2	11.8	2	11.8	0	0.0
02:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
03:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
04:00	17	0	0.0	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

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																
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
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

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

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

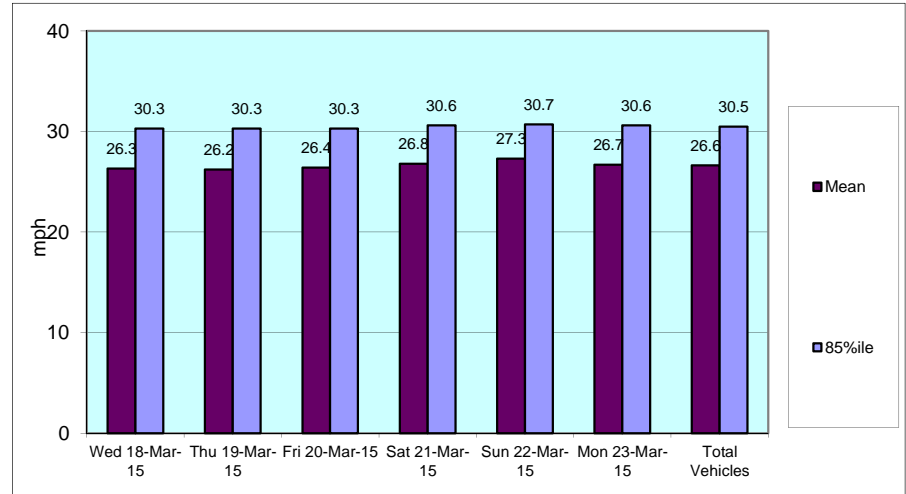
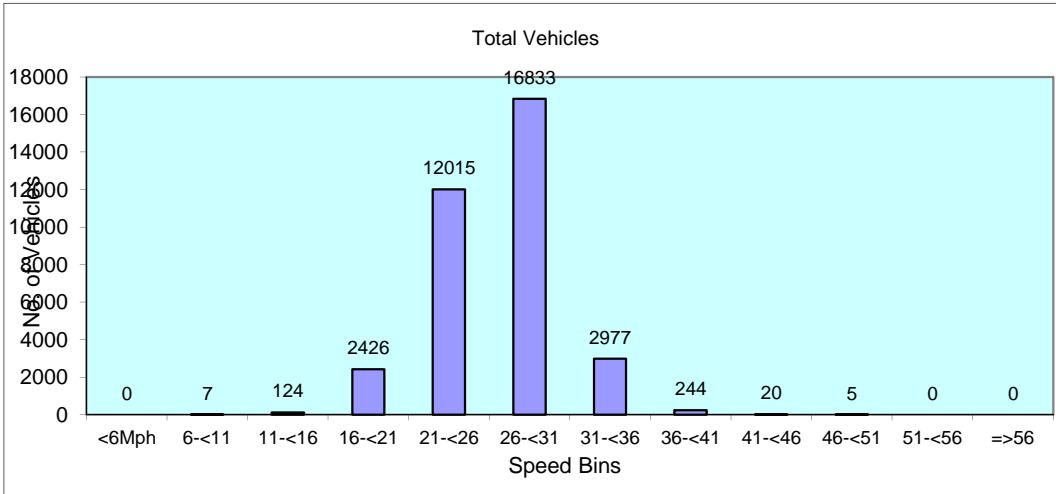
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

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
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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

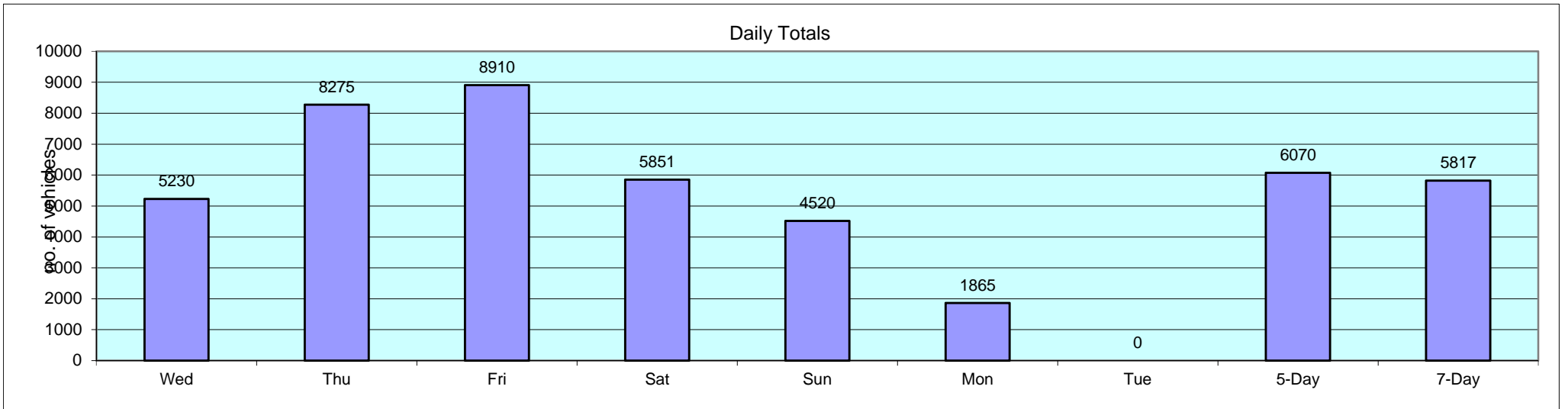
Site No: 18671001

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
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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						TOT	A4421 FROM NORTH RIGHT TURN TO LAUNTON ROAD						TOT
	CAR	HGV	BUS	MCY	PCY			CAR	HGV	BUS	MCY	PCY		
0730-0745	154	8		1			163	89	1				90	
0745-0800	149	8		1	1		159	116	4		2	1	123	
0800-0815	138	8	1				147	123	4			1	128	
0815-0830	147	6		1			154	137	5		1		143	
0830-0845	126	10					136	153	3	1			157	
0845-0900	102	7					109	129	3	6	1		139	
0900-0915	84	13			1		98	84	3	6	1		94	
0915-0930	81	9			1		91	73	3	1			77	
0930-0945	78	9	1				88	53	6	1			60	
0945-1000	53	12	1				66	48	3	1	1		53	
0730-1000	1112	90	3	3	3		1211	1005	35	16	6	2	1064	
0730-0830	588	30	1	3	1		623	465	14	0	3	2	484	
0745-0845	560	32	1	2	1		596	529	16	1	3	2	551	
0800-0900	513	31	1	1	0		546	542	15	7	2	1	567	
0815-0915	459	36	0	1	1		497	503	14	13	3	0	533	
0830-0930	393	39	0	0	2		434	439	12	14	2	0	467	
0845-0945	345	38	1	0	2		386	339	15	14	2	0	370	
0900-1000	296	43	2	0	2		343	258	15	9	2	0	284	

	A4421 FROM NORTH STRAIGHT AHEAD TO A4421 SOUTH EAST						TOT	A4421 FROM NORTH RIGHT TURN TO LAUNTON ROAD						TOT
	CAR	HGV	BUS	MCY	PCY			CAR	HGV	BUS	MCY	PCY		
1600-1615	78	5					83	53	2	2	1		58	
1615-1630	92	9	1	1			103	52	1	3			56	
1630-1645	100	1	1				102	49	1	7	1		58	
1645-1700	57	10					67	57	3	2			62	
1700-1715	93	5			1		99	65	2				67	
1715-1730	88	2					90	67	1		1		69	
1730-1745	91	5					96	53		1	1	1	56	
1745-1800	82	5					87	44	1				45	
1800-1815	91	2		1			94	53					53	
1815-1830	84	6					90	43	1	1	2		47	
1600-1830	856	50	2	2	1		911	536	12	16	6	1	571	
1600-1700	327	25	2	1	0		355	211	7	14	2	0	234	
1615-1715	342	25	2	1	1		371	223	7	12	1	0	243	
1630-1730	338	18	1	0	1		358	238	7	9	2	0	256	
1645-1745	329	22	0	0	1		352	242	6	3	2	1	254	
1700-1800	354	17	0	0	1		372	229	4	1	2	1	237	
1715-1815	352	14	0	1	0		367	217	2	1	2	1	223	
1730-1830	348	18	0	1	0		367	193	2	2	3	1	201	

A4421 FROM NORTH U TURNS							TOT
CAR	HGV	BUS	MCY	PCY			
1							1
0							0
0							0
0							0
0							0
1							1
0							0
0							0
0							0
2	0	0	0	0	0	0	2
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1

A4421 FROM NORTH U TURNS							TOT
CAR	HGV	BUS	MCY	PCY			
0							0
0							0
0							0
0							0
1							1
0							0
0							0
0							0
0							0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : TUESDAY 19TH NOVEMBER 2014

