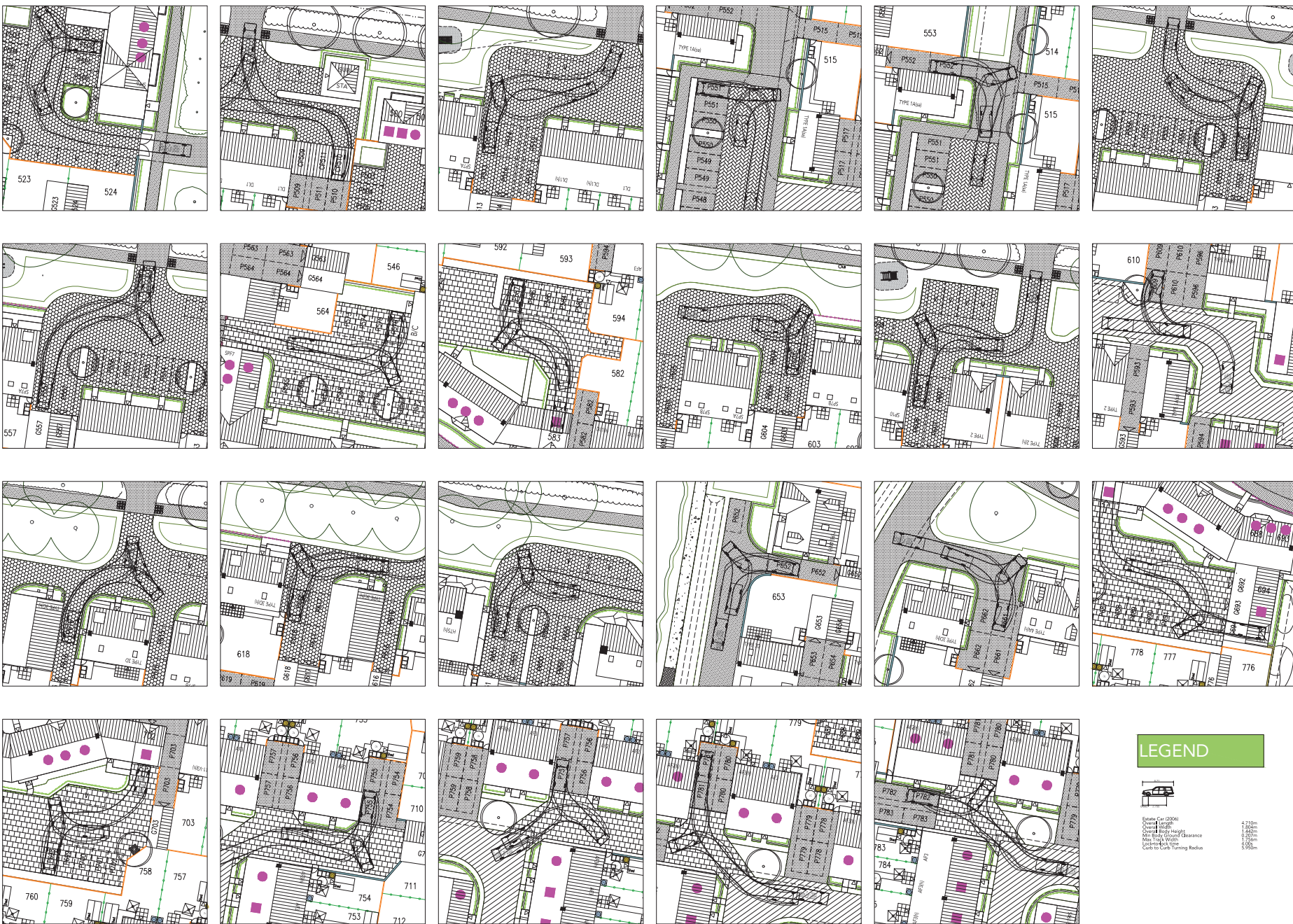




REVISIONS:



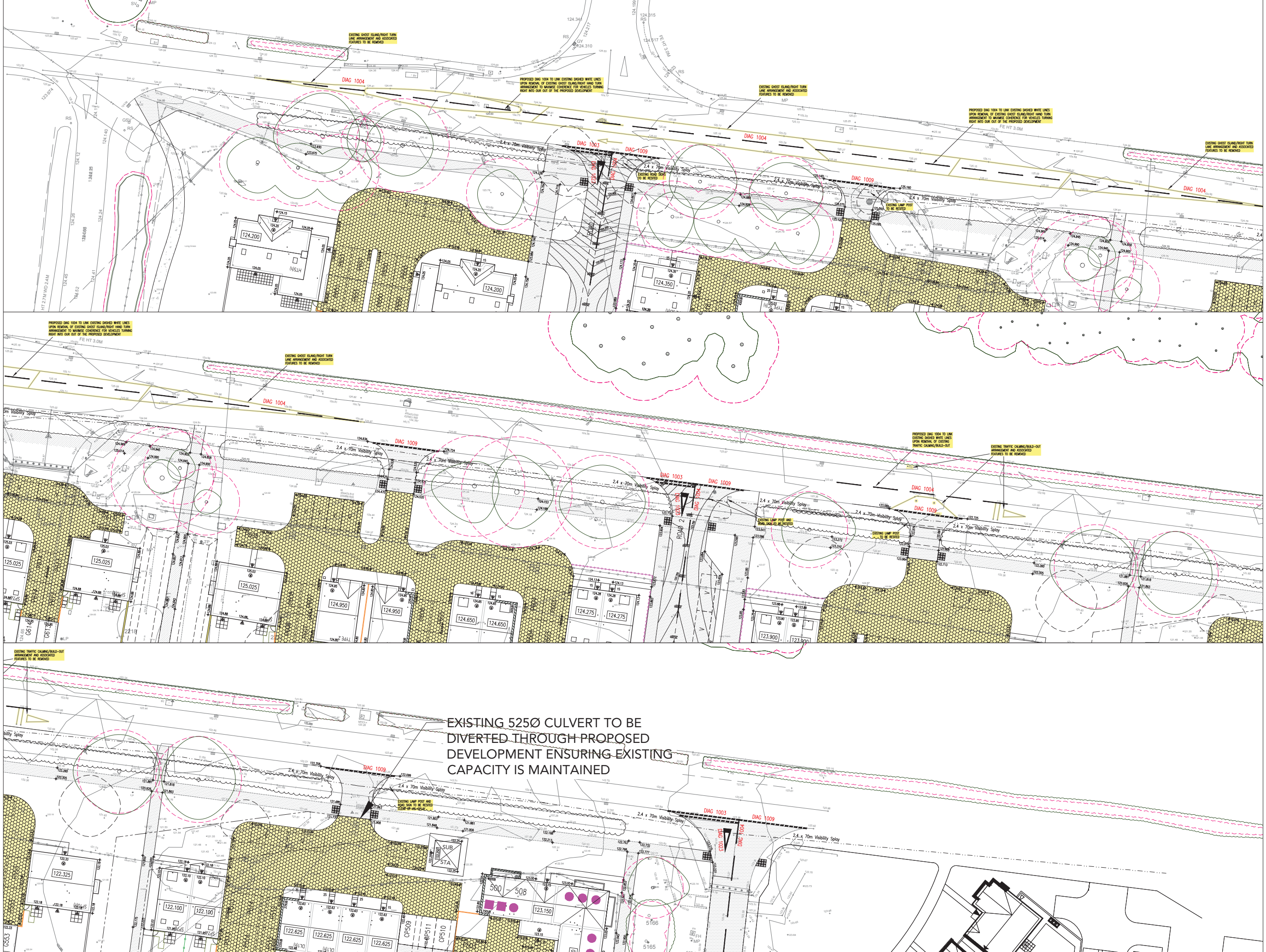
LEGEND

- Car (2000) 4.10m
- Van (2000) 4.40m
- Truck (2000) 6.00m
- Min. 90° turning clearance 1.00m
- Min. 180° turning clearance 1.50m
- Lock-to-lock time 5.00m
- Lock-to-lock turning radius 5.00m



PHASE 9, HEYFORD PARK, UPPER HEYFORD, BICESTER

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REVISIONS:

- ROAD AND SEWER ADOPTIONS**
- All works for adoption under a Section 38 agreement shall be carried out to the Highway Authority Specification for Road Construction in Residential Areas and to the approval of the Area Highway Authority.
 - All works for adoption under a Section 104 agreement shall be carried out to the National Water Council guide 'Sewers for Adoption' 7th Edition and shall be in accordance with the Drainage Authority's requirements.
 - Any works carried out on site prior to confirmation of technical approval for Section 104 and Section 38 Agreements (including street lighting approval) are entirely at the developer's risk. Street lighting positions to be pegged on site and agreed by the Local Authority PDCR to erection commencing.

GENERAL NOTES

- Do Not Scale from this drawing.
- The contractor is to check and verify all buildings and site dimensions and levels, including existing sewer invert levels, before works start on site. The contractor is to comply in all aspects with the current building legislation, British Standards, building regulations etc.
- Positions of existing services/utility undertakers apparatus adjacent to or crossing proposed excavations are to be checked by the contractor prior to starting work.
- This drawing is to be read in conjunction with and checked against all other drawings, engineering details, specifications and any structural, geotechnical or other specialist document provided. Any anomaly or contradiction between any of the above is to be reported to Focus on Design.
- This drawing is a schematic for clarity only, positions of pipe runs and manholes may vary on site due to site conditions.
- Where trees adjacent to the highway are proposed, root barriers of an approved type are required to prevent future structural damage to the highway.

LEGEND

	HOUSE DPC LEVEL
	GARAGE DPC LEVEL
	PROPOSED SPOT LEVEL
	UNDERBUILD
	PART 'M' ACCESS
	RETAINING WALL
	STEPS (NO. SHOWN)
	TACTILE PAVING - 'BLISTER'



EXISTING 525Ø CULVERT TO BE DIVERTED THROUGH PROPOSED DEVELOPMENT ENSURING EXISTING CAPACITY IS MAINTAINED



Appendix F Development Parking Matrix



Plot No	Housetypes	No. Of Beds	Market Type	Dwelling Type	PARKING			
					Bays	Garages	Car Ports	Total
500	SPF6-2BF(b)	2	Affordable	Flat	1	0	0	1
501	SPF6-1BF(c)	1	Affordable	Flat	1	0	0	1
502	SPF6-2BF(a)	2	Affordable	Flat	1	0	0	1
503	SPF6-1BF(c)	1	Affordable	Flat	1	0	0	1
504	SPF6-1BF(c)	1	Affordable	Flat	1	0	0	1
505	SPF6-2BF(a)	2	Affordable	Flat	1	0	0	1
506	SPF6-1BF(c)	1	Affordable	Flat	1	0	0	1
507	SPF6-1BF(c)	1	Affordable	Flat	1	0	0	1
508	SPF6-2BF(a)	2	Affordable	Flat	1	0	0	1
509	DL1	2	Open Market	House	1	0	1	2
510	DL1	2	Open Market	House	1	0	1	2
511	DL1	2	Open Market	House	1	0	1	2
512	DL1	2	Open Market	House	2	0	0	2
513	SP7A	4	Open Market	House	2	1	0	3
514	SP7B	4	Open Market	House	2	1	0	3
515	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
516	SP11	3	Open Market	House	2	0	0	2
517	SP11	3	Open Market	House	2	0	0	2
518	SP11	3	Open Market	House	2	0	0	2
519	DL1	2	Open Market	House	2	0	0	2
520	DL1	2	Open Market	House	2	0	0	2
521	DL1	2	Open Market	House	2	0	0	2
522	DL1	2	Open Market	House	2	0	0	2
523	TYPE 1	3	Open Market	House	2	1	0	3
524	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
525	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
526	DL1	2	Open Market	House	2	0	0	2
527	DL1	2	Open Market	House	2	0	0	2
528	DL1	2	Open Market	House	2	0	0	2
529	SP11	3	Open Market	House	2	1	0	3
530	SP11	3	Open Market	House	2	1	0	3
531	TYPE 1A	3	Open Market	House	2	1	0	3
532	SP1-V2	4	Open Market	House	2	1	0	3
533	SP7B	4	Open Market	House	2	1	0	3
534	SP7A	4	Open Market	House	2	1	0	3
535	SP1-V2	4	Open Market	House	2	1	0	3
536	SP11	3	Open Market	House	2	1	0	3
537	SP11	3	Open Market	House	2	1	0	3
538	SP7B	4	Open Market	House	2	1	0	3
539	SP7A	4	Open Market	House	2	1	0	3
540	SP11	3	Open Market	House	2	1	0	3