LOCATION : BICESTER, OXFORDSHIRE

A4421 / LAUNTON ROAD ROUNDABOUT

	LAUNTON ROAD LEFT TURN TO A4421 NORTH						TOT
	CAR	HGV	BUS	MCY	PCY		
0730-0745	45	2	3				50
0745-0800	41	4	2				47
0800-0815	55	1	1				57
0815-0830	41	3	1				45
0830-0845	50	4	1				55
0845-0900	49	7					56
0900-0915	47	3	1				51
0915-0930	30	3					33
0930-0945	48	3					51
0945-1000	40	3					43
0730-1000	446	33	9	0	0		488
0730-0830	182	10	7	0	0		199
0745-0845	187	12	5	0	0		204
0800-0900	195	15	3	0	0		213
0815-0915	187	17	3	0	0		207
0830-0930	176	17	2	0	0		195
0845-0945	174	16	1	0	0		191
0900-1000	165	12	1	0	0		178

	LAUNTON ROAD LEFT TURN TO A4421 NORTH						TOT
	CAR	HGV	BUS	MCY	PCY		
1600-1615	100	1	1	1			103
1615-1630	82	2	1	1			86
1630-1645	129		2				131
1645-1700	82	2	1				85
1700-1715	159	1	2				162
1715-1730	111	1	1	1			114
1730-1745	150	1	1				152
1745-1800	88	2	3				93
1800-1815	90						90
1815-1830	62	1		1			64
1600-1830	1053	11	1	12	3		1080
1600-1700	393	5	1	5	1		405
1615-1715	452	5	1	6	0		464
1630-1730	481	4	0	6	1		492
1645-1745	502	5	0	5	1		513
1700-1800	508	5	0	7	1		521
1715-1815	439	4	0	5	1		449
1730-1830	390	4	0	4	1		399

	LAUNTON ROAD RIGHT TURN TO A4421 SOUTH EAST						TOT
	CAR	HGV	BUS	MCY	PCY		
0730-0745	61	3	1	2			67
0745-0800	74	3		2	1		80
0800-0815	59	5	2				66
0815-0830	88	4					92
0830-0845	114	12					126
0845-0900	72	6	2	1			81
0900-0915	60	4	2				66
0915-0930	58	9	1		1		69
0930-0945	44			1	2		47
0945-1000	45	6	1	2	2		54
0730-1000	675	52	9	3	9		748
0730-0830	282	15	3	2	3		305
0745-0845	335	24	2	2	1		364
0800-0900	333	27	4	0	1		365
0815-0915	334	26	4	0	1		365
0830-0930	304	31	5	0	2		342
0845-0945	234	19	5	1	4		263
0900-1000	207	19	4	1	5		236

	LAUNTON ROAD RIGHT TURN TO A4421 SOUTH EAST						TOT
	CAR	HGV	BUS	MCY	PCY		
1600-1615	96	3		1			100
1615-1630	66	5		2			73
1630-1645	108	2	1	1			112
1645-1700	83	1			1		85
1700-1715	132		1				133
1715-1730	74	4					78
1730-1745	106		2	1			109
1745-1800	62	3			1		66
1800-1815	70	1	2		1		74
1815-1830	65				</		

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						TOT
	CAR	HGV	BUS	MCY	PCY		
0730-0745	64	4	1	1			70
0745-0800	95	2			2		99
0800-0815	96	9		1	1		107
0815-0830	139	4	3		4		150
0830-0845	131	10					141
0845-0900	112	4	2		1		119
0900-0915	79	1	2		3		85
0915-0930	57	3			1		61
0930-0945	66	5	3				74
0945-1000	39	4	2				45
0730-1000	878	46	13	2	12		951
0730-0830	394	19	4	2	7		426
0745-0845	461	25	3	1	7		497
0800-0900	478	27	5	1	6		517
0815-0915	461	19	7	0	8		495
0830-0930	379	18	4	0	5		406
0845-0945	314	13	7	0	5		339
0900-1000	241	13	7	0	4		265

	A4421 FROM SOUTH EAST LEFT TURN TO LAUNTON ROAD						TOT
	CAR	HGV	BUS	MCY	PCY		
1600-1615	84		2		1		87
1615-1630	93	3	1		2		99
1630-1645	96	4	1	1	2		104
1645-1700	83	2					85
1700-1715	87	3			2		92
1715-1730	89	1			1		91
1730-1745	89	2	1				92
1745-1800	55	1	1		1		58
1800-1815	85	2	1		2		90
1815-1830	62	1			2		65
1600-1830	823	19	7	1	13		863
1600-1700	356	9	4	1	5		375
1615-1715	359	12	2	1	6		380
1630-1730	355	10	1	1	5		372
1645-1745	348	8	1	0	3		360
1700-1800	320	7	2	0	4		333
1715-1815	318	6	3	0	4		331
1730-1830	291	6	3	0	5		305

	A4421 FROM SOUTH EAST STRAIGHT AHEAD TO A4421 NORTH						TOT
	CAR	HGV	BUS	MCY	PCY		
0730-0745	75	5	1				81
0745-0800	71	4	1				76
0800-0815	69	5					74
0815-0830	65	7					72
0830-0845	70	15					85
0845-0900	47	5			1		53
0900-0915	47	6			1		54
0915-0930	40	2					42
0930-0945	44	7			2		53
0945-1000	38	8					46
0730-1000	566	64	2	0	4		636
0730-0830	280	21	2	0	0		303
0745-0845	275	31	1	0	0		307
0800-0900	251	32	0	0	1		284
0815-0915	229	33	0	0	2		264
0830-0930	204	28	0	0	2		234
0845-0945	178	20	0	0	4		202
0900-1000	169	23	0	0	3		195

	A4421 FROM SOUTH EAST STRAIGHT AHEAD TO A4421 NORTH						TOT
	CAR	HGV	BUS	MCY	PCY		
1600-1615	111	12					123
1615-1630	115	9					124
1630-1645	117	4		1	1		123
1645-1700	126	1		1	1		129
1700-1715	142	4			1		147
1715-1730	115	4	1		2		122
1730-1745	133	4			2		139
1745-1800	131	6		1	1		139
1800-1815	112	3			3		118
1815-1830	73	1					74
1600-1830	1175	48	1	3	11		1238
1600-1700	469	26	0	2	2		499
1615-1715	500	18	0	2	3		523
1630-1730	500	13	1	2	5		521
1645-1745	516	13	1	1	6		537
1700-1800	521	18	1	1	6		547
1715-1815	491	17	1	1	8		518
1730-1830	449	14	0	1	6		470

	A4421 FROM SOUTH EAST U TURNS						TOT
	CAR	HGV	BUS	MCY	PCY		
0730-0745	0						0
0745-0800	0						0
0800-0815	0						0
0815-0830	1						1
0830-0845	0						0
0845-0900	0						0
0900-0915	0						0
0915-0930	0						0
0930-0945	1						1
0945-1000	0						0
0730-1000	2	0	0	0	0		2
0730-0830	1	0	0	0	0		1
0745-0845	1	0	0	0	0		1
0800-0900	1	0	0	0	0		1
0815-0915	1	0	0	0	0		1
0830-0930	0	0	0	0	0		0
0845-0945	1	0	0	0	0		1
0900-1000	1	0	0	0	0		1

	A4421 FROM SOUTH EAST U TURNS						TOT
	CAR	HGV	BUS	MCY	PCY		
1600-1615	0						0
1615-1630	0						0
1630-1645	0						0
1645-1700	0						0
1700-1715	0						0
1715-1730	0						0
1730-1745	0						0
1745-1800	0						0
1800-1815	0						0
1815-1830	1						1
1600-1830	1	0	0	0	0		1
1600-1700	0	0	0	0	0		0
1615-1715	0	0	0	0	0		0
1630-1730	0	0	0	0	0		0
1645-1745	0	0	0	0	0		0
1700-1800	0	0	0	0	0		0
1715-1815	0	0	0	0	0		0
1730-1830	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						TOT
	CAR	HGV	BUS	MCY	PCY		
0730-0745	64	2					66
0745-0800	57	1					58
0800-0815	54	4					58
0815-0830	62						62
0830-0845	65	4					69
0845-0900	45		2		1		48
0900-0915	46	4	1				51
0915-0930	41	2	1				44
0930-0945	40	4					44
0945-1000	34	1			2		37
0730-1000	508	22	4	0	3		537
0730-0830	237	7	0	0	0		244
0745-0845	238	9	0	0	0		247
0800-0900	226	8	2	0	1		237
0815-0915	218	8	3	0	1		230
0830-0930	197	10	4	0	1		212
0845-0945	172	10	4	0	1		187
0900-1000	161	11	2	0	2		176

	A4421 FROM NORTH WEST STRAIGHT AHEAD TO BICESTER ROAD SE						TOT
	CAR	HGV	BUS	MCY	PCY		
1600-1615	63		1	1	1		66
1615-1630	59			1			60
1630-1645	65		2				67
1645-1700	46						46
1700-1715	74				1		75
1715-1730	61	1			1		63
1730-1745	70	1	1	1			73
1745-1800	42		1				43
1800-1815	47				1		48
1815-1830	42	1					43
1600-1830	569	3	5	3	4		584
1600-1700	233	0	3	2	1		239
1615-1715	244	0	2	1	1		248
1630-1730	246	1	2	0	2		251
1645-1745	251	2	1	1	2		257
1700-1800	247	2	2	1	2		254
1715-1815	220	2	2	1	2		227
1730-1830	201	2	2	1	1		207

	A4421 FROM NORTH WEST RIGHT TURN TO A4421 CHARBRIDGE LANE						TOT
	CAR	HGV	BUS	MCY	PCY		
0730-0745	151	9	1	1	5		167
0745-0800	157	9		2	5		173
0800-0815	153	10	2				165
0815-0830	170	9		1	3		183
0830-0845	173	14					187
0845-0900	125	13		2			140
0900-0915	100	14	1		1		116
0915-0930	93	14			1		108
0930-0945	84	7	1	1	2		95
0945-1000	59	19	2				80
0730-1000	1265	118	7	5	19		1414
0730-0830	631	37	3	4	13		688
0745-0845	653	42	2	3	8		708
0800-0900	621	46	2	1	5		675
0815-0915	568	50	1	1	6		626
0830-0930	491	55	1	0	4		551
0845-0945	402	48	2	1	6		459
0900-1000	336	54	4	1	4		399

	A4421 FROM NORTH WEST RIGHT TURN TO A4421 CHARBRIDGE LANE						TOT
	CAR	HGV	BUS	MCY	PCY		
1600-1615	111	8					119
1615-1630	122	14	1	2			139
1630-1645	123	3					126
1645-1700	97	10			1		108
1700-1715	135	5	1		3		144
1715-1730	114	5					119
1730-1745	126	5	1				132
1745-1800	95	6			1		102
1800-1815	118	5	1	1	1		126
1815-1830	104	5					

K&M TRAFFIC SURVEYS

DATE : TUESDAY 19TH NOVEMBER 2014

LOCATION : BICESTER, OXFORDSHIRE

K&M TRAFFIC SURVEYS

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LOCATION : BICESTER, OXFORDSHIRE

A4421 / CHARBRIDGE LANE / BICESTER RD ROUNDABOU'

A4421 / CHARBRIDGE LANE / BICESTER RD ROUNDABOU'

	A4421 CHARBRIDGE LANE LEFT TURN TO A4421 NORTH WEST						A4421 CHARBRIDGE LANE RIGHT TURN TO BICESTER ROAD SE						A4421 CHARBRIDGE LANE U TURNS						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	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	9					9	56		1	1		58	0					0
0745-0800	94	6			5	105	13		1			14	0					0	15					15	69		1	2		72	0					0
0800-0815	104	11		1		116	7					7	0					0	20	2				22	61	3		1		65	0					0
0815-0830	141	9	1		1	152	15	1				16	0	1				1	14					14	70	2	2		2	76	0					0
0830-0845	121	21				142	14					14	0					0	12					12	66	3				69	0					0
0845-0900	97	9	1		2	109	15	2		1		18	1					1	26					26	56		1	2		59	0					0
0900-0915	71	6	1		2	80	11					11	2					2	22					22	57	1	1	2		61	1	1				2
0915-0930	54	5				59	7					7	1					1	10					10	38				1	39	0					0
0930-0945	68	11			2	81	10					10	0					0	8	1				9	32	1	3			36	0					0
0945-1000	56	11	2			69	11					11	1					1	9					9	27	1				28	0					0
0730-1000	893	98	6	1	12	1010	115	4	1	1	0	121	5	1	0	0	0	6	145	3	0	0	0	148	532	11	9	1	10	563	1	1	0	0	0	2
0730-0830	426	35	2	1	6	470	47	2	1	0	0	50	0	1	0	0	0	1	58	2	0	0	0	60	256	5	4	1	5	271	0	0	0	0	0	0
0745-0845	460	47	1	1	6	515	49	1	1	0	0	51	0	1	0	0	0	1	61	2	0	0	0	63	266	8	3	0	5	282	0	0	0	0	0	0
0800-0900	463	50	2	1	3	519	51	3	0	1	0	55	1	1	0	0	0	2	72	2	0	0	0	74	253	8	3	0	5	269	0	0	0	0	0	0
0815-0915	430	45	3	0	5	483	55	3	0	1	0	59	3	1	0	0	0	4	74	0	0	0	0	74	249	6	4	0	6	265	1	1	0	0	0	2
0830-0930	343	41	2	0	4	390	47	2	0	1	0	50	4	0	0	0	0	4	70	0	0	0	0	70	217	4	2	0	5	228	1	1	0	0	0	2
0845-0945	290	31	2	0	6	329	43	2	0	1	0	46	4	0	0	0	0	4	66	1	0	0	0	67	183	2	5	0	5	195	1	1	0	0	0	2
0900-1000	249	33	3	0	4	289	39	0	0	0	0	39	4	0	0	0	0	4	49	1	0	0	0	50	154	3	4	0	3	164	1	1	0	0	0	2

	A4421 CHARBRIDGE LANE LEFT TURN TO A4421 NORTH WEST						A4421 CHARBRIDGE LANE RIGHT TURN TO BICESTER ROAD SE						A4421 CHARBRIDGE LANE U TURNS						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	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	10		1	1	2	14	50		1			51	0					0
1615-1630	147	12	1		2	162	9	1				10	1		1			2	14					14	52		1			53	0					0
1630-1645	149	7		2	3	161	16	1				17	2					2	20	1				21	58					58	0					0
1645-1700	163	4		1	1	169	11					11	2					2	11	1				12	61	1				62	0					0
1700-1715	170	5			3	178	21					21	4					4	11					11	49	1				50	0					0
1715-1730	155	5	1		3	164	12			1		13	0					0	11					11	50					50	0					0
1730-1745	159	5			2	166	11				1	12	1					1	11					11	58	1	1		1	61	0					0
1745-1800	144	7		1	2	154	14					14	0					0	13					13	43		1			44	0					0
1800-1815	149	5	1		5	160	23					23	1					1	8					8	41					41	0					0
1815-1830	86	2		3		91	16					16	2					2	10				1	11	52					52	0					0
1600-1830	1462	64	4	4	25	1559	145	0	3	1	1	150	13	0	1	0	0	14	119	2	1	1	3	126	514	3	4	0	1	522	0	0	0	0	0	0
1600-1700	599	35	2	3	7	646	48	0	3	0	0	51	5	0	1	0	0	6	55	2	1	1	2	61	221	1	2	0	0	224	0	0	0	0	0	0
1615-1715	629	28	1	3	9	670	57	0	2	0	0	59	9	0	1	0	0	10	56	2	0	0	0	58	220	2	1	0	0	223	0	0	0	0	0	0
1630-1730	637	21	1	3	10	672	60	0	1	1	0	62	8	0	0	0	0	8	53	2	0	0	0	55	218	2	0	0	0	220	0	0	0	0	0	0
1645-1745	647	19	1	1	9	677	55	0	0	1	1	57	7	0	0	0	0	7	44	1	0	0	0	45	218	3	1	0	1	223	0	0	0	0	0	0
1700-1800	628	22	1	1	10	662	58	0	0	1	1	60	5	0	0	0	0	5	46	0	0	0	0	46	200	2	2	0	1	205	0	0	0	0	0	0
1715-1815	607	22	2	1	12	644	60	0	0	1	1	62	2	0	0	0	0	2	43	0	0	0	0	43	192	1	2	0	1	196	0	0	0	0	0	0
1730-1830	538	19	1	1	12	571	64	0	0	0	1	65	4	0	0	0	0	4	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



19 April 2015


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... 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.

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stagecoachbus.com/oxfordshire



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

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All buses are wheelchair and buggy accessible.

Welcome aboard.