Plot No	Housetypes	No. Of Beds	Market Type	Dwelling Type	PARKING			
					Bays	Garages	Car Ports	Total
541	SP11	3	Open Market	House	2	1	0	3
542	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
543	TYPE 1	3	Open Market	House	2	1	0	3
544	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
545	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
546	AF3	3	Affordable	House	2	0	0	2
547	AF3	3	Affordable	House	2	0	0	2
548	AF3	3	Affordable	House	2	0	0	2
549	AF3	3	Affordable	House	2	0	0	2
550	AF3	3	Affordable	House	2	0	0	2
551	AF3	3	Affordable	House	2	0	0	2
552	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
553	SP10	4	Open Market	House	4	2	0	6
554	SP11	3	Open Market	House	2	0	0	2
555	SP11	3	Open Market	House	2	0	0	2
556	SP11	3	Open Market	House	2	0	0	2
557	SP7A	4	Open Market	House	2	2	0	4
558	SP7B	4	Open Market	House	2	1	0	3
559	DL1	2	Open Market	House	2	0	0	2
560	DL1	2	Open Market	House	2	0	0	2
561	TYPE 1	3	Open Market	House	2	1	0	3
562	SP7A	4	Open Market	House	2	1	0	3
563	SP7B	4	Open Market	House	2	1	0	3
564	TYPE 1	3	Open Market	House	2	1	0	3
565	SPF7-1BF(c)	1	Affordable	Flat	1	0	0	1
566	SPF7-2BF(a)	2	Affordable	Flat	1	0	0	1
567	SPF7-2BF(a)	2	Affordable	Flat	1	0	0	1
568	SPF7-1BF(g)	1	Affordable	Flat	1	0	0	1
569	SPF7-1BF(c)	1	Affordable	Flat	1	0	0	1
570	SPF7-2BF(a)	2	Affordable	Flat	1	0	0	1
571	SPF7-2BF(a)	2	Affordable	Flat	1	0	0	1
572	SPF7-1BF(g)	1	Affordable	Flat	1	0	0	1
573	SPF7-1BF(c)	1	Affordable	Flat	1	0	0	1
574	SPF7-2BF(a)	2	Affordable	Flat	1	0	0	1
575	SPF7-2BF(a)	2	Affordable	Flat	1	0	0	1
576	SPF7-1BF(g)	1	Affordable	Flat	1	0	0	1
577	SP7B	4	Open Market	House	2	1	0	3
578	SP7A	4	Open Market	House	2	1	0	3
579	SP10-SA	4	Open Market	House	2	1	0	3





Plot No	Housetypes	No. Of Beds	Market Type	Dwelling Type	PARKING			
					Bays	Garages	Car Ports	Total
580	TYPE 3C-V2	4	Open Market	House	2	1	0	3
581	DL1	2	Open Market	House	2	0	0	2
582	DL1	2	Open Market	House	2	0	0	2
583	SPF8-1B FOG	1	Affordable	FOG	1	0	0	1
584	SPF8-2BF(c)	2	Affordable	Flat	1	0	0	1
585	SPF8-1BF(f)	1	Affordable	Flat	1	0	0	1
586	SPF8-2BF(c)	2	Affordable	Flat	1	0	0	1
587	SPF8-1BF(e)	1	Affordable	Flat	1	0	0	1
588	SPF8-2BF(a)	2	Affordable	Flat	0	1	0	1
589	SPF8-1BF(e)	1	Affordable	Flat	0	1	0	1
590	SPF8-2B FOG	2	Affordable	FOG	0	1	0	1
591	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
592	TYPE 2	4	Open Market	House	2	1	0	3
593	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
594	AF3	3	Affordable	House	2	0	0	2
595	AF3	3	Affordable	House	2	0	0	2
596	TYPE 1A	3	Open Market	House	2	1	0	3
597	S461-SA	4	Open Market	House	2	0	0	2
598	SP11	3	Open Market	House	2	0	0	2
599	SP11	3	Open Market	House	2	0	0	2
600	DL1	2	Open Market	House	2	0	0	2
601	DL1	2	Open Market	House	2	0	0	2
602	SP7A	4	Open Market	House	2	1	0	3
603	SP7B	4	Open Market	House	2	1	0	3
604	SP7A	4	Open Market	House	2	1	0	3
605	SP7B	4	Open Market	House	2	1	0	3
606	TYPE 2	4	Open Market	House	2	1	0	3
607	TYPE 2	4	Open Market	House	2	1	0	3
608	SP10	4	Open Market	House	3	1	0	4
609	TYPE 1	3	Open Market	House	2	1	0	3
610	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
611	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
612	TYPE 1	3	Open Market	House	2	1	0	3
613	SP10	4	Open Market	House	3	1	0	4
614	SP7A	4	Open Market	House	2	1	0	3
615	SP7B	4	Open Market	House	2	1	0	3
616	TYPE 3D	5	Open Market	House	2	1	0	3
617	TYPE 3C	4	Open Market	House	2	1	0	3
618	TYPE 3D	5	Open Market	House	2	1	0	3
619	DL1	2	Open Market	House	2	0	0	2
620	DL1	2	Open Market	House	2	0	0	2
621	SP11	3	Open Market	House	2	0	0	2
622	SP11	3	Open Market	House	2	0	0	2
623	S461-SA	4	Open Market	House	2	0	0	2
624	TYPE 1A	3	Open Market	House	2	1	0	3
625	AF3	3	Affordable	House	2	0	0	2





Plot No	Housetypes	No. Of Beds	Market Type	Dwelling Type	PARKING			
					Bays	Garages	Car Ports	Total
626	AF3	3	Affordable	House	2	0	0	2
627	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
628	TYPE 2	4	Open Market	House	2	1	0	3
629	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
630	SPF8-2B FOG	2	Affordable	FOG	0	1	0	1
631	SPF8-1BF(f)	1	Affordable	Flat	0	1	0	1
632	SPF8-2BF(c)	2	Affordable	Flat	0	1	0	1
633	SPF8-1BF(e)	1	Affordable	Flat	1	0	0	1
634	SPF8-2BF(c)	2	Affordable	Flat	1	0	0	1
635	SPF8-1BF(e)	1	Affordable	Flat	1	0	0	1
636	SPF8-2BF(a)	2	Affordable	Flat	1	0	0	1
637	SPF8-1B FOG	1	Affordable	FOG	1	0	0	1
638	DL1	2	Open Market	House	2	0	0	2
639	DL1	2	Open Market	House	2	0	0	2
640	TYPE 3C-V2	4	Open Market	House	2	1	0	3
641	SP10-SA	4	Open Market	House	2	1	0	3
642	SP7B	4	Open Market	House	2	1	0	3
643	SP7A	4	Open Market	House	2	1	0	3
644	TYPE 3D-V2	5	Open Market	House	2	1	0	3
645	TYPE 1	3	Open Market	House	2	1	0	3
646	SP1-V2	4	Open Market	House	2	1	0	3
647	SP1-V2	4	Open Market	House	2	1	0	3
648	TYPE 1	3	Open Market	House	2	1	0	3
649	TYPE 1	3	Open Market	House	2	1	0	3
650	HT5	5	Open Market	House	4	2	0	6
651	HT5	5	Open Market	House	4	2	0	6
652	TYPE 4A	5	Open Market	House	3	1	0	4
653	TYPE 3D	5	Open Market	House	2	1	0	3
654	TYPE 3D	5	Open Market	House	2	1	0	3
655	HT5	5	Open Market	House	2	2	0	4
656	SP10	4	Open Market	House	2	1	0	3
657	SP10-SA	4	Open Market	House	2	1	0	3
658	TYPE 3D	5	Open Market	House	2	2	0	4
659	TYPE 3D	5	Open Market	House	2	1	0	3
660	SP10	4	Open Market	House	2	1	0	3
661	TYPE 4A	5	Open Market	House	2	1	0	3
662	TYPE 3D	5	Open Market	House	2	1	0	3
663	TYPE 4A	5	Open Market	House	2	2	0	4
664	HT5	5	Open Market	House	2	2	0	4
665	HT5	5	Open Market	House	2	2	0	4
666	SP1-V2	4	Open Market	House	2	1	0	3
667	SP11	3	Open Market	House	2	1	0	3
668	SP11	3	Open Market	House	2	1	0	3
669	SP8	3	Open Market	House	2	1	0	3
670	SP8	3	Open Market	House	2	1	0	3
671	SP8	3	Open Market	House	2	1	0	3
672	SP1-V2	4	Open Market	House	2	1	0	3





Plot No	Housetypes	No. Of Beds	Market Type	Dwelling Type	PARKING			
					Bays	Garages	Car Ports	Total
673	SP1-V2	4	Open Market	House	2	1	0	3
674	SP7A	4	Open Market	House	2	1	0	3
675	SP7B	4	Open Market	House	2	1	0	3
676	TYPE 1A	3	Open Market	House	2	1	0	3
677	TYPE 1A	3	Open Market	House	2	1	0	3
678	DL1	2	Open Market	House	2	0	0	2
679	DL1	2	Open Market	House	2	0	0	2
680	SP8	3	Open Market	House	2	1	0	3
681	SP8	3	Open Market	House	2	1	0	3
682	SP9	4	Open Market	House	2	1	0	3
683	SP9	4	Open Market	House	2	1	0	3
684	TYPE 3C-V2	4	Open Market	House	2	1	0	3
685	SP11-V3	3	Open Market	House	2	1	0	3
686	SP11-V3	3	Open Market	House	2	1	0	3
687	SPF8-1B FOG	1	Affordable	FOG	1	0	0	1
688	SPF8-2BF(c)	2	Affordable	Flat	1	0	0	1
689	SPF8-1BF(f)	1	Affordable	Flat	1	0	0	1
690	SPF8-2BF(c)	2	Affordable	Flat	1	0	0	1
691	SPF8-1BF(e)	1	Affordable	Flat	1	0	0	1
692	SPF8-2BF(a)	2	Affordable	Flat	0	1	0	1
693	SPF8-1BF(e)	1	Affordable	Flat	0	1	0	1
694	SPF8-2B FOG	2	Affordable	FOG	0	1	0	1
695	SPF8-2B FOG	2	Affordable	FOG	0	1	0	1
696	SPF8-1BF(f)	1	Affordable	Flat	0	1	0	1
697	SPF8-2BF(c)	2	Affordable	Flat	0	1	0	1
698	SPF8-1BF(e)	1	Affordable	Flat	1	0	0	1
699	SPF8-2BF(c)	2	Affordable	Flat	1	0	0	1
700	SPF8-1BF(e)	1	Affordable	Flat	1	0	0	1
701	SPF8-2BF(a)	2	Affordable	Flat	1	0	0	1
702	SPF8-1B FOG	1	Affordable	FOG	1	0	0	1
703	SP11-V3	3	Open Market	House	2	1	0	3
704	SP11-V3	3	Open Market	House	2	1	0	3
705	TYPE 3C-V2	4	Open Market	House	2	1	0	3
706	SP9	4	Open Market	House	2	1	0	3
707	SP9	4	Open Market	House	2	1	0	3
708	SP9	4	Open Market	House	2	1	0	3
709	SP11	3	Open Market	House	2	1	0	3
710	SP11	3	Open Market	House	2	1	0	3
711	SP7B	4	Open Market	House	2	1	0	3
712	SP7A	4	Open Market	House	2	1	0	3
713	TYPE 3C	4	Open Market	House	2	1	0	3
714	SP7B	4	Open Market	House	2	1	0	3
715	SP7A	4	Open Market	House	2	1	0	3
716	SP10	4	Open Market	House	2	1	0	3
717	SP10	4	Open Market	House	2	1	0	3
718	SP10	4	Open Market	House	2	1	0	3
719	TYPE 1	3	Open Market	House	2	1	0	3
720	TYPE 1	3	Open Market	House	2	1	0	3





Plot No	Housetypes	No. Of Beds	Market Type	Dwelling Type	PARKING			
					Bays	Garages	Car Ports	Total
721	TYPE 3D	5	Open Market	House	2	1	0	3
722	TYPE 4A	5	Open Market	House	2	1	0	3
723	TYPE 4A	5	Open Market	House	2	1	0	3
724	SP10	4	Open Market	House	2	1	0	3
725	SP10	4	Open Market	House	2	1	0	3
726	TYPE 4A	5	Open Market	House	2	1	0	3
727	TYPE 4A	5	Open Market	House	2	2	0	4
728	TYPE 3D	5	Open Market	House	2	1	0	3
729	TYPE 3C	4	Open Market	House	2	1	0	3
730	SP1-V2	4	Open Market	House	2	1	0	3
731	TYPE 1	3	Open Market	House	2	1	0	3
732	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
733	SP11	3	Open Market	House	2	1	0	3
734	SP11	3	Open Market	House	2	1	0	3
735	SP7B	4	Open Market	House	2	1	0	3
736	SP7A	4	Open Market	House	2	1	0	3
737	DL1	2	Open Market	House	2	0	0	2
738	DL1	2	Open Market	House	2	0	0	2
739	SP11	3	Open Market	House	2	0	0	2
740	SP11-V2	3	Open Market	House	2	0	0	2
741	SP11-V2	3	Open Market	House	2	0	0	2
742	SP11	3	Open Market	House	2	0	0	2
743	DL1	2	Open Market	House	2	0	0	2
744	DL1	2	Open Market	House	2	0	0	2
745	SP7B	4	Open Market	House	2	1	0	3
746	SP7A	4	Open Market	House	2	1	0	3
747	TYPE 1	3	Open Market	House	2	1	0	3
748	TYPE 1	3	Open Market	House	2	1	0	3
749	TYPE 2	4	Open Market	House	2	1	0	3
750	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
751	TYPE 2	4	Open Market	House	2	1	0	3
752	AF3	3	Affordable	House	2	0	0	2
753	AF3	3	Affordable	House	2	0	0	2
754	AF3	3	Affordable	House	2	0	0	2
755	AF2	2	Affordable	House	2	0	0	2
756	AF2	2	Affordable	House	2	0	0	2
757	AF3	3	Affordable	House	2	0	0	2
758	AF3	3	Affordable	House	2	0	0	2
759	AF3	3	Affordable	House	2	0	0	2
760	AF3	3	Affordable	House	2	0	0	2
761	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
762	TYPE 1A	3	Open Market	House	2	1	0	3
763	S461-SA	4	Open Market	House	2	0	0	2
764	AF3	3	Affordable	House	2	0	0	2
765	AF3	3	Affordable	House	2	0	0	2
766	TYPE 2	4	Open Market	House	2	1	0	3
767	SP1-V2	4	Open Market	House	2	1	0	3
768	TYPE 1A	3	Open Market	House	2	1	0	3





Plot No	Housetypes	No. Of Beds	Market Type	Dwelling Type	PARKING			
					Bays	Garages	Car Ports	Total
769	TYPE 1A	3	Open Market	House	2	1	0	3
770	SP1-V2	4	Open Market	House	2	1	0	3
771	TYPE 2	4	Open Market	House	2	1	0	3
772	AF3	3	Affordable	House	2	0	0	2
773	AF3	3	Affordable	House	2	0	0	2
774	S461-SA	4	Affordable	House	2	0	0	2
775	TYPE 1A	3	Open Market	House	2	1	0	3
776	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
777	AF3	3	Affordable	House	2	0	0	2
778	AF3	3	Affordable	House	2	0	0	2
779	AF3	3	Affordable	House	2	0	0	2
780	AF3	3	Affordable	House	2	0	0	2
781	AF2	2	Affordable	House	2	0	0	2
782	AF2	2	Affordable	House	2	0	0	2
783	AF3	3	Affordable	House	2	0	0	2
784	AF3	3	Affordable	House	2	0	0	2
785	AF3	3	Affordable	House	2	0	0	2
786	TYPE 1	3	Open Market	House	2	1	0	3
787	TYPE 1A(sa)	3	Open Market	House	2	1	0	3
788	TYPE 2	4	Open Market	House	2	1	0	3
789	SP1-V2	4	Open Market	House	2	1	0	3
790	TYPE 4A	5	Open Market	House	2	1	0	3
791	SP11	3	Open Market	House	2	1	0	3
792	SP11	3	Open Market	House	2	1	0	3
793	SP11	3	Open Market	House	2	1	0	3
794	SP11	3	Open Market	House	2	1	0	3
795	SP7B	4	Open Market	House	2	1	0	3
796	SP7A	4	Open Market	House	2	1	0	3
TOTAL		907			535	189	3	727
Mean Parking Allocation per unit		140%	Visitor Parking	(Total)	51			
		86%		(Proportion of Total)	4/61			
Grand Total								778



Appendix G TRICS Outputs

Calculation Reference: AUDIT-706710-160420-0429

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST EX ESSEX	1 days
03	SOUTH WEST DV DEVON	1 days
06	WEST MIDLANDS SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST CH CHESHIRE	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Actual Range: 108 to 432 (units:)
 Range Selected by User: 100 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 25/09/15

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days
Friday	2 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

C3	6 days
----	--------

Population within 1 mile:

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

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

Travel Plan:

No	6 days
----	--------

LIST OF SITES relevant to selection parameters

1	CH-03-A-06 CREWE ROAD	SEMI-DET./BUNGALOWS		CESHIRE
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
2	DV-03-A-02 MILLHEAD ROAD	HOUSES & BUNGALOWS		DEVON
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL
3	EX-03-A-01 MILTON ROAD	SEMI-DET.		ESSEX
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	237		
	Survey date: TUESDAY	13/05/08		Survey Type: MANUAL
4	NE-03-A-02 HANOVER WALK	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	SCUNTHORPE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	432		
	Survey date: MONDAY	12/05/14		Survey Type: MANUAL
5	NY-03-A-06 HORSEFAIR	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
6	SH-03-A-04 ST MICHAEL'S STREET	TERRACED		SHROPSHIRE
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	190	0.064	6	190	0.239	6	190	0.303
08:00 - 09:00	6	190	0.128	6	190	0.379	6	190	0.507
09:00 - 10:00	6	190	0.152	6	190	0.160	6	190	0.312
10:00 - 11:00	6	190	0.144	6	190	0.184	6	190	0.328
11:00 - 12:00	6	190	0.148	6	190	0.142	6	190	0.290
12:00 - 13:00	6	190	0.179	6	190	0.172	6	190	0.351
13:00 - 14:00	6	190	0.159	6	190	0.149	6	190	0.308
14:00 - 15:00	6	190	0.164	6	190	0.174	6	190	0.338
15:00 - 16:00	6	190	0.303	6	190	0.222	6	190	0.525
16:00 - 17:00	6	190	0.291	6	190	0.173	6	190	0.464
17:00 - 18:00	6	190	0.318	6	190	0.204	6	190	0.522
18:00 - 19:00	6	190	0.238	6	190	0.177	6	190	0.415
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.288			2.375			4.663

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	190	0.004	6	190	0.002	6	190	0.006
08:00 - 09:00	6	190	0.001	6	190	0.002	6	190	0.003
09:00 - 10:00	6	190	0.004	6	190	0.003	6	190	0.007
10:00 - 11:00	6	190	0.003	6	190	0.003	6	190	0.006
11:00 - 12:00	6	190	0.001	6	190	0.001	6	190	0.002
12:00 - 13:00	6	190	0.001	6	190	0.001	6	190	0.002
13:00 - 14:00	6	190	0.001	6	190	0.000	6	190	0.001
14:00 - 15:00	6	190	0.003	6	190	0.002	6	190	0.005
15:00 - 16:00	6	190	0.003	6	190	0.004	6	190	0.007
16:00 - 17:00	6	190	0.003	6	190	0.002	6	190	0.005
17:00 - 18:00	6	190	0.002	6	190	0.002	6	190	0.004
18:00 - 19:00	6	190	0.002	6	190	0.001	6	190	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.023			0.051

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	190	0.002	6	190	0.002	6	190	0.004
08:00 - 09:00	6	190	0.001	6	190	0.001	6	190	0.002
09:00 - 10:00	6	190	0.002	6	190	0.000	6	190	0.002
10:00 - 11:00	6	190	0.004	6	190	0.004	6	190	0.008
11:00 - 12:00	6	190	0.002	6	190	0.002	6	190	0.004
12:00 - 13:00	6	190	0.005	6	190	0.005	6	190	0.010
13:00 - 14:00	6	190	0.003	6	190	0.005	6	190	0.008
14:00 - 15:00	6	190	0.002	6	190	0.004	6	190	0.006
15:00 - 16:00	6	190	0.001	6	190	0.001	6	190	0.002
16:00 - 17:00	6	190	0.002	6	190	0.000	6	190	0.002
17:00 - 18:00	6	190	0.000	6	190	0.000	6	190	0.000
18:00 - 19:00	6	190	0.000	6	190	0.000	6	190	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	190	0.000	6	190	0.000	6	190	0.000
08:00 - 09:00	6	190	0.001	6	190	0.001	6	190	0.002
09:00 - 10:00	6	190	0.000	6	190	0.000	6	190	0.000
10:00 - 11:00	6	190	0.000	6	190	0.000	6	190	0.000
11:00 - 12:00	6	190	0.001	6	190	0.001	6	190	0.002
12:00 - 13:00	6	190	0.000	6	190	0.000	6	190	0.000
13:00 - 14:00	6	190	0.000	6	190	0.000	6	190	0.000
14:00 - 15:00	6	190	0.000	6	190	0.000	6	190	0.000
15:00 - 16:00	6	190	0.000	6	190	0.000	6	190	0.000
16:00 - 17:00	6	190	0.000	6	190	0.000	6	190	0.000
17:00 - 18:00	6	190	0.000	6	190	0.000	6	190	0.000
18:00 - 19:00	6	190	0.000	6	190	0.000	6	190	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			0.002			0.004

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	190	0.004	6	190	0.009	6	190	0.013
08:00 - 09:00	6	190	0.002	6	190	0.006	6	190	0.008
09:00 - 10:00	6	190	0.002	6	190	0.003	6	190	0.005
10:00 - 11:00	6	190	0.001	6	190	0.004	6	190	0.005
11:00 - 12:00	6	190	0.004	6	190	0.001	6	190	0.005
12:00 - 13:00	6	190	0.004	6	190	0.004	6	190	0.008
13:00 - 14:00	6	190	0.002	6	190	0.004	6	190	0.006
14:00 - 15:00	6	190	0.004	6	190	0.003	6	190	0.007
15:00 - 16:00	6	190	0.007	6	190	0.006	6	190	0.013
16:00 - 17:00	6	190	0.007	6	190	0.001	6	190	0.008
17:00 - 18:00	6	190	0.009	6	190	0.013	6	190	0.022
18:00 - 19:00	6	190	0.010	6	190	0.005	6	190	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.059			0.115

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	190	0.073	6	190	0.281	6	190	0.354
08:00 - 09:00	6	190	0.161	6	190	0.530	6	190	0.691
09:00 - 10:00	6	190	0.176	6	190	0.217	6	190	0.393
10:00 - 11:00	6	190	0.175	6	190	0.239	6	190	0.414
11:00 - 12:00	6	190	0.179	6	190	0.199	6	190	0.378
12:00 - 13:00	6	190	0.223	6	190	0.213	6	190	0.436
13:00 - 14:00	6	190	0.198	6	190	0.186	6	190	0.384
14:00 - 15:00	6	190	0.208	6	190	0.227	6	190	0.435
15:00 - 16:00	6	190	0.467	6	190	0.304	6	190	0.771
16:00 - 17:00	6	190	0.420	6	190	0.247	6	190	0.667
17:00 - 18:00	6	190	0.403	6	190	0.266	6	190	0.669
18:00 - 19:00	6	190	0.308	6	190	0.248	6	190	0.556
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.991			3.157			6.148

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	190	0.028	6	190	0.066	6	190	0.094
08:00 - 09:00	6	190	0.034	6	190	0.126	6	190	0.160
09:00 - 10:00	6	190	0.046	6	190	0.058	6	190	0.104
10:00 - 11:00	6	190	0.043	6	190	0.046	6	190	0.089
11:00 - 12:00	6	190	0.033	6	190	0.028	6	190	0.061
12:00 - 13:00	6	190	0.037	6	190	0.028	6	190	0.065
13:00 - 14:00	6	190	0.027	6	190	0.040	6	190	0.067
14:00 - 15:00	6	190	0.040	6	190	0.051	6	190	0.091
15:00 - 16:00	6	190	0.141	6	190	0.062	6	190	0.203
16:00 - 17:00	6	190	0.084	6	190	0.033	6	190	0.117
17:00 - 18:00	6	190	0.062	6	190	0.040	6	190	0.102
18:00 - 19:00	6	190	0.054	6	190	0.040	6	190	0.094
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.629			0.618			1.247

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	190	0.000	6	190	0.004	6	190	0.004
08:00 - 09:00	6	190	0.003	6	190	0.011	6	190	0.014
09:00 - 10:00	6	190	0.002	6	190	0.008	6	190	0.010
10:00 - 11:00	6	190	0.004	6	190	0.005	6	190	0.009
11:00 - 12:00	6	190	0.006	6	190	0.008	6	190	0.014
12:00 - 13:00	6	190	0.007	6	190	0.003	6	190	0.010
13:00 - 14:00	6	190	0.005	6	190	0.001	6	190	0.006
14:00 - 15:00	6	190	0.002	6	190	0.003	6	190	0.005
15:00 - 16:00	6	190	0.004	6	190	0.005	6	190	0.009
16:00 - 17:00	6	190	0.004	6	190	0.004	6	190	0.008
17:00 - 18:00	6	190	0.011	6	190	0.002	6	190	0.013
18:00 - 19:00	6	190	0.007	6	190	0.000	6	190	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.054			0.109

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	190	0.106	6	190	0.359	6	190	0.465
08:00 - 09:00	6	190	0.200	6	190	0.674	6	190	0.874
09:00 - 10:00	6	190	0.225	6	190	0.286	6	190	0.511
10:00 - 11:00	6	190	0.223	6	190	0.295	6	190	0.518
11:00 - 12:00	6	190	0.222	6	190	0.236	6	190	0.458
12:00 - 13:00	6	190	0.270	6	190	0.247	6	190	0.517
13:00 - 14:00	6	190	0.232	6	190	0.231	6	190	0.463
14:00 - 15:00	6	190	0.253	6	190	0.283	6	190	0.536
15:00 - 16:00	6	190	0.618	6	190	0.378	6	190	0.996
16:00 - 17:00	6	190	0.515	6	190	0.284	6	190	0.799
17:00 - 18:00	6	190	0.484	6	190	0.322	6	190	0.806
18:00 - 19:00	6	190	0.378	6	190	0.293	6	190	0.671
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.726			3.888			7.614