Monday to Fridays

Bullingdon prison								0657
Arcnott 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

B

B

B

B

starts at Caversfield turn at 0720

0728

starts at Caversfield turn at 0745

0742

0749

0756

▼

0808

▼

0813

0827

0851

0855

0910

0925

0940

0740

0745

0755

0800

0815

0830

0848

0911

0926

0941

0956

0814

0824

0837

0844

0902

0923

0937

0952

1007

0731

0735

0740

▼

0800

0814

0812

0723

0737

0750

0755

0800

0815

0830

0848

0911

0926

0941

0956

0814

0824

0837

0844

0902

0923

0937

0952

1007

0738

0752

0755

0800

0815

0830

0911

0926

0941

0956

1007

0840

0858

0916

0935

0948

1003

1018

									1430	1510		1555						
									1437	1504		1602						
									1443	1517		1606						
									1422	▼	1522							
									1352	▼	▼	1552						
									1357	1427	1457	1527	1557					
									1406	1436	1451	1506	1536	1606				
									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

until

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

this journey starts at
 Bullingdon prison &
 goes to Arcnott afterwards

Arcnott 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
Bicester Pioneer Square, arr	0951	1006		1036	1051														06
Bicester Pioneer Square, dep	0955	1010	1025	1040	1055														10
Bicester Village	0959	1014	1029	1044	1059														14
Gosford Kings Arms	1011	1026	1041	1056	1111														26
Summertown shops	1022	1037	1052	1107	1122														37
Oxford Magdalen Street	1033	1048	1103	1118	1133														48

then at these minutes

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

Monday to Fridays

Oxford Magdalen St, stop C4	0655	0720	0740	0805	0820	0825	0840	0900	0915	0930	0945	00	15	30	45	1400	1415	1430
Summertown shops	0702	0727	0748	0812	0828	0833	0848	0908	0923	0938	0953	08	23	38	53	1408	1423	1438
Gosford Kings Arms	0711	0736	0757	0821	0837	0842	0857	0917	0932	0947	1002	17	32	47	02	1417	1432	1447
Bicester Village	0723	0748	0809	0833	0849	0854	0909	0928	0943	0958	1013	28	43	58	13	1428	1443	1458
Bicester Pioneer Square, arr	0728	0753	0814	0838	0854	0859	0914	0932	0947	1002	1017	32	47	02	17	1432	1447	1502
Bicester Pioneer Square, dep	0645	0730	0755	0816	0841	0859	0919	0937	0952	1007		37	52	07		1437	1452	1507
Glory Farm Boston Road	▼	▼	▼	0827	▼	▼	0910	0946	▼	1016		46	▼	16		1446	▼	1516
Launton Station Road	▼	▼	▼	0832	▼	▼	0933	▼	▼	1021		▼	▼	21		▼	▼	1521
Langford Peregrine Way	▼	▼	0801		0847	▼		0951	▼			51	▼			1451	▼	
Ambrosden bus shelter	0652	0737					0906		0959				59					1459
Bullington prison	0657	0742					0911		1004				04					1504
Arcnott St Georges barracks	0703	0748					0917		1010				10					1510

then at these minutes

until

Oxford Magdalen St, stop C4	1445	1500	1515	1530	1545	1600	1615	1550	1630	1645	1700	1650	1715	1730	1745	1805	1825
Summertown shops	1453	1508	1523	1538	1553	1608	1623	1623	1638	1653	1708	1723	1723	1738	1753	1813	1832
Gosford Kings Arms	1502	1517	1534	1548	1604	1620	1635	1641	1650	1705	1720	1741	1735	1750	1805	1824	1840
Bicester Village	1513	1528	1548	1600	▼	1635	▼	1656	1705	▼	1735	1756	▼	1805	▼	1839	1852
Bicester Pioneer Square, arr	1517	1532	1553	1605	1632	1640	1703	1701	1710	1733	1740	1801	1803	1810	1833	1844	1856
Bicester Pioneer Square, dep	1522	1537		1610		1645	1708	1704	1715		1745	1804	1808	1815	1835	1847	1859
Glory Farm Boston Road	▼	1546		1621		1656	▼	1715	1726		1756	1815	▼	1826	1846	▼	1907
Launton Station Road	▼	▼		1626		▼	▼	1715	1731				▼	1831	▼	▼	
Langford Peregrine Way	▼	1551				1701	▼				1801	▼		1851	▼		
Ambrosden bus shelter	1529						1716						1816			1855	
Arcnott St Georges barracks	1540						1723						1823			1902	
Bullington prison	1534						1732						1832			1927	

this journey goes to Bullington prison before Arcnott

B 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

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

Mondays to Fridays

Oxford Magdalen St, stop C4	1800	1845	1910	1940	2010	2005	2110	2140	2210	2240	2310	2340	0010	N55	N55	N55	N55
Summertown shops	1830	1852	1917	1946	2016	2030	2116	2146	2216	2246	2316	2346	0016		0110	0210	0310
Gosford Kings Arms	1846	1900	1925	1953	2023	2043	2123	2153	2223	2253	2323	2353	0023		0116	0216	0316
Bicester Village	1858	1912	1937	2004	2034	2054	2134	2204	2234	2304	2334	0004	0034		0123	0223	0323
Bicester Pioneer Square, arr	1902	1916	1941	2008	2038	2058	2138	2208	2238	2308	2338	0008	0038		0134	0234	0334
Bicester Pioneer Square, dep	1905	1919	1944	2011	2041	2101	2141	2211	2241	2311	2341	0011	0041		0138	0238	0338
Glory Farm Boston Road	1913	1927	1952	2019	2049	2109	2149	2219	2249	2319	2349	0019	0049		0141	0241	0341
Launton Station Road		1932													0149	0249	0349
Langford Peregrine Way																	
Ambrosden bus shelter																	
Arncott St Georges barracks																	
Bullingdon prison																	

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 times are Friday only

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bicester megarider

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
Glory Farm Boston Road	0751	0851	▼	0941	1001	▼	▼
Launton Station Road	▼	▼	▼	▼	1006	▼	▼
Langford Peregrine Way	▼	▼	▼	0946	▼	▼	▼
Ambrosden bus shelter	0719	0819	0919	▼	▼	1014	▼
Bullington prison	0724	0824	0924	▼	▼	1019	▼
Arcnott St Georges barracks	0730	0830	0930	▼	▼	1025	▼

0945	00 15 30 45	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	▼	▼	▼	▼	1651	▼	▼
	59	▼	▼	1559	▼	▼	▼	1706
	04	▼	▼	1637	▼	▼	▼	1737
	10	▼	▼	1606	▼	▼	▼	1713

these journeys go to Bullington prison after Arcnott

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	▼	▼	▼	▼	▼	▼
Arcnott St Georges barracks	▼	1813	▼	▼	▼	▼	▼	▼
Bullington prison	▼	1827	▼	▼	▼	▼	▼	▼

1910	1940	10 40	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											
Arcott 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.

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See stagecoachbus.com/oxfordshire for more information.

Monday to Fridays

	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5
Glory Farm Scampton Close	0543	0558	0618	0636	0641	0651		0733		0738		0813	0839	0854		0942	0957		1027
Bicester Pioneer Square stand 3	0555	0610	0630	0650	0655	0705	0726	0750		0755	0810	0830	0855	0910	0940	0955	1010	1025	1040
Bowmont Square		0617	0637			0712	0733												
Kingsmere Centre		0620	0640			0715	0737												
Bicester Village	0559			0654	0700			0755		0800	0815	0835	0859	0914	0944	0959	1014	1029	1044
Gosford Kings Arms	0611	0632	0652	0707	0713	0728	0752	0810		0815	0830	0848	0911	0926	0956	1011	1026	1041	1056
Summertown shops	0632	0641	0701	0718	0737	0742	0806	0824		0837	0844	0902	0923	0937	1007	1022	1037	1052	1107
Summertown Thornclyffe Rd	0633	0642		0719	0738			0825		0838									1053
		14	700	14		700	700	14			700	700	700	700	700	700	700	14	700
Summertown shops			0707			0755	0815				0852	0912	0932	0952	1012	1032	1052		1112
Marston Ferry Road	0634	0655	0709	0728	0739	0757	0817	0831		0839	0854	0914	0934	0954	1014	1034	1054	1104	1114
JR Hospital	0642	0702	0720	0736	0747	0810	0830	0843		0847	0905	0925	0945	1005	1025	1045	1105	1111	1125
Brookes University	0652		0724		0800	0815	0835			0900	0910	0930	0950	1010	1030	1050	1110		1130
Churchill Hospital			0728			0819	0839				0914	0934	0954	1014	1034	1054	1114		1134
Old Road Campus			0731			0823	0843				0917	0937	0957	1017	1037	1057	1117		1137
Nuffield Orthopaedic Centre			0734			0826	0846				0922	0942	1002	1022	1042	1102	1122		1142

	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5
Glory Farm Scampton Close			57	27		1427	1457			1527		1557		1642					1757	
Bicester Pioneer Square stand 3	55	10	25	40		1440	1455	1510		1530	1540	1555	1610	1635	1635	1655	1715	1735	1755	1810
Bicester Village	59	14	29	44		1444	1459	1514		1534	1544	1559	1614	1639	1639	1659	1719	1739	1759	1814
Gosford Kings Arms	11	26	41	56		1456	1511	1526		1546	1556	1611	1626	1651	1651	1711	1731	1751	1811	1826
Summertown shops	22	37	52	07		1507	1522	1537		1557	1607	1622	1637	1702	1702	1722	1741	1802	1822	1837
Summertown Thornclyffe Rd			53							1558					1703				1838	
	700	700	14	700		700	700	700		14	700	700	700	700	14	700	700	700	700	14A
Summertown shops	32	52		12	until	1512	1532	1552			1617	1642	1642	1707		1732	1747	1807	1837	
Marston Ferry Road	34	54	04	14		1544	1534	1554		1607	1619	1644	1644	1709	1714	1734	1749	1809	1839	1848
JR Hospital	45	05	11	25		1525	1545	1605		1615	1630	1655	1655	1720	1722	1745	1800	1820	1850	1901
Brookes University	50	10		30		1532	1552	1612			1640	1705	1705	1730		1750		1825	1855	
Churchill Hospital	54	14		34		1536	1557	1617			1645	1710	1710	1735		1755		1829	1859	
Old Road Campus	57	17		37		1541	1606	1627			1650	1715	1715	1740		1800		1832	1902	
Nuffield Orthopaedic Centre	02	22		42		1547	1612	1633			1656	1721	1721	1745		1804		1835	1905	

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.