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Appendix H 2013/2014 Traffic Survey Data



Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

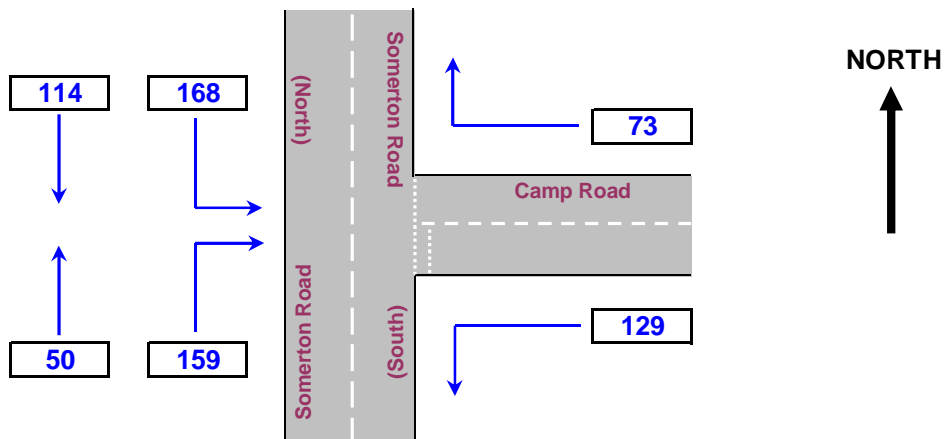
Junction: (1) Somerton Road / Camp Road

Vehicle Class:

Start Time:

End Time:

Peak Hour



Note: The diagram above is schematic only and may not completely represent the exact layout of the actual junction surveyed

Please do NOT insert or delete rows or columns in the data sheets to the left of this diagram as this may result in erratic or inaccurate results

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (1) Somerton Road / Camp Road

Data: Spot Counts of Static Queues

	Somerton Rd (N)	Camp Road	Somerton Rd (S)
TIME	Lane 1	Lane 1	Lane 1
07:00	0	0	0
07:05	0	0	0
07:10	0	0	0
07:15	0	0	0
07:20	0	0	0
07:25	0	0	0
07:30	0	0	0
07:35	0	0	0
07:40	0	0	0
07:45	0	0	0
07:50	0	1	0
07:55	0	0	0
08:00	0	3	0
08:05	0	0	0
08:10	0	0	0
08:15	0	0	0
08:20	0	0	0
08:25	0	0	0
08:30	0	0	0
08:35	0	0	0
08:40	0	0	0
08:45	0	0	0
08:50	0	0	0
08:55	0	0	0
09:00	0	0	0
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0

	Somerton Rd (N)	Camp Road	Somerton Rd (S)
TIME	Lane 1	Lane 1	Lane 1
16:00	0	0	0
16:05	0	0	0
16:10	0	0	0
16:15	0	0	0
16:20	0	0	0
16:25	0	0	0
16:30	0	0	0
16:35	0	0	0
16:40	0	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	0	0
17:10	0	0	0
17:15	0	0	0
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0
17:35	0	0	0
17:40	0	0	0
17:45	0	0	0
17:50	0	0	0
17:55	0	0	0
18:00	0	0	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	0
18:20	0	0	0
18:25	0	0	0
18:30	0	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0

Notes: All Queues expressed in PCUs
Lane 1 is Driver's nearside

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (1) Somerton Road / Camp Road

Approach: Somerton Road (North)

TIME	Left to Camp Road										S/B to Somerton Road (South)									
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL
0700 - 0715	1	0	11	1	0	0	0	12	0	13	1	0	7	2	0	0	0	9	0	10
0715 - 0730	0	0	15	0	0	0	0	15	0	15	0	0	9	2	0	0	0	11	0	11
0730 - 0745	0	0	14	2	0	0	1	17	1	17	0	0	6	4	1	0	0	11	1	11
0745 - 0800	1	0	15	1	0	0	0	16	0	17	0	0	13	2	0	0	0	15	0	15
Hourly Total	2	0	55	4	0	0	1	60	1	62	1	0	35	10	1	0	0	46	1	47
0800 - 0815	0	0	15	2	3	0	1	21	4	21	0	0	7	2	0	0	0	9	0	9
0815 - 0830	1	0	13	0	0	0	0	13	0	14	0	0	7	1	0	0	0	8	0	8
0830 - 0845	0	0	16	4	0	0	0	20	0	20	0	0	9	1	0	0	0	10	0	10
0845 - 0900	0	0	20	1	0	0	0	21	0	21	0	0	8	5	0	0	0	13	0	13
Hourly Total	1	0	64	7	3	0	1	75	4	76	0	0	31	9	0	0	0	40	0	40
0900 - 0915	0	0	5	1	3	0	1	10	4	10	0	1	5	0	1	0	0	7	1	7
0915 - 0930	0	0	8	0	0	0	0	8	0	8	0	0	5	2	1	1	0	9	2	9
0930 - 0945	0	0	2	2	0	0	0	4	0	4	0	1	6	0	0	0	0	7	0	7
0945 - 1000	0	0	8	0	0	0	0	8	0	8	0	0	4	0	0	0	0	4	0	4
Hourly Total	0	0	23	3	3	0	1	30	4	30	0	2	20	2	2	1	0	27	3	27
Session Total	3	0	142	14	6	0	3	165	9	168	1	2	86	21	3	1	0	113	4	114
1600 - 1615	3	0	7	1	0	0	1	9	1	12	0	0	5	2	0	0	0	7	0	7
1615 - 1630	0	0	9	1	0	0	0	10	0	10	1	0	8	1	0	0	1	10	1	11
1630 - 1645	0	0	7	1	0	0	0	8	0	8	0	0	3	0	0	0	0	3	0	3
1645 - 1700	0	0	7	3	0	0	0	10	0	10	0	0	5	0	0	0	0	5	0	5
Hourly Total	3	0	30	6	0	0	1	37	1	40	1	0	21	3	0	0	1	25	1	26
1700 - 1715	0	0	8	2	0	0	0	10	0	10	0	0	1	1	0	0	0	2	0	2
1715 - 1730	0	0	6	0	0	0	0	6	0	6	0	0	2	1	0	0	0	3	0	3
1730 - 1745	0	0	7	1	0	0	0	8	0	8	2	0	11	0	0	0	0	11	0	13
1745 - 1800	0	0	7	0	2	0	0	9	2	9	0	0	9	2	0	0	0	11	0	11
Hourly Total	0	0	28	3	2	0	0	33	2	33	2	0	23	4	0	0	0	27	0	29
1800 - 1815	1	0	6	1	0	0	0	7	0	8	0	0	4	1	0	0	0	5	0	5
1815 - 1830	0	0	5	2	0	0	0	7	0	7	0	0	7	1	0	0	0	8	0	8
1830 - 1845	0	1	5	0	0	0	0	6	0	6	1	0	5	0	0	0	0	5	0	6
1845 - 1900	1	0	2	1	0	0	0	3	0	4	0	0	7	1	0	0	0	8	0	8
Hourly Total	2	1	18	4	0	0	0	23	0	25	1	0	23	3	0	0	0	26	0	27
Session Total	5	1	76	13	2	0	1	93	3	98	4	0	67	10	0	0	1	78	1	82

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (1) Somerton Road / Camp Road

Approach: Camp Road

TIME	Left to Somerton Road (South)										Right to Somerton Road (North)									
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL
0700 - 0715	0	0	5	1	0	0	0	6	0	6	0	0	2	2	0	0	0	4	0	4
0715 - 0730	1	0	5	0	0	0	0	5	0	6	0	0	5	1	1	0	0	7	1	7
0730 - 0745	1	0	9	3	0	0	3	15	3	16	0	0	4	1	1	0	0	6	1	6
0745 - 0800	0	0	8	3	0	1	2	14	3	14	0	0	8	0	0	0	1	9	1	9
Hourly Total	2	0	27	7	0	1	5	40	6	42	0	0	19	4	2	0	1	26	3	26
0800 - 0815	0	1	15	2	0	0	0	18	0	18	0	0	2	1	2	0	0	5	2	5
0815 - 0830	0	0	13	4	0	0	1	18	1	18	0	0	4	2	0	0	0	6	0	6
0830 - 0845	0	0	15	1	1	0	0	17	1	17	0	0	5	1	0	0	1	7	1	7
0845 - 0900	0	0	2	4	0	0	0	6	0	6	0	0	5	2	2	0	0	9	2	9
Hourly Total	0	1	45	11	1	0	1	59	2	59	0	0	16	6	4	0	1	27	5	27
0900 - 0915	0	0	5	0	0	0	0	5	0	5	0	0	5	0	0	0	0	5	0	5
0915 - 0930	0	0	6	0	0	0	1	7	1	7	0	0	2	2	0	0	0	4	0	4
0930 - 0945	0	0	5	3	1	0	1	10	2	10	0	0	5	1	0	0	0	6	0	6
0945 - 1000	0	0	5	1	0	0	0	6	0	6	1	0	3	1	0	0	0	4	0	5
Hourly Total	0	0	21	4	1	0	2	28	3	28	1	0	15	4	0	0	0	19	0	20
Session Total	2	1	93	22	2	1	8	127	11	129	1	0	50	14	6	0	2	72	8	73
1600 - 1615	0	0	10	2	0	0	0	12	0	12	0	0	17	2	0	0	0	19	0	19
1615 - 1630	0	0	10	1	1	0	1	13	2	13	0	0	9	2	0	0	1	12	1	12
1630 - 1645	0	1	14	2	0	0	0	17	0	17	0	0	10	3	0	0	0	13	0	13
1645 - 1700	0	1	7	3	0	0	0	11	0	11	0	0	7	1	0	0	0	8	0	8
Hourly Total	0	2	41	8	1	0	1	53	2	53	0	0	43	8	0	0	1	52	1	52
1700 - 1715	0	1	10	2	0	0	0	13	0	13	0	0	18	3	1	0	0	22	1	22
1715 - 1730	0	0	16	1	1	0	0	18	1	18	0	0	22	0	0	0	0	22	0	22
1730 - 1745	0	1	17	1	0	0	1	20	1	20	0	0	10	1	0	0	0	11	0	11
1745 - 1800	0	0	13	1	1	0	0	15	1	15	2	0	17	2	2	0	0	21	2	23
Hourly Total	0	2	56	5	2	0	1	66	3	66	2	0	67	6	3	0	0	76	3	78
1800 - 1815	1	1	7	1	1	0	0	10	1	11	1	1	12	1	1	0	0	15	1	16
1815 - 1830	0	0	9	1	0	1	0	11	1	11	0	0	12	2	0	0	0	14	0	14
1830 - 1845	0	0	5	2	0	0	1	8	1	8	1	0	11	0	0	0	0	11	0	12
1845 - 1900	0	0	6	1	0	0	0	7	0	7	3	0	9	1	0	0	0	10	0	13
Hourly Total	1	1	27	5	1	1	1	36	3	37	5	1	44	4	1	0	0	50	1	55
Session Total	1	5	124	18	4	1	3	155	8	156	7	1	154	18	4	0	1	178	5	185

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (1) Somerton Road / Camp Road

Approach: Somerton Road (South)

TIME	N/B to Somerton Road (North)										Right to Camp Road									
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	1	9	1	9	
0715 - 0730	0	0	4	0	0	0	0	4	0	4	0	0	13	1	0	0	1	15	1	15
0730 - 0745	0	0	6	1	0	0	0	7	0	7	0	0	15	0	0	1	16	1	16	
0745 - 0800	0	0	3	0	0	0	0	3	0	3	0	0	13	1	0	0	14	0	14	
Hourly Total	0	0	13	1	0	0	0	14	0	14	0	1	48	2	0	0	3	54	3	54
0800 - 0815	0	0	3	0	0	0	1	4	1	4	0	0	14	1	0	0	15	0	15	
0815 - 0830	0	0	0	0	0	0	2	2	2	2	0	0	11	2	1	0	14	1	14	
0830 - 0845	0	0	2	1	1	0	0	4	1	4	0	0	12	2	1	0	16	2	16	
0845 - 0900	0	0	10	2	0	0	0	12	0	12	0	1	16	2	1	0	20	1	20	
Hourly Total	0	0	15	3	1	0	3	22	4	22	0	1	53	7	3	0	1	65	4	65
0900 - 0915	0	0	5	2	2	0	0	9	2	9	0	0	10	3	0	0	13	0	13	
0915 - 0930	0	0	3	0	0	0	0	3	0	3	0	0	5	1	0	0	6	0	6	
0930 - 0945	0	0	1	0	0	0	0	1	0	1	0	0	6	2	0	1	9	1	9	
0945 - 1000	0	0	1	0	0	0	0	1	0	1	0	0	8	2	1	1	12	2	12	
Hourly Total	0	0	10	2	2	0	0	14	2	14	0	0	29	8	1	1	40	3	40	
Session Total	0	0	38	6	3	0	3	50	6	50	0	2	130	17	4	1	5	159	10	159
1600 - 1615	0	0	5	0	0	0	0	5	0	5	0	0	4	3	1	0	8	1	8	
1615 - 1630	1	0	9	0	0	0	0	9	0	10	0	0	8	2	0	0	10	0	10	
1630 - 1645	1	0	14	1	0	0	0	15	0	16	0	0	11	2	0	0	13	0	13	
1645 - 1700	0	0	7	0	0	0	0	7	0	7	1	0	11	0	1	0	12	1	13	
Hourly Total	2	0	35	1	0	0	0	36	0	38	1	0	34	7	2	0	43	2	44	
1700 - 1715	0	0	9	5	0	0	0	14	0	14	0	0	4	1	1	0	6	1	6	
1715 - 1730	0	1	11	3	0	0	0	15	0	15	0	0	9	0	1	0	10	1	10	
1730 - 1745	0	0	20	2	0	0	0	22	0	22	0	0	1	0	1	0	3	2	3	
1745 - 1800	0	0	15	1	1	0	0	17	1	17	0	0	7	1	0	0	8	0	8	
Hourly Total	0	1	55	11	1	0	0	68	1	68	0	0	21	2	3	0	1	27	4	27
1800 - 1815	0	0	7	0	0	0	0	7	0	7	0	0	11	2	0	0	13	0	13	
1815 - 1830	0	0	9	0	0	0	0	9	0	9	0	0	6	0	0	0	6	0	6	
1830 - 1845	0	0	11	2	0	0	0	13	0	13	0	0	5	2	0	0	7	0	7	
1845 - 1900	1	0	9	0	0	0	0	9	0	10	1	0	11	2	0	1	14	1	15	
Hourly Total	1	0	36	2	0	0	0	38	0	39	1	0	33	6	0	0	1	40	1	41
Session Total	3	1	126	14	1	0	0	142	1	145	2	0	88	15	5	0	2	110	7	112