Mon-Fri journeys continue on next page

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 Thornclyffe 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
Glory Farm Boston Road	0637	0722	0757		0912	
Bicester Pioneer Square	0650	0735	0810	0855	0925	0955
Bicester Village	0654	0739	0814	0859	▼	0959
Gosford Kings Arms	0706	0751	0826	0911	0947	1011
Summertown Thornclyffe Rd	0718	0803	0838	0923	0959	1023
	14	14	14	14A	14	14A
Marston Ferry Rd	0725	0829	0859	0934	1004	1034
JR Hospital	0732	0836	0906	0947	1011	1047

then at
the these
minutes

	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	
				1702		2003	2103	2203	2303		
25	55			1655	1715	1755	1845	2015	2115	2215	2315
29	59			1659	1719	1759	1849	2018	2118	2218	2318
41	11			1711	1731	1811	1901	2030	2130	2230	2330
53	23			1723	1743	1823	1911	2040	2140	2240	2340
14	14A			14A	14	14A	17A	17A	17A	17A	17A
04	34			1734	1804	1833	1922	2042	2142	2242	2342
11	47			1747	1811	1846	1930	2050	2150	2250	2350



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

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 Thornclyffe 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.

Monday to Fridays

	14	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700			
Brookes University	0654	0724	0755	0815	0835	0855	0910	0930	0950			10	30	30	50			1430	1450	1512	1532
Churchill Hospital	0658	0728	0759	0819	0839	0859	0914	0934	0954			14	34	34	54			1434	1454	1516	1536
Old Road Campus	0701	0731	0803	0823	0943	0903	0917	0937	0957			17	37	37	57			1437	1457	1521	1541
Nuffield Orthopaedic Centre	0704	0734	0806	0826	0946	0906	0922	0942	1002			22	42	42	02			1442	1502	1527	1547
JR Hospital	0640	0715	0750	0820	0840	0900	0920	0955	1015			35	55	55	15			1455	1515	1540	1605
Summertown shops	▼	0725	0803	0833	0853	0913	0946	1006	1026			46	06	06	26			1506	1528	1553	1618
Banbury Road Lathbury Road	0648	▼	▼	▼	▼	▼	▼	▼	▼			▼	▼	▼	▼			▼	▼	▼	▼
	S5	S5	S5	S5	S5	S5	S5	S5	S5			S5	S5	S5	S5			S5	S5	S5	S5
Banbury Road Lathbury Road	0700	▼	▼	▼	▼	▼	▼	▼	▼			▼	▼	▼	▼			▼	▼	▼	▼
Summertown shops	0702	0748	0812	0848	0908	0923	0938	1008	1038			53	08	23	38			1508	1538	1608	1623
Gosford Kings Arms	0711	0757	0821	0857	0917	0932	0947	1017	1047			02	17	32	47			1517	1548	1620	1635
Bicester Village	0723	0809	0833	0909	0928	0943	0958	1028	1058			13	28	43	58			1528	1600	1630	▼
Kingsmere Centre	▼	▼	▼	▼	▼	▼	▼	▼	▼			▼	▼	▼	▼			▼	▼	▼	1650
Bowmont Square	▼	▼	▼	▼	▼	▼	▼	▼	▼			▼	▼	▼	▼			▼	▼	▼	1653
Bicester Pioneer Square	0728	0814	0838	0914	0932	0947	1002	1032	1102			17	32	47	02			1532	1605	1640	1703
Glory Farm Scampton Close	0827	0928	0946	1016	1046	1116	1046	1116	1116			46	16	16	16			1546	1621	1656	1656

then at the these minutes

until

	S5	700	700	S5	700	700	S5	14	700	700	700	700	S5	17A	17A	17A
Brookes University	1559	1552	1612	1659	1705	1750	1809	1809	1825	1855	1925	1955	2013			
Churchill Hospital	1601	1622	1710	1755	1710	1755	1820	1820	1829	1858	1929	1959	2013			
Old Road Campus	1608	1627	1715	1800	1715	1800	1832	1832	1832	1902	1932	2002	2005			
Nuffield Orthopaedic Centre	1612	1633	1721	1804	1721	1804	1835	1835	1835	1905	1935	2005	2005			
JR Hospital	1610	1625	1645	1710	1735	1820	1835	1835	1845	1915	1945	2015	2020	2105	2205	2305
Summertown shops	1623	1638	1658	1723	1748	1830	1830	1830	1855	1925	1955	2030	2030			
Banbury Road Lathbury Road	1845	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	2113	2213	2313
	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5
Banbury Road Lathbury Road	1850	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	2114	2214	2314
Summertown shops	1623	1653	1708	1723	1753	1832	1830	1852	1917	1946	2016	2030	2116	2216	2316	2316
Gosford Kings Arms	1641	1705	1720	1741	1805	1840	1846	1900	1925	1953	2023	2043	2123	2223	2323	2323
Bicester Village	1656	▼	1735	1756	▼	1852	1858	1912	1937	2004	2034	2054	2134	2234	2334	2334
Kingsmere Centre	▼	1720	▼	▼	1820	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Bowmont Square	▼	1723	▼	▼	1823	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Bicester Pioneer Square	1701	1733	1740	1801	1833	1859	1902	1916	1941	2008	2038	2058	2138	2238	2338	2338
Glory Farm Scampton Close	1715	1756	1815	1846	1907	1913	1927	1927	1952	2019	2049	2109	2149	2249	2349	2349

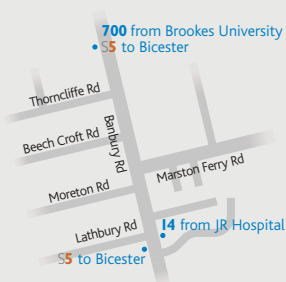
▶ if you're coming from Churchill Hospital, Old Road Campus or Nuffield Orthopaedic Centre you can change to the S5 at JR Hospital

Saturdays

	14	14A	14	14A	14	14	14A	14		14	14A	14A	14	14	17A	17A	17A	17A	
JR Hospital stop J4	0740	0810	0840	0915	0950	1020	1050	1120	then at the these minutes	50	20	until	1720	1750	1850	1935	2105	2205	2305
Banbury Rd opp Lathbury Rd	0750	0823	0850	0928	1000	1033	1100	1133		00	33		1733	1800	1900	1943	2113	2213	2313
	S5	S5	S5	S5	S5	S5	S5	S5		S5	S5		S5	S5	S5	S5	S5	S5	S5
Banbury Rd Lathbury Rd	0811	0841	0901	0936	1006	1036	1106	1136		06	36		1736	1811	1914	1944	2114	2214	2314
Gosford Kings Arms	0822	0852	0912	0947	1017	1047	1117	1147		17	47		1747	1822	1923	1953	2123	2223	2323
Bicester Village	0833	0903	0923	0958	1028	1058	1128	1158		28	58		1758	1833	1934	2004	2134	2234	2334
Bicester Pioneer Square	0837	0907	0927	1002	1032	1102	1132	1202		32	02		1802	1837	1938	2008	2138	2238	2338
Glory Farm Boston Road	0851		0941		1046	1116	1146	1216		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



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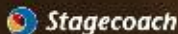