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

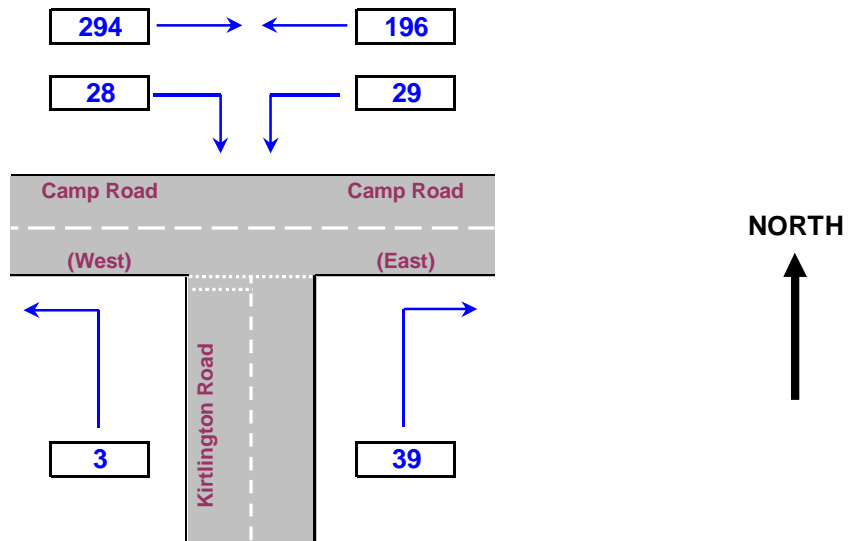
Junction: (2) Camp Road / Kirtlington Road

Vehicle Class:

Start Time:

End Time:

Peak Hour



Note: The diagram above is schematic only and may not completely represent the exact layout of the actual junction surveyed
Please do NOT insert or delete rows or columns in the data sheets to the left of this diagram as this may result in erratic or inaccurate results

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (2) Camp Road / Kirtlington Road

Data: Spot Counts of Static Queues

	Camp Rd (E)	Kirtlington Rd	Camp Rd (W)
TIME	Lane 1	Lane 1	Lane 1
07:00	0	0	0
07:05	0	0	0
07:10	0	0	0
07:15	0	0	0
07:20	0	0	0
07:25	0	0	0
07:30	0	0	0
07:35	0	0	0
07:40	0	0	0
07:45	0	0	0
07:50	0	0	0
07:55	0	0	0
08:00	0	0	0
08:05	0	0	0
08:10	0	0	0
08:15	0	0	0
08:20	0	0	0
08:25	0	0	0
08:30	0	0	0
08:35	0	0	0
08:40	0	0	0
08:45	0	0	0
08:50	0	0	0
08:55	0	0	0
09:00	0	0	0
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0

	Camp Rd (E)	Kirtlington Rd	Camp Rd (W)
TIME	Lane 1	Lane 1	Lane 1
16:00	0	0	0
16:05	0	0	0
16:10	0	0	0
16:15	0	0	0
16:20	0	0	0
16:25	0	0	0
16:30	0	0	0
16:35	0	0	0
16:40	0	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	0	0
17:10	0	0	0
17:15	0	0	0
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0
17:35	0	0	0
17:40	0	0	0
17:45	0	0	0
17:50	0	0	0
17:55	0	0	0
18:00	0	0	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	0
18:20	0	0	0
18:25	0	0	0
18:30	0	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0

Notes: All Queues expressed in PCUs
Lane 1 is Driver's nearside
No Queues seen all day

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (2) Camp Road / Kirtlington Road

Approach: Camp Road (East)

TIME	Left to Kirtlington Road										W/B to Camp Road (West)									
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL
0700 - 0715	0	0	2	0	1	0	0	3	1	3	0	0	7	3	0	0	0	10	0	10
0715 - 0730	0	0	1	1	0	0	0	2	0	2	1	0	12	1	1	0	0	14	1	15
0730 - 0745	0	1	1	0	0	0	0	2	0	2	1	0	12	4	1	0	3	20	4	21
0745 - 0800	0	0	1	0	0	0	0	1	0	1	0	0	13	4	2	1	3	23	6	23
Hourly Total	0	1	5	1	1	0	0	8	1	8	2	0	44	12	4	1	6	67	11	69
0800 - 0815	0	0	1	0	0	0	0	1	0	1	0	1	17	2	0	0	0	20	0	20
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	19	4	0	0	1	24	1	24
0830 - 0845	0	0	7	1	0	0	0	8	0	8	0	0	18	2	1	0	1	22	2	22
0845 - 0900	0	0	3	0	0	0	0	3	0	3	0	0	7	6	2	0	0	15	2	15
Hourly Total	0	0	11	1	0	0	0	12	0	12	0	1	61	14	3	0	2	81	5	81
0900 - 0915	0	0	2	1	1	0	0	4	1	4	0	0	11	1	0	0	0	12	0	12
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	1	10	1	10
0930 - 0945	0	0	2	2	0	0	0	4	0	4	0	0	10	3	1	0	1	15	2	15
0945 - 1000	0	0	0	1	0	0	0	1	0	1	0	0	7	2	0	0	0	9	0	9
Hourly Total	0	0	4	4	1	0	0	9	1	9	0	0	36	7	1	0	2	46	3	46
Session Total	0	1	20	6	2	0	0	29	2	29	2	1	141	33	8	1	10	194	19	196
1600 - 1615	0	0	2	1	0	0	0	3	0	3	0	0	25	3	0	0	0	28	0	28
1615 - 1630	0	0	2	0	0	0	0	2	0	2	0	0	16	2	1	0	2	21	3	21
1630 - 1645	0	1	5	1	0	0	0	7	0	7	0	1	21	5	0	0	0	27	0	27
1645 - 1700	0	0	2	0	0	0	0	2	0	2	0	1	13	3	0	0	0	17	0	17
Hourly Total	0	1	11	2	0	0	0	14	0	14	0	2	75	13	1	0	2	93	3	93
1700 - 1715	3	0	7	3	0	0	0	10	0	13	0	1	26	5	0	0	0	32	0	32
1715 - 1730	0	0	11	1	0	0	0	12	0	12	0	0	38	1	1	0	0	40	1	40
1730 - 1745	0	0	5	0	0	0	0	5	0	5	1	1	23	2	1	0	1	28	2	29
1745 - 1800	0	0	1	0	0	0	0	1	0	1	0	0	30	3	0	0	0	33	0	33
Hourly Total	3	0	24	4	0	0	0	28	0	31	1	2	117	11	2	0	1	133	3	134
1800 - 1815	0	0	1	0	0	0	0	1	0	1	0	1	17	2	2	0	0	22	2	22
1815 - 1830	0	0	4	0	0	0	0	4	0	4	0	0	21	3	0	1	0	25	1	25
1830 - 1845	1	0	0	0	0	0	0	0	0	1	0	0	14	2	0	0	1	17	1	17
1845 - 1900	0	0	2	0	0	0	0	2	0	2	3	0	14	2	0	0	0	16	0	19
Hourly Total	1	0	7	0	0	0	0	7	0	8	3	1	66	9	2	1	1	80	4	83
Session Total	4	1	42	6	0	0	0	49	0	53	4	5	258	33	5	1	4	306	10	310

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (2) Camp Road / Kirtlington Road

Approach: Kirtlington Road

TIME	Left to Camp Road (West)										Right to Camp Road (East)									
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	10	0	
Hourly Total	0	0	0	0	0	0	0	0	0	1	1	0	19	0	0	0	0	19	0	
0900 - 0915	0	0	1	0	0	0	0	1	0	1	0	0	5	0	1	0	0	6	1	
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	
0930 - 0945	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
0945 - 1000	1	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	3	0	
Hourly Total	1	0	1	1	0	0	0	2	0	3	0	0	9	2	1	0	0	12	1	
Session Total	1	0	1	1	0	0	0	2	0	3	1	0	34	3	1	0	0	38	1	
1600 - 1615	0	0	1	0	0	0	0	1	0	1	0	0	2	0	0	0	0	2	0	
1615 - 1630	0	0	4	1	0	0	0	5	0	5	0	0	2	0	0	0	0	2	0	
1630 - 1645	0	0	2	0	0	0	0	2	0	2	0	0	3	1	0	0	0	4	0	
1645 - 1700	0	0	1	1	0	0	0	2	0	2	0	0	2	0	0	0	0	2	0	
Hourly Total	0	0	8	2	0	0	0	10	0	10	0	0	9	1	0	0	0	10	0	
1700 - 1715	0	0	4	0	1	0	0	5	1	5	0	0	1	0	1	0	0	2	1	
1715 - 1730	0	0	3	0	0	0	0	3	0	3	0	0	2	1	0	0	0	3	0	
1730 - 1745	0	0	2	0	0	0	0	2	0	2	0	0	6	1	0	0	0	7	0	
1745 - 1800	1	0	1	0	2	0	0	3	2	4	0	0	0	0	0	0	0	0	0	
Hourly Total	1	0	10	0	3	0	0	13	3	14	0	0	9	2	1	0	0	12	1	
1800 - 1815	2	1	1	0	0	0	0	2	0	4	0	1	5	1	0	0	0	7	0	
1815 - 1830	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	
1830 - 1845	0	0	1	0	0	0	0	1	0	1	0	0	5	0	0	0	0	5	0	
1845 - 1900	0	0	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	
Hourly Total	3	1	3	0	0	0	0	4	0	7	1	1	11	1	0	0	0	13	0	
Session Total	4	1	21	2	3	0	0	27	3	31	1	1	29	4	1	0	0	35	1	

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (2) Camp Road / Kirtlington Road

Approach: Camp Road (West)

TIME	E/B to Camp Road (East)										Right to Kirtlington Road									
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL
0700 - 0715	1	0	15	1	0	0	1	17	1	18	0	1	3	0	0	0	0	4	0	4
0715 - 0730	0	0	24	1	0	0	1	26	1	26	0	0	5	0	0	0	0	5	0	5
0730 - 0745	0	0	25	2	0	0	2	29	2	29	0	0	2	0	0	0	0	2	0	2
0745 - 0800	0	0	26	1	0	0	0	27	0	27	1	0	1	1	0	0	0	2	0	3
Hourly Total	1	0	90	5	0	0	4	99	4	100	1	1	11	1	0	0	0	13	0	14
0800 - 0815	0	0	26	1	3	0	1	31	4	31	0	0	2	1	0	0	0	3	0	3
0815 - 0830	0	0	25	1	0	0	0	26	0	26	1	0	0	0	0	0	0	0	0	1
0830 - 0845	0	0	28	5	1	0	1	35	2	35	0	0	0	0	1	0	0	1	1	1
0845 - 0900	0	1	33	4	1	0	0	39	1	39	0	0	2	0	0	0	0	2	0	2
Hourly Total	0	1	112	11	5	0	2	131	7	131	1	0	4	1	1	0	0	6	1	7
0900 - 0915	0	0	15	4	0	0	1	20	1	20	0	0	0	0	2	0	0	2	2	2
0915 - 0930	0	1	12	1	0	0	0	14	0	14	0	0	1	0	1	0	0	2	1	2
0930 - 0945	0	0	8	2	0	0	1	11	1	11	0	0	0	1	0	0	0	1	0	1
0945 - 1000	0	0	16	2	0	0	0	18	0	18	0	0	0	0	1	1	0	2	2	2
Hourly Total	0	1	51	9	0	0	2	63	2	63	0	0	1	1	4	1	0	7	5	7
Session Total	1	2	253	25	5	0	8	293	13	294	2	1	16	3	5	1	0	26	6	28
1600 - 1615	0	0	11	4	1	0	1	17	2	17	3	0	1	0	0	0	0	1	0	4
1615 - 1630	0	0	16	3	0	0	0	19	0	19	0	0	1	0	0	0	0	1	0	1
1630 - 1645	0	0	18	3	0	0	0	21	0	21	0	0	1	0	0	0	0	1	0	1
1645 - 1700	1	0	14	3	1	0	0	18	1	19	0	0	2	0	0	0	0	2	0	2
Hourly Total	1	0	59	13	2	0	1	75	3	76	3	0	5	0	0	0	0	5	0	8
1700 - 1715	0	0	13	3	1	0	0	17	1	17	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	15	1	1	0	0	17	1	17	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	7	1	0	0	0	8	0	8	0	0	2	0	0	0	0	2	0	2
1745 - 1800	0	0	13	1	2	0	1	17	3	17	0	0	3	0	0	0	0	3	0	3
Hourly Total	0	0	48	6	4	0	1	59	5	59	0	0	5	0	0	0	0	5	0	5
1800 - 1815	0	0	17	4	1	0	0	22	1	22	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	9	2	0	0	0	11	0	11	1	0	0	0	0	0	0	0	0	1
1830 - 1845	0	0	11	2	0	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	1	11	2	0	0	1	15	1	15	2	0	1	0	0	0	0	1	0	3
Hourly Total	0	1	48	10	1	0	1	61	2	61	3	0	1	0	0	0	0	1	0	4
Session Total	1	1	155	29	7	0	3	195	10	196	6	0	11	0	0	0	0	11	0	17