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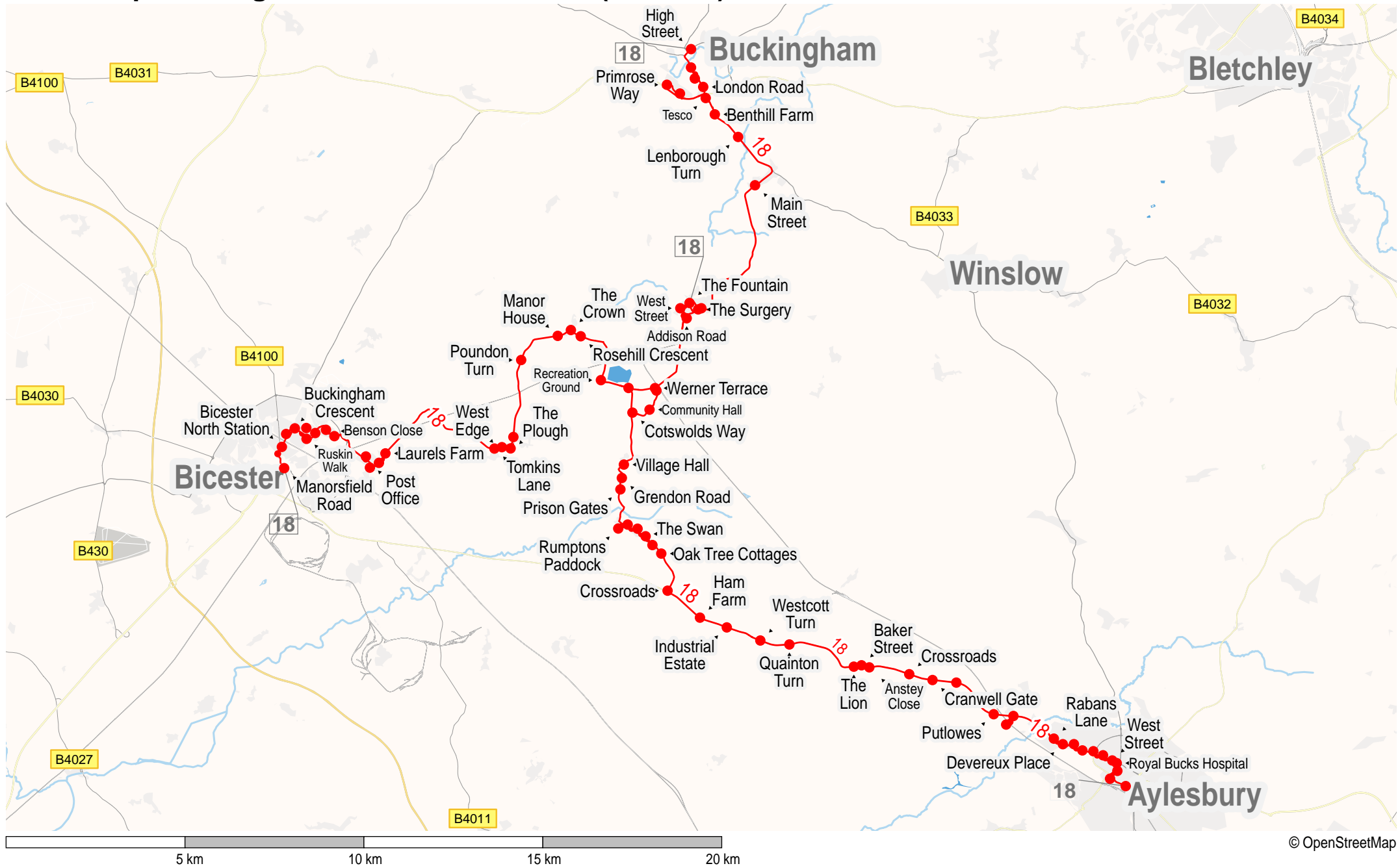
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Route map for Langston & Tasker service 18 (outbound)



Route map for Langston & Tasker service 18 (inbound)





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



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



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: **buctdgt 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	04000004656
bucgdwpg	Aylesbury, Exchange Street (Stop E2)	Exchange Street	04000002332
bucgdwpa	Aylesbury, High Street (Stop H1)	High Street	04000002333
bucgagpd	Aylesbury, New Street (W-bound)	New Street	04000004702
bucgagpt	Aylesbury, opp Royal Bucks Hospital	Bicester Road	04000004706
bucgagta	Aylesbury, adj West Street	Bicester Road	04000004708
bucgagtj	Aylesbury, Henley's Roundabout (W-bound)	Bicester Road	04000004711
bucgagtw	Quarrendon Estate, opp Stonehaven Road	Bicester Road	04000004714
bucgagwd	Quarrendon Estate, adj Devereux Place	Bicester Road	04000004716
bucgagwj	Aylesbury, adj Rabans Lane	Bicester Road	04000004718
bucgjpm	Aylesbury, adj Sir Henry Lee Crescent	Bicester Road	04000002264
bucgdwpm	Aylesbury, o/s Aylesbury Vale Parkway	Parkway Approach	04000002330
buctjgg	Fleet Marston, adj Putlowes	Bicester Road	04000004101
buctjpw	Fleet Marston, o/s Cranwell Gate	A41	04000004105
buctjtd	Waddesdon, Crossroads (W-bound)	A41	04000004107
buctjtj	Waddesdon, opp Anstey Close	A41	04000004109
buctjtp	Waddesdon, adj Baker Street	High Street	04000004111
buctjwa	Waddesdon, opp The Lion	High Street	04000004113
buctjwm	Westcott, Westcott Turn (W-bound)	A41	04000004117
buctmda	Woodham, opp Industrial Estate	A41	04000004127
buctmdj	Woodham, opp Ham Farm	A41	04000004129
buctmdp	Kingswood, Crossroads (W-bound)	A41 Roman Road	04000004131
buctmdw	Grendon Underwood, opp Oak Tree Cottages	Main Road	04000004133
buctmgd	Grendon Underwood, adj Butler's Farm	Main Road	04000004135
buctmgm	Grendon Underwood, adj Darleys Close	Main Road	04000004137
buctmgt	Grendon Underwood, opp The Swan	Main Road	04000004139
buctmja	Grendon Underwood, adj Combined School	Main Road	04000004141
buctmjg	Grendon Underwood, adj Rumptons Paddock	Main Road	04000004143
buctmjp	Springhill, opp Prison Gates	Grendon Road	04000004145
buctmjw	Edgcott, o/s 1 Buckingham Road	Buckingham Road	04000004147
buctmpd	Edgcott, opp Village Hall	Buckingham Road	04000004149
bucgjaga	Calvert, o/s 1 Cotswolds Way	Cotswolds Way	04000002314
bucgjagj	Calvert, opp Community Hall	Cotswolds Way	04000002316
bucgjagp	Calvert, o/s 11 Brackley Lane	Brackley Lane	04000002318
buctpdm	Steeple Claydon, adj The Surgery	Vicarage Lane	04000004179
bucdwpag	Buckingham, High Street (S-bound)	High Street	04000004513
buctjdp	Buckingham, opp Chandos Road	London Road	04000004082
buctjdj	Buckingham, opp Upper School	London Road	04000004080
buctjda	Buckingham, London Road (S-bound)	London Road	04000004078
bucgdata	Mount Pleasant, adj Primrose Way	Embleton Way	04000003995
bucgdapm	Mount Pleasant, opp 110 Embleton Way	Embleton Way	04000003997
buctjpd	Buckingham, Tesco (Stop C)	Tesco Entrance Road	04000004100
buctjam	Buckingham, o/s Benthill Farm	London Road	04000004074
buctjag	Padbury, opp Lenborough Turn	Buckingham Road	04000004072
bucgdjta	Padbury, Main Street (W-bound)	Main Street	04000002386
buctpdw	Steeple Claydon, opp Buckingham Road	Queen Catherine Road	04000004182
buctpda	Steeple Claydon, opp The Fountain	West Street	04000004176
buctpdg	Steeple Claydon, o/s The Fountain	West Street	04000004177
buctpat	Steeple Claydon, adj Addison Road	Addison Road	04000004174
buctpam	Calvert, adj Werner Terrace	School Hill	04000004172
bucgjagt	Calvert, o/s 17 Brackley Lane	Brackley Lane	04000002319
bucgjagm	Calvert, o/s Community Hall	Cotswolds Way	04000002317
bucgjagd	Calvert, o/s 2 Cotswolds Way	Cotswolds Way	04000002315
buctmpj	Charndon, opp Cheshire Cottages	School Hill	04000004151
buctpad	Charndon, opp Recreation Ground	Buckingham Road	04000004169
buctmpt	Twyford, adj Rosehill Crescent	Portway Road	04000004153
bucgjmpj	Twyford, o/s The Crown	Portway Road	04000002266
buctmta	Twyford, o/s Manor House	Portway Road	04000004155
buctmtg	Poundon, Poundon Turn (S-bound)	Bicester Road	04000004157
buctmtm	Marsh Gibbon, o/s Post Office	Station Road	04000004159
buctmtw	Marsh Gibbon, adj The Plough	Church Street	04000004161
buctmwd	Marsh Gibbon, adj West Edge	Bicester Road	04000004163
buctmwj	Marsh Gibbon, adj Tomkins Lane	Bicester Road	04000004165
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
oxfgmda	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
oxftgtpj	Bicester Town Centre, Manorsfield Road (Stand 7)	Manorsfield Road	340000093BP7



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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
bucgjajg	Calvert, opp Community Hall	Cotswolds Way	040000002318
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
bucdtmtd	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
bucdtjw	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
bucdtjpi	Fleet Marston, opp Putlowes	Bicester Road	040000004102
bucgdwpm	Aylesbury, o/s Aylesbury Vale Parkway	Parkway Approach	040000002330
bucgjmpm	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

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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
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



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

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	



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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

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Appendix B. Location Plan _____ 7

Appendix A. List of Documents Reviewed

A.1. Drawings

Drawings Reviewed by Audit Team

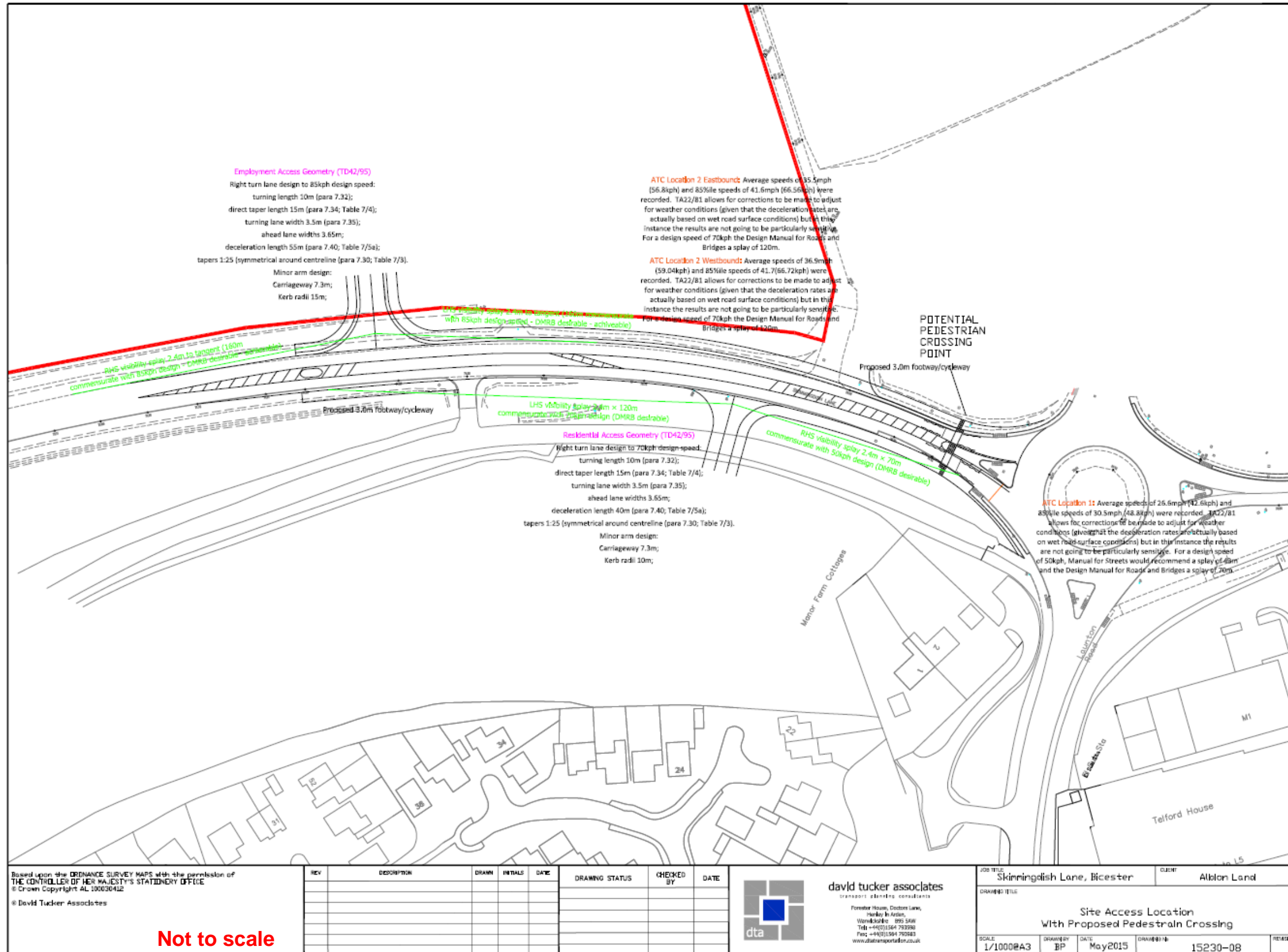
Drawing	Rev	Title
15230-07	-	Site access location with proposed Pedestrian Crossing
15230-08	-	Site access and residential access locations with proposed Pedestrian Crossing
3830-21-02	-	Illustrative master plan
East Bicester – Accs Plot	-	Accident Data Plot – 01/01/2009 to 30/09/2014

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



Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © Crown Copyright AL 100030412

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Not to scale

REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE



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JOB TITLE Skimmingdish Lane, Bicester		CLIENT Alblon Land
DRAWING TITLE Site Access Location With Proposed Pedestrian Crossing		
SCALE 1/1000@A3	DRAWN BY BP	DATE May 2015
DRAWING NO. 15230-08	REVISION	



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 undertaken 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
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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 NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1100 sqm Survey date: MONDAY 19/10/09	MECH. ENGINEERS	BRISTOL CITY	Survey Type: MANUAL
2	CH-02-C-01 GADBROOK PARK HIGH SHURLACH NORTHWICH Edge of Town Industrial Zone Total Gross floor area: 15000 sqm Survey date: THURSDAY 21/06/07	BAKERY	CHESHIRE	Survey Type: MANUAL
3	CW-02-C-01 WILSON WAY POOL CAMBORNE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 10200 sqm Survey date: FRIDAY 08/06/07	FOOD DISTRIBUTION	CORNWALL	Survey Type: MANUAL
4	CW-02-C-02 NORMANDY WAY BODMIN Edge of Town Industrial Zone Total Gross floor area: 17675 sqm Survey date: WEDNESDAY 06/06/07	LIGHTING COMPANY	CORNWALL	Survey Type: MANUAL
5	DC-02-C-07 MERCERY ROAD WEYMOUTH Edge of Town No Sub Category Total Gross floor area: 5467 sqm Survey date: MONDAY 07/07/08	NEW LOOK	DORSET	Survey Type: MANUAL
6	DS-02-C-01 STUBLEY LANE DRONFIELD NEAR SHEFFIELD Edge of Town No Sub Category Total Gross floor area: 23500 sqm Survey date: THURSDAY 22/06/06	BAKERY	DERBYSHIRE	Survey Type: MANUAL
7	DV-02-C-01 PLYMBRIDGE ROAD ESTOVER PLYMOUTH Edge of Town Industrial Zone Total Gross floor area: 20000 sqm Survey date: TUESDAY 17/07/12	TUBE MANUFACTURE	DEVON	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HE-02-C-01 COLLEGE ROAD	METAL COATINGS	HEREFORDSHIRE
	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 BRIDGE ROAD EAST	INDUSTRIAL UNIT	HERTFORDSHIRE
	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 HARDWICK ROAD	GROCERY FACTORY	NORFOLK
	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 RHOSILI ROAD BRACKMILLS NORTHAMPTON	PAPER COMPANY	NORTHAMPTONSHIRE
	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 COMMERCIAL ROAD	SHEET METAL FABRICATION	READING
	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 ANSON ROAD MARTLESHAM HEATH IPSWICH	JOINERY	SUFFOLK
	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 SHAFTESBURY AVENUE TYNE POINT IND. ESTATE JARROW	INDUSTRIAL UNIT	TYNE & WEAR
	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 FORGE LANE MINWORTH SUTTON COLDFIELD	METAL BEARINGS	WEST MIDLANDS
	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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE 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 undertaken 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 (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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	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.