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

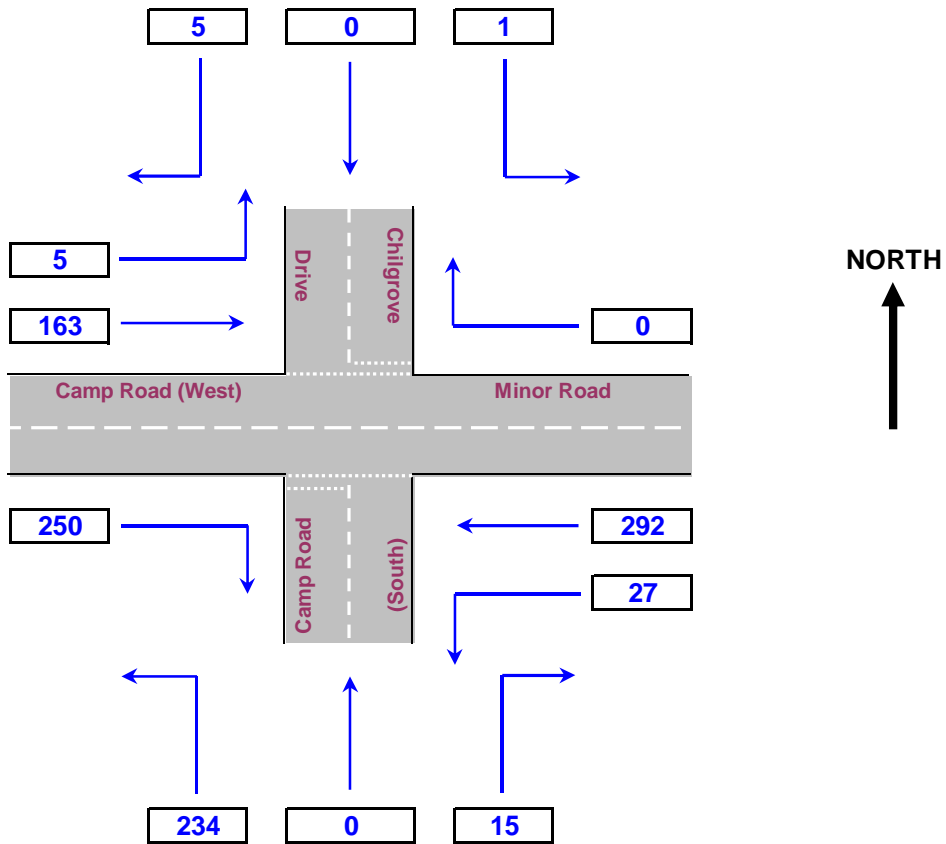
Junction: (3) Chilgrove Drive / Minor Road / Camp Road

Vehicle Class: ALL CLASSES

Start Time: 1) 0700

End Time: 1) 1000

Peak Hour



Note: The diagram above is schematic only and may not completely represent the exact layout of the actual junction surveyed
Please do NOT insert or delete rows or columns in the data sheets to the left of this diagram as this may result in erratic or inaccurate results

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (3) Chilgrove Drive / Minor Road / Camp Road

Data: Spot Counts of Static Queues

	Chilgrove Dr	Minor Road	Camp Rd (S)	Camp Rd (W)
TIME	Lane 1	Lane 1	Lane 1	Lane 1
07:00	0	0	0	0
07:05	0	0	0	0
07:10	0	0	0	0
07:15	0	5	0	0
07:20	0	2	0	0
07:25	0	3	0	0
07:30	0	0	0	0
07:35	0	0	0	0
07:40	0	0	0	0
07:45	0	0	0	0
07:50	0	0	0	0
07:55	0	0	0	0
08:00	0	0	0	0
08:05	0	3	0	0
08:10	0	1	0	0
08:15	0	0	0	0
08:20	0	0	0	0
08:25	0	0	0	0
08:30	0	0	0	0
08:35	0	0	0	0
08:40	0	0	0	0
08:45	0	0	0	0
08:50	0	0	0	0
08:55	0	0	0	0
09:00	0	1	0	0
09:05	0	0	0	0
09:10	0	0	0	0
09:15	0	1	0	0
09:20	0	0	0	0
09:25	0	0	0	0
09:30	0	0	0	0
09:35	0	0	0	0
09:40	0	0	0	0
09:45	0	0	0	0
09:50	0	0	0	0
09:55	0	0	0	0

	Chilgrove Dr	Minor Road	Camp Rd (S)	Camp Rd (W)
TIME	Lane 1	Lane 1	Lane 1	Lane 1
16:00	0	1	0	0
16:05	0	2	0	0
16:10	0	0	0	0
16:15	0	0	0	0
16:20	0	3	0	0
16:25	0	2	0	0
16:30	0	0	0	0
16:35	0	0	0	0
16:40	0	6	0	0
16:45	0	0	0	0
16:50	0	1	0	0
16:55	0	0	0	0
17:00	0	0	0	0
17:05	0	0	0	0
17:10	0	0	0	0
17:15	0	0	0	0
17:20	0	0	0	0
17:25	0	0	0	0
17:30	0	0	0	0
17:35	0	0	0	0
17:40	0	0	0	0
17:45	0	0	0	0
17:50	0	0	0	0
17:55	0	0	0	0
18:00	0	0	0	0
18:05	0	0	0	0
18:10	0	1	0	0
18:15	0	0	0	0
18:20	0	0	0	0
18:25	0	0	0	0
18:30	0	0	0	0
18:35	0	0	0	0
18:40	0	0	0	0
18:45	0	0	0	0
18:50	0	0	0	0
18:55	0	0	0	0

Notes: All Queues expressed in PCUs
Lane 1 is Driver's nearside

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (3) Chilgrove Drive / Minor Road / Camp Road

Approach: Chilgrove Drive

TIME	Left to Minor Road										S/B to Camp Road (South)										Right to Camp Road (West)									
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
0730 - 0745	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	3	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	
Session Total	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	5	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1		
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2		
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	4		

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (3) Chilgrove Drive / Minor Road / Camp Road

Approach: Minor Road

TIME	Left to Camp Road (South)									WB to Camp Road (West)									Right to Chilgrove Drive										
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV
0700 - 0715	0	0	3	1	0	0	0	4	0	4	0	0	13	1	0	0	0	14	0	14	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	2	2	0	0	0	4	0	4	0	0	10	2	0	1	0	13	1	13	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	1	0	0	0	0	1	0	1	0	0	24	3	0	1	0	28	1	28	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	3	0	0	0	0	3	0	3	0	0	23	4	0	0	0	27	0	27	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	9	3	0	0	0	12	0	12	0	0	70	10	0	2	0	82	2	82	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	3	1	0	0	0	4	0	4	0	1	23	9	0	0	0	33	0	33	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	2	0	0	0	0	2	0	2	0	0	23	3	0	0	0	26	0	26	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	35	7	0	0	0	42	0	42	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	1	2	0	0	0	3	0	3	0	0	32	4	2	1	0	39	3	39	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	3	0	0	0	9	0	9	0	1	113	23	2	1	0	140	3	140	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	1	0	0	0	1	0	1	0	0	16	2	1	4	0	23	5	23	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	0	1	0	1	0	0	11	0	0	5	0	16	5	16	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	1	0	0	1	0	2	1	2	0	0	9	4	0	2	0	15	2	15	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	2	0	0	0	2	0	2	0	0	13	2	0	1	0	16	1	16	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	3	0	1	0	6	1	6	0	0	49	8	1	12	0	70	13	70	0	0	0	0	0	0	0	0	0
Session Total	0	0	17	9	0	1	0	27	1	27	0	1	232	41	3	15	0	292	18	292	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	1	0	0	0	0	1	0	1	0	0	13	4	2	1	0	20	3	20	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	1	0	1	1	1	0	0	10	3	1	1	0	15	2	15	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	1	0	0	0	1	0	1	0	0	12	3	1	1	0	17	2	17	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	2	1	7	2	0	0	0	10	0	12	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	1	0	3	1	3	2	1	42	12	4	3	0	62	7	64	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	2	0	0	0	0	2	0	2	0	0	7	0	0	1	0	8	1	8	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	1	0	0	0	0	1	0	1	0	0	13	1	1	0	0	15	1	15	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	2	0	0	0	0	2	0	2	0	0	15	0	0	0	0	15	0	15	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	2	0	0	0	0	2	0	2	0	0	9	1	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	7	0	0	0	0	7	0	7	0	0	44	2	1	1	0	48	2	48	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	2	0	0	0	0	2	0	2	0	0	5	4	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	1	0	0	0	0	1	0	1	0	0	11	0	0	2	0	13	2	13	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	1	0	0	0	1	0	1	1	1	7	0	0	0	0	8	0	9	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	2	0	0	0	0	2	0	2	0	0	8	3	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	1	0	0	0	6	0	6	1	1	31	7	0	2	0	41	2	42	0	0	0	0	0	0	0	0	0
Session Total	0	0	13	2	0	1	0	16	1	16	3	2	117	21	5	6	0	151	11	154	0	0	0	0	0	0	0	0	0

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (3) Chilgrove Drive / Minor Road / Camp Road

Approach: Camp Road (South)

TIME	Left to Camp Road (West)										N/B to Chilgrove Drive										Right to Minor Road									
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL
0700 - 0715	0	0	11	1	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	
0715 - 0730	0	0	18	1	0	0	1	20	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	18	1	1	0	1	21	2	21	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	
0745 - 0800	2	0	24	0	0	0	3	27	3	29	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	
Hourly Total	2	0	71	3	1	0	5	80	6	82	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	4		
0800 - 0815	0	1	19	2	0	0	1	23	1	23	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2	
0815 - 0830	0	0	24	3	0	0	0	27	0	27	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	
0830 - 0845	0	0	23	2	0	0	1	26	1	26	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2	
0845 - 0900	0	0	23	1	1	0	0	25	1	25	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	
Hourly Total	0	1	89	8	1	0	2	101	3	101	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	6		
0900 - 0915	0	0	9	2	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915 - 0930	0	0	12	0	0	0	1	13	1	13	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2	
0930 - 0945	0	0	19	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	3	
0945 - 1000	0	1	6	1	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	1	46	3	0	0	1	51	1	51	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	0	5		
Session Total	2	2	206	14	2	0	8	232	10	234	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	15	0	15		
1600 - 1615	0	0	14	2	0	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	16	3	0	0	2	21	2	21	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2	
1630 - 1645	0	2	12	5	0	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	3	
1645 - 1700	0	0	19	0	1	0	0	20	1	20	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	3	
Hourly Total	0	2	61	10	1	0	2	76	3	76	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	0	8		
1700 - 1715	1	0	19	1	0	0	0	20	0	21	0	0	1	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	1	
1715 - 1730	0	0	23	2	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	1	0	14	1	0	0	1	16	1	17	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	
1745 - 1800	0	0	26	2	0	0	0	28	0	28	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	4	
Hourly Total	2	0	82	6	0	0	1	89	1	91	0	0	1	0	0	0	0	1	0	1	0	5	1	0	0	6	0	6		
1800 - 1815	0	0	23	1	3	0	0	27	3	27	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	
1815 - 1830	0	0	25	1	1	0	1	28	2	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	1	2	16	0	0	0	0	18	0	19	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	1	3	
1845 - 1900	0	0	13	4	0	0	0	17	0	17	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	
Hourly Total	1	2	77	6	4	0	1	90	5	91	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	1	5		
Session Total	3	4	220	22	5	0	4	255	9	258	0	0	1	0	0	0	0	1	0	1	0	15	3	1	0	0	19	1	19	