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

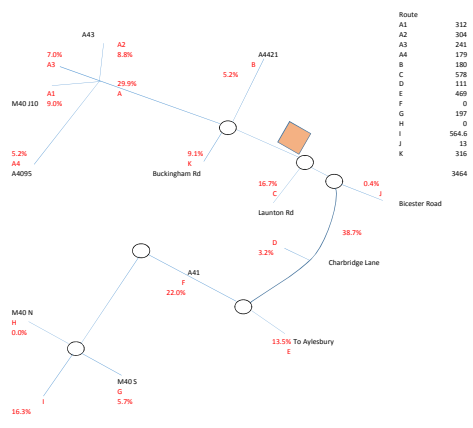
Trip rate parameter range selected: 387 - 80066 (units: sqm)
 Survey date date range: 01/01/05 - 11/07/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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 shown. 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
Ardsley	1
Aylesbury Vale	360 E
Barnet	2 G
Basildon	5 I
Basingstoke and Deane	1
Basildon	1
Bath and North East Somerset	1
Bedford	1
Bekeby	2 J
Birmingham	7 A1
Bracknell Forest	1
Bradford	1
Braintree	1
Brent	2 G
Bridgend	1
Brighton and Hove	1
Bristol	1
Caerphilly	2 I
Calderdale	1
Cambridge	1
Camden	1
Central Bedfordshire	15 B
Charnwood	2 A2
Chesham	5 I1
Cherwell	2003
Cheshire East	0
Cheshire West and Chester	1
Chesterfield	1
Chichester	1
Chiltern	4 G
Chorley	0
Chorlton	1
Chorlton	1
Colchester	0
Conwy	1
Coventry	1
Cotswold	8 I
Cowthorpe	2 A1
Croydon	0
Dacorum	5 J
Dartford	1
Daventry	23 A2
Derbyshire Dales	4 A1
Durley	4 A1
Ealing	4 G
East Cambridgeshire	2 B
East Dorset	2 I
East Lindsey	2 A2
East Northamptonshire	6 A2
Eastbourne	1
Easter	1
Fareham	2 I
Forest Heath	1
Gadling	2 A2
Gloucester	2 I
Hatton	1
Harborough	4 A2
Harlow	1
Harrigate	1
Harrow	2 G
Hart	1
Hastings	1
Havering	1
High Peak	2 A1
Hillingdon	5 G
Hickley and Bosworth	3 A1
Horsham	1
Hounslow	2 G
Huntingdonshire	5 B
Huddersfield	1
Kettering	7 A2
Kingston upon Hull	1
Kilkeel	5 E
Lambeth	1
Lends	4 A1
Lewes	1
Lidfield	1
Lisieux	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
Osney	2 A2
Oxford	117 I
Peterborough	2 B
Plymouth	1
Reading	3 I
Redbridge	2 J
Redditch	1
Rhonda Cydon Taf	1
Richmond upon Thames	2 G
Richmondshire	1
Rochdale	2 A1
Rugby	6 A1
Runnymede	1
Rushcliffe	1
Salford	1
Seigemoor	1
Selby	2 A1
Shropshire	1
Slough	5 G
Southall	1
South Bucks	3 G
South Cambridgeshire	2 B
South Derbyshire	1
South Gloucestershire	2 I
South Island	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
Sussex	1
Swindon	15 I
Tameside	1
Tamworth	1
Taunton Deane	2 I
Telford and Wrekin	2 A1
Tendring	1
Tet Valley	2 G
Tewkesbury	2 A1
The Vale of Glamorgan	2 A1
Three Rivers	0
Uttersford	1
Vale of White Horse	72 I
Walsfield	1
Walsall	1
Warwick	17 A1
Watford	2 J
Waverley	1
Wellingborough	6 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	Arrivals	Departures	AM		PM	
			Arrivals	Departures	Arrivals	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	460	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
Total	3464					

AM Light	Departures	Hours	Departures	Hours	PM	
					Light	Hours
71	20	8	8	12	66	4

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 A1
Cherwell 009	18 A1
Cherwell 010	96 A3
Cherwell 011	85 A3
	85 B
	85 E
Cherwell 012	137 C
	137 C
Cherwell 013	330 C
Cherwell 014	170 A4
	170 K
Cherwell 015	111 L
	111 L
Cherwell 016	184 E
	73 A1
Cherwell 017	41 I
Cherwell 018	30 I
Cherwell 019	26 I



Appendix J

A4421/ Launton Road

2024+Dev PCUs

AM

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

PM

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

2024+Dev PCUs 30% 1350 cap

PM

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

2024 Base

AM

	A4421 S	Launton Road	A4421 N	Care Home	Total
A4421 S	0	504	729	1	1234
Launton Road	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	Launton Road	A4421 N	Care Home	Total
A4421 S	0	725	1187	2	1914
Launton Road	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	Launton Road	A4421 N	Care Home	Total
A4421 S	0	508	831	2	1341
Launton Road	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 Road	Charbridge Lane	A4421	Total
Bicester Road	229	135	364	
Charbridge Lane	113	1144	1257	
A4421	236	1422	1658	
Total	349	1651	1279	3279

PM

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

PM

	Bicester Road	Charbridge Lane	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 Road	Charbridge Lane	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 Road	Charbridge Lane	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 30% 1350 cap

AM

	Bicester Road	Charbridge Lane	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

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

PM

	A4421 N	A4421 E	Buckingham	A4095	Total
A4421 N	0	361	310	86	757
A4421 E	615	0	82	1116	1813
Buckingham Rd	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	Buckingham	A4095	Total
A4421 N	0	361	310	86	757
A4421 E	431	0	57	781	1269
Buckingham Rd	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	Buckingham	A4095	Total
A4421 N	0	438	461	310	1209
A4421 E	134	0	2	435	571
Buckingham Rd	286	260	0	92	638
A4095 W	45	876	57	0	978
Total	465	1574	520	837	3396

PM

	A4421 N	A4421 E	Buckingham	A4095	Total
A4421 N	0	360	310	86	756
A4421 E	612	0	76	1096	1784
Buckingham Rd	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	Buckingham	A4095	Total
A4421 N	0	360	310	86	756
A4421 E	428	0	53	767	1248
Buckingham Rd	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

	A4421 S	Resi Access	A4421 N	Bicester 11	Total
A4421 S	4	760	56	820	
Resi	10	8	18		
A4421 N	682	3	32	717	
Bicester 11	27	10	37		
Total	719	7	778	88	1592

PM

	A4421 S	Resi Access	A4421 N	Bicester 11	Total
A4421 S	10	1030	15	1055	
Resi	6	5	11		
A4421 N	777	9	6	792	
Bicester 11	45	29	74		
Total	828	19	1064	21	1932



Appendix K

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2015
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
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Filename: Staggered Cross Roads - RD.arc8
Path: P:\15000's\15230\Technical\Junctions
Report generation date: 11/05/2015 16:03:31

- » (Default Analysis Set) - 2024, AM
- » (Default Analysis Set) - 2024, PM

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			
From		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
	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, FM	2024	FM		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			
From		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
	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			
From		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
	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			
From		Skimmingdish Lane (S)	Residential Access	Skimmingdish Lane (N)	Employment Access
	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
ARCADY 8 - Roundabout Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2015
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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

- » (Default Analysis Set) - 2024 Base, AM
- » (Default Analysis Set) - 2024 Base, PM
- » (Default Analysis Set) - 2024 Base+Dev, AM
- » (Default Analysis Set) - 2024 Base+Dev, PM

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)	I' - 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)	I' - 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			
From		A4421 S	Launton Road	A4421 N	Care Home
	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			
From		A4421 S	Launton Road	A4421 N	Care Home
	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			
From		A4421 S	Launton Road	A4421 N	Care Home
	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)	I' - 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)	I' - 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			
From		A4421 S	Launton Road	A4421 N	Care Home
	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			
From		A4421 S	Launton Road	A4421 N	Care Home
	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			
From		A4421 S	Launton Road	A4421 N	Care Home
	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] © Copyright TRL Limited, 2015
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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

- » (Default Analysis Set) - 2024 Base, AM
- » (Default Analysis Set) - 2024 Base, PM
- » (Default Analysis Set) - 2024 Base+Dev, AM
- » (Default Analysis Set) - 2024 Base+Dev, PM

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)	I' - 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		
From		Bicester Road	Charbridge Lane	A4421 N
	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		
From		Bicester Road	Charbridge Lane	A4421 N
	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		
From		Bicester Road	Charbridge Lane	A4421 N
	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)	I' - 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)	I' - 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		
From		Bicester Road	Charbridge Lane	A4421 N
	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		
From		Bicester Road	Charbridge Lane	A4421 N
	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		
From		Bicester Road	Charbridge Lane	A4421 N
	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)	I' - 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		
From		Bicester Road	Charbridge Lane	A4421 N
	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		
From		Bicester Road	Charbridge Lane	A4421 N
	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		
From		Bicester Road	Charbridge Lane	A4421 N
	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] © Copyright TRL Limited, 2015
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Filename: A4421_Buckingham Road_2024.arc8
Path: P:\15000's\15230\Technical\Junctions
Report generation date: 06/05/2015 16:27:48

- » (Default Analysis Set) - 2024 Base, AM
- » (Default Analysis Set) - 2024 Base, PM
- » (Default Analysis Set) - 2024+Dev, AM
- » (Default Analysis Set) - 2024+Dev, PM

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, FM	2024 Base	FM		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)	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	✓	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			
From		A4421 N	A4421 E	Buckingham Road	A4095
	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			
From		A4421 N	A4421 E	Buckingham Road	A4095
	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)	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	✓	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, FM	2024+Dev	FM		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)	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	✓	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)

From	To			
	A4421 N	A4421 E	Buckingham Road	A4095
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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