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (3) Chilgrove Drive / Minor Road / Camp Road

Approach: Camp Road (West)

TIME	Left to Chilgrove Drive									E/B to Minor Road									Right to Camp Road (South)											
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL
0700 - 0715	0	0	1	0	0	0	0	1	0	1	0	0	7	1	2	2	0	12	4	12	1	0	14	2	1	0	1	18	2	19
0715 - 0730	0	0	1	0	0	0	0	1	0	1	0	0	15	4	0	2	0	21	2	21	0	1	15	1	1	0	0	18	1	18
0730 - 0745	0	0	1	0	0	0	0	1	0	1	0	0	14	7	0	0	0	21	0	21	0	1	22	8	0	0	1	32	1	32
0745 - 0800	0	0	1	0	0	0	0	1	0	1	0	0	8	3	1	1	0	13	2	13	0	0	22	1	0	0	0	23	0	23
Hourly Total	0	0	4	0	0	0	0	4	0	4	0	0	44	15	3	5	0	67	8	67	1	2	73	12	2	0	2	91	4	92
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	16	1	0	0	0	18	0	18	0	0	28	1	2	0	1	32	3	32
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	13	1	13	0	0	22	3	0	0	1	26	1	26
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	0	13	0	0	24	6	0	0	1	31	1	31
0845 - 0900	0	0	1	0	0	0	0	1	0	1	0	0	4	2	2	0	0	8	2	8	0	0	10	1	0	0	0	11	0	11
Hourly Total	0	0	1	0	0	0	0	1	0	1	0	1	40	8	3	0	0	52	3	52	0	0	84	11	2	0	3	100	5	100
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	10	2	1	1	0	14	2	14	0	0	9	2	0	0	1	12	1	12
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	1	0	9	1	9	0	0	9	2	1	0	0	12	1	12
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	0	8	0	0	10	3	1	0	1	15	2	15
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	9	2	1	1	0	13	2	13	0	0	17	2	0	0	0	19	0	19
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	32	7	2	3	0	44	5	44	0	0	45	9	2	0	2	58	4	58
Session Total	0	0	5	0	0	0	0	5	0	5	0	1	116	30	8	8	0	163	16	163	1	2	202	32	6	0	7	249	13	250
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	15	4	1	0	0	20	1	20	0	0	24	3	1	1	0	29	2	29
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	11	1	11	1	2	13	2	0	0	1	18	1	19
1630 - 1645	0	0	0	1	0	0	0	1	0	1	0	0	29	1	0	1	0	31	1	31	1	0	23	2	0	0	0	25	0	26
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	0	13	1	0	10	4	0	0	0	14	0	15
Hourly Total	0	0	0	1	0	0	0	1	0	1	0	0	64	8	2	1	0	75	3	75	3	2	70	11	1	1	86	3	89	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	30	0	1	0	0	32	1	32	1	1	38	2	0	0	0	41	0	42
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	23	3	1	2	0	29	3	29	1	0	15	0	1	0	0	16	1	17
1730 - 1745	0	0	1	0	0	0	0	1	0	1	0	1	22	0	0	1	0	24	1	24	0	0	36	0	0	0	0	36	0	36
1745 - 1800	0	0	1	0	0	0	0	1	0	1	0	1	15	2	0	1	0	19	1	19	0	0	24	0	0	0	1	25	1	25
Hourly Total	0	0	2	0	0	0	0	2	0	2	0	3	90	5	2	4	0	104	6	104	2	1	113	2	1	1	118	2	120	
1800 - 1815	0	0	1	0	0	0	0	1	0	1	0	0	28	4	0	0	0	32	0	32	0	0	23	2	0	0	0	25	0	25
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	0	13	0	0	9	0	0	0	0	9	0	9
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	11	1	0	17	3	0	0	0	20	0	21
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	5	1	5	0	1	13	0	0	0	1	15	1	15
Hourly Total	0	0	1	0	0	0	0	1	0	1	0	0	53	7	0	1	0	61	1	61	1	1	62	5	0	0	1	69	1	70
Session Total	0	0	3	1	0	0	0	4	0	4	0	3	207	20	4	6	0	240	10	240	6	4	245	18	2	1	3	273	6	279

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

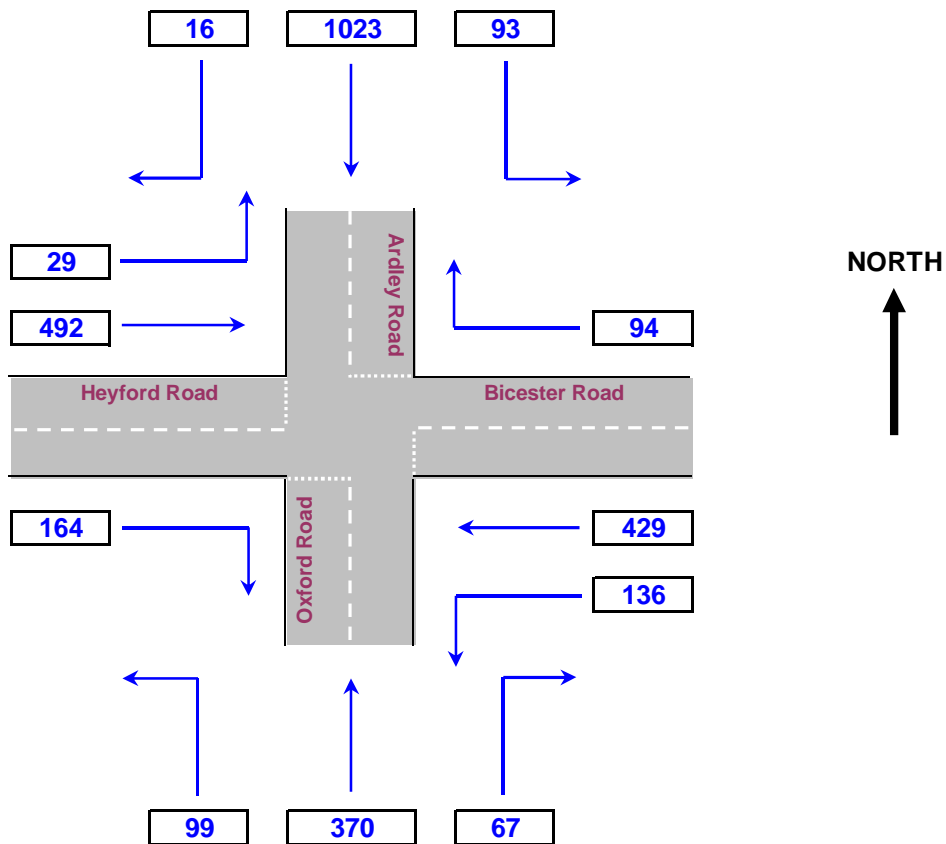
Junction: (4) Ardley Road / Bicester Road / Oxford Road / Heyford Road

Vehicle Class:

Start Time:

End Time:

Peak Hour



Note: The diagram above is schematic only and may not completely represent the exact layout of the actual junction surveyed
Please do NOT insert or delete rows or columns in the data sheets to the left of this diagram as this may result in erratic or inaccurate results

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (4) Ardley Road / Bicester Road / Oxford Road / Heyford Road

Data: Spot Counts of Static Queues

	Ardley Road	Bicester Road	Oxford Road	Heyford Road
TIME	Lane 1	Lane 1	Lane 1	Lane 1
07:00	5	2	3	4
07:05	5	5	3	4
07:10	4	3	2	5
07:15	7	5	3	4
07:20	6	7	5	8
07:25	9	5	9	5
07:30	5	6	4	7
07:35	6	9	6	7
07:40	7	5	5	7
07:45	8	8	5	9
07:50	10	12	8	7
07:55	6	6	2	6
08:00	10	6	2	7
08:05	9	5	7	4
08:10	8	10	4	7
08:15	5	5	5	12
08:20	11	7	8	10
08:25	6	6	3	10
08:30	6	2	10	6
08:35	6	7	4	10
08:40	4	9	6	6
08:45	4	6	2	5
08:50	4	7	6	7
08:55	6	2	4	3
09:00	7	5	3	4
09:05	4	2	4	3
09:10	6	3	2	7
09:15	4	2	2	2
09:20	6	5	2	4
09:25	4	4	2	2
09:30	5	5	2	4
09:35	4	4	2	6
09:40	2	3	5	2
09:45	2	3	2	4
09:50	3	2	2	3
09:55	4	3	2	2

	Ardley Road	Bicester Road	Oxford Road	Heyford Road
TIME	Lane 1	Lane 1	Lane 1	Lane 1
16:00	4	3	3	2
16:05	3	3	6	6
16:10	2	2	9	4
16:15	3	2	5	2
16:20	5	3	4	5
16:25	5	3	5	6
16:30	10	4	9	7
16:35	4	3	3	8
16:40	4	2	7	5
16:45	2	11	4	6
16:50	2	5	8	9
16:55	7	6	4	5
17:00	3	5	5	4
17:05	2	5	7	6
17:10	6	8	2	11
17:15	3	7	11	10
17:20	4	4	12	4
17:25	3	9	8	6
17:30	7	6	6	8
17:35	5	7	8	8
17:40	3	8	8	11
17:45	4	8	8	5
17:50	7	6	9	5
17:55	4	2	5	6
18:00	4	6	6	3
18:05	3	7	7	5
18:10	4	10	7	7
18:15	2	6	4	6
18:20	2	8	11	7
18:25	4	7	6	2
18:30	4	4	3	4
18:35	4	4	3	3
18:40	4	7	3	3
18:45	3	7	4	2
18:50	2	5	2	4
18:55	2	2	3	5

Notes: All Queues expressed in PCUs
Lane 1 is Driver's nearside

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (4) Ardley Road / Bicester Road / Oxford Road / Heyford Road

Approach: Ardley Road

TIME	Left to Bicester Road										S/B to Oxford Road										Right to Heyford Road									
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL
0700 - 0715	0	0	7	0	1	1	0	9	2	9	0	0	75	12	1	0	0	88	1	88	0	0	0	1	0	0	0	1	0	1
0715 - 0730	0	0	4	4	0	3	0	11	3	11	0	1	106	16	4	0	0	127	4	127	0	0	0	2	0	0	0	2	0	2
0730 - 0745	0	0	5	3	0	0	1	9	1	9	0	2	95	6	2	1	0	106	3	106	0	0	0	2	0	0	0	2	0	2
0745 - 0800	0	0	5	1	0	0	0	6	0	6	0	1	118	13	3	0	0	135	3	135	0	0	0	2	1	0	0	3	0	3
Hourly Total	0	0	21	8	1	4	1	35	6	35	0	4	394	47	10	1	0	456	11	456	0	0	4	4	0	0	8	0	8	
0800 - 0815	0	0	5	1	0	1	0	7	1	7	0	2	84	8	5	0	0	99	5	99	0	0	1	0	0	0	0	1	0	1
0815 - 0830	0	0	6	0	0	1	0	7	1	7	0	10	77	6	2	0	0	95	2	95	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	7	0	1	0	1	9	2	9	0	0	73	8	0	4	0	85	4	85	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	4	2	0	1	0	7	1	7	0	3	52	10	0	1	0	66	1	66	0	0	0	1	0	0	0	1	0	1
Hourly Total	0	0	22	3	1	3	1	30	5	30	0	15	286	32	7	5	0	345	12	345	0	0	1	1	0	0	2	0	2	
0900 - 0915	1	0	4	3	0	0	0	7	0	8	0	0	57	12	5	0	0	74	5	74	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	4	2	1	2	0	9	3	9	0	0	41	9	2	1	0	53	3	53	0	0	1	0	0	0	0	1	0	1
0930 - 0945	0	0	6	3	0	0	0	9	0	9	0	2	41	8	0	1	0	52	1	52	0	0	2	1	0	0	0	3	0	3
0945 - 1000	0	0	1	1	0	0	0	2	0	2	0	0	37	3	2	1	0	43	3	43	0	0	0	2	0	0	0	2	0	2
Hourly Total	1	0	15	9	1	2	0	27	3	28	0	2	176	32	9	3	0	222	12	222	0	0	3	3	0	0	6	0	6	
Session Total	1	0	58	20	3	9	2	92	14	93	0	21	856	111	26	9	0	1023	35	1023	0	0	8	8	0	0	0	16	0	16
1600 - 1615	0	0	4	0	1	0	0	5	1	5	0	1	24	10	0	0	0	35	0	35	0	0	2	0	0	0	0	2	0	2
1615 - 1630	0	0	7	1	3	0	0	11	3	11	0	0	32	5	2	0	0	39	2	39	0	0	3	0	0	0	0	3	0	3
1630 - 1645	0	0	11	2	0	0	0	13	0	13	0	0	34	6	0	0	0	40	0	40	0	0	2	1	0	0	0	3	0	3
1645 - 1700	1	0	4	0	1	0	0	5	1	6	0	1	38	7	1	0	0	47	1	47	0	0	2	0	0	0	0	2	0	2
Hourly Total	1	0	26	3	5	0	0	34	5	35	0	2	128	28	3	0	0	161	3	161	0	0	9	1	0	0	10	0	10	
1700 - 1715	0	0	3	1	0	0	0	4	0	4	0	1	39	9	1	0	0	50	1	50	0	0	2	0	0	0	0	2	0	2
1715 - 1730	0	0	9	0	0	0	0	9	0	9	0	0	46	5	1	0	0	52	1	52	0	0	1	0	0	0	0	1	0	1
1730 - 1745	0	0	14	0	0	0	0	14	0	14	0	1	43	2	2	0	0	48	2	48	0	0	2	0	0	0	0	2	0	2
1745 - 1800	0	0	14	2	0	0	1	17	1	17	0	0	43	8	1	0	0	52	1	52	0	0	0	1	0	0	0	1	0	1
Hourly Total	0	0	40	3	0	0	1	44	1	44	0	2	171	24	5	0	0	202	5	202	0	0	5	1	0	0	6	0	6	
1800 - 1815	0	0	9	3	0	0	0	12	0	12	1	1	32	1	1	0	1	36	2	37	0	0	3	1	0	0	0	4	0	4
1815 - 1830	0	0	5	1	1	0	0	7	1	7	0	0	25	3	0	0	0	28	0	28	0	0	6	0	0	0	0	6	0	6
1830 - 1845	0	0	2	2	0	0	0	4	0	4	0	0	37	5	0	0	0	42	0	42	0	0	1	0	0	0	0	1	0	1
1845 - 1900	0	0	7	0	0	0	0	7	0	7	0	0	28	1	0	0	0	29	0	29	0	0	1	0	0	0	0	1	0	1
Hourly Total	0	0	23	6	1	0	0	30	1	30	1	1	122	10	1	0	1	135	2	136	0	0	11	1	0	0	0	12	0	12
Session Total	1	0	89	12	6	0	1	108	7	109	1	5	421	62	9	0	1	498	10	499	0	0	25	3	0	0	0	28	0	28

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (4) Ardley Road / Bicester Road / Oxford Road / Heyford Road

Approach: Bicester Road

TIME	Left to Oxford Road										W/B to Heyford Road										Right to Ardley Road										
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	
0700 - 0715	0	0	5	4	0	0	1	10	1	10	0	0	15	2	1	0	1	19	2	19	0	0	3	2	0	1	0	6	1	6	
0715 - 0730	0	0	11	8	1	0	0	20	1	20	1	0	19	3	0	0	2	24	2	25	0	0	7	0	0	2	0	9	2	9	
0730 - 0745	1	0	14	0	2	0	0	16	2	17	0	0	31	8	0	0	7	46	7	46	0	0	8	1	0	0	0	9	0	9	
0745 - 0800	0	0	9	1	2	0	0	12	2	12	2	0	37	7	0	0	3	47	3	49	0	0	6	0	0	0	0	6	0	6	
Hourly Total	1	0	39	13	5	0	1	58	6	59	3	0	102	20	1	0	13	136	14	139	0	0	24	3	0	3	0	30	3	30	
0800 - 0815	0	0	12	0	0	1	0	13	1	13	0	1	51	4	0	0	0	56	0	56	0	0	6	0	1	1	1	0	8	2	8
0815 - 0830	0	0	12	1	0	0	0	13	0	13	0	1	40	9	1	0	0	51	1	51	0	0	9	0	0	0	0	9	0	9	
0830 - 0845	0	0	10	1	0	0	1	12	1	12	0	0	30	3	2	0	1	36	3	36	0	0	9	1	1	3	0	14	4	14	
0845 - 0900	0	0	12	1	0	0	0	13	0	13	0	0	32	3	2	0	1	38	3	38	0	0	6	1	1	0	0	8	1	8	
Hourly Total	0	0	46	3	0	1	1	51	2	51	0	2	153	19	5	0	2	181	7	181	0	0	30	2	3	4	0	39	7	39	
0900 - 0915	0	0	5	1	0	0	0	6	0	6	0	0	22	4	0	0	1	27	1	27	0	0	5	1	1	2	0	9	3	9	
0915 - 0930	0	0	5	1	1	1	0	8	2	8	2	0	26	2	0	1	0	29	1	31	0	0	1	2	0	1	0	4	1	4	
0930 - 0945	0	0	7	0	1	0	0	8	1	8	0	1	21	5	0	1	0	28	1	28	0	0	4	1	1	0	0	6	1	6	
0945 - 1000	0	0	4	0	0	0	0	4	0	4	0	1	20	2	0	0	0	23	0	23	0	0	4	0	0	2	0	6	2	6	
Hourly Total	0	0	21	2	2	1	0	26	3	26	2	2	89	13	0	2	1	107	3	109	0	0	14	4	2	5	0	25	7	25	
Session Total	1	0	106	18	7	2	2	135	11	136	5	4	344	52	6	2	16	424	24	429	0	0	68	9	5	12	0	94	17	94	
1600 - 1615	0	0	5	0	0	0	0	5	0	5	0	0	28	3	0	1	0	32	1	32	0	0	4	0	0	0	0	4	0	4	
1615 - 1630	1	0	0	1	0	0	0	1	0	2	0	0	33	7	0	0	2	42	2	42	0	1	8	2	0	0	0	11	0	11	
1630 - 1645	0	0	4	1	0	0	0	5	0	5	0	2	29	2	1	0	0	34	1	34	0	0	5	3	0	0	0	8	0	8	
1645 - 1700	0	0	4	1	0	0	0	5	0	5	1	0	42	1	0	1	0	44	1	45	0	0	8	0	0	1	0	9	1	9	
Hourly Total	1	0	13	3	0	0	0	16	0	17	1	2	132	13	1	2	2	152	5	153	0	1	25	5	0	1	0	32	1	32	
1700 - 1715	0	0	5	2	0	0	0	7	0	7	2	0	42	7	1	0	0	50	1	52	0	0	6	2	2	0	0	10	2	10	
1715 - 1730	0	0	5	2	0	0	0	7	0	7	0	0	49	2	2	0	1	54	3	54	0	0	9	1	0	0	0	10	0	10	
1730 - 1745	0	0	6	1	0	0	0	7	0	7	0	2	34	4	3	1	0	44	4	44	0	0	3	0	0	1	0	4	1	4	
1745 - 1800	0	1	8	0	0	0	0	9	0	9	2	0	43	4	0	0	0	47	0	49	0	0	3	0	0	0	0	3	0	3	
Hourly Total	0	1	24	5	0	0	0	30	0	30	4	2	168	17	6	1	1	195	8	199	0	0	21	3	2	1	0	27	3	27	
1800 - 1815	0	0	10	0	0	0	0	10	0	10	0	1	42	4	2	1	1	51	4	51	0	0	5	0	0	0	0	5	0	5	
1815 - 1830	0	0	11	1	0	0	0	12	0	12	0	0	38	2	2	0	1	43	3	43	0	0	4	3	0	0	0	7	0	7	
1830 - 1845	0	0	3	1	0	0	0	4	0	4	1	1	36	5	0	0	0	42	0	43	0	0	6	2	0	0	0	8	0	8	
1845 - 1900	0	0	5	0	0	0	0	5	0	5	0	0	35	3	0	0	0	38	0	38	1	0	6	1	0	0	1	8	1	9	
Hourly Total	0	0	29	2	0	0	0	31	0	31	1	2	151	14	4	1	2	174	7	175	1	0	21	6	0	0	1	28	5	29	
Session Total	1	1	66	10	0	0	0	77	0	78	6	6	451	44	11	4	5	521	20	527	1	1	67	14	2	2	1	87	5	88	

Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (4) Ardley Road / Bicester Road / Oxford Road / Heyford Road

Approach: Oxford Road

TIME	Left to Heyford Road									N/B to Ardley Road									Right to Bicester Road												
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	
0700 - 0715	0	0	7	1	0	0	0	8	0	8	0	0	22	7	1	0	0	30	1	30	0	0	2	1	0	0	0	3	0	3	
0715 - 0730	0	0	9	2	0	0	0	11	0	11	0	0	24	5	0	0	0	29	0	29	0	1	2	0	1	0	0	4	1	4	
0730 - 0745	0	0	6	4	0	1	0	11	1	11	0	0	33	3	0	3	0	39	3	39	0	0	1	3	0	0	0	4	0	4	
0745 - 0800	0	0	8	1	0	0	0	9	0	9	1	1	25	3	2	1	0	32	3	33	0	0	5	1	0	0	0	6	0	6	
Hourly Total	0	0	30	8	0	1	0	39	1	39	1	1	104	18	3	4	0	130	7	131	0	1	10	5	1	0	0	17	1	17	
0800 - 0815	0	1	5	1	0	1	1	9	2	9	0	2	23	5	0	1	0	31	1	31	0	0	3	1	0	0	0	4	0	4	
0815 - 0830	0	0	6	0	0	0	0	6	0	6	0	0	41	6	2	1	0	50	3	50	0	1	6	0	0	0	0	7	0	7	
0830 - 0845	0	0	8	2	0	0	0	10	0	10	0	0	28	8	4	1	0	41	5	41	0	0	5	0	0	0	0	5	0	5	
0845 - 0900	0	0	12	0	0	0	0	12	0	12	0	0	17	3	1	1	0	22	2	22	0	0	13	1	0	0	0	14	0	14	
Hourly Total	0	1	31	3	0	1	1	37	2	37	0	2	109	22	7	4	0	144	11	144	0	1	27	2	0	0	0	30	0	30	
0900 - 0915	0	0	5	1	0	0	0	6	0	6	0	0	22	3	0	2	0	27	2	27	0	0	7	1	2	0	0	10	2	10	
0915 - 0930	0	0	6	1	0	0	0	7	0	7	0	2	17	2	1	1	0	23	2	23	0	0	2	0	0	0	0	2	0	2	
0930 - 0945	0	0	4	1	0	0	0	5	0	5	0	0	17	3	0	1	0	21	1	21	0	0	3	0	0	1	0	4	1	4	
0945 - 1000	0	0	4	1	0	0	0	5	0	5	0	0	11	7	3	1	2	24	6	24	0	0	4	0	0	0	0	4	0	4	
Hourly Total	0	0	19	4	0	0	0	23	0	23	0	2	67	15	4	5	2	95	11	95	0	0	16	1	2	1	0	20	3	20	
Session Total	0	1	80	15	0	2	1	99	3	99	1	5	280	55	14	13	2	369	29	370	0	2	53	8	3	1	0	67	4	67	
1600 - 1615	0	0	6	1	0	0	0	7	0	7	0	0	44	10	4	0	5	63	9	63	0	0	7	2	0	0	0	9	0	9	
1615 - 1630	0	1	11	3	0	0	0	15	0	15	0	1	39	8	0	0	0	48	0	48	0	0	8	2	2	0	0	12	2	12	
1630 - 1645	0	0	11	3	1	0	0	15	1	15	0	1	45	5	1	0	0	52	1	52	0	0	8	0	0	0	1	9	1	9	
1645 - 1700	0	0	12	0	0	0	0	12	0	12	0	0	47	4	2	1	0	54	3	54	0	0	12	4	0	0	0	16	0	16	
Hourly Total	0	1	40	7	1	0	0	49	1	49	0	2	175	27	7	1	5	217	13	217	0	0	35	8	2	0	0	1	46	3	46
1700 - 1715	0	0	12	4	0	0	0	16	0	16	0	2	76	7	2	0	0	87	2	87	0	0	10	3	1	0	1	15	2	15	
1715 - 1730	0	0	10	3	0	0	0	13	0	13	0	3	71	9	3	0	1	87	4	87	0	0	24	2	0	0	0	26	0	26	
1730 - 1745	0	0	7	2	1	0	0	10	1	10	0	0	69	5	1	1	1	77	3	77	0	0	16	0	0	0	0	16	0	16	
1745 - 1800	0	0	12	2	1	0	0	15	1	15	0	1	60	6	0	0	0	67	0	67	0	0	8	1	1	1	0	10	1	10	
Hourly Total	0	0	41	11	2	0	0	54	2	54	0	6	276	27	6	1	2	318	9	318	0	0	58	6	2	0	1	67	3	67	
1800 - 1815	0	0	11	0	0	0	0	11	0	11	0	1	60	4	0	0	0	65	0	65	0	0	15	0	0	0	0	15	0	15	
1815 - 1830	1	0	19	3	1	0	0	23	1	24	0	0	53	5	1	0	0	59	1	59	0	0	11	1	0	0	0	12	0	12	
1830 - 1845	0	1	15	0	0	0	0	16	0	16	0	1	27	1	1	1	0	31	2	31	0	0	4	0	0	0	0	4	0	4	
1845 - 1900	0	0	5	0	0	0	0	5	0	5	0	1	30	2	0	0	0	33	0	33	0	0	2	0	0	0	0	2	0	2	
Hourly Total	1	1	50	3	1	0	0	55	1	56	0	3	170	12	2	1	0	188	3	188	0	0	32	1	0	0	0	33	0	33	
Session Total	1	2	131	21	4	0	0	158	4	159	0	11	621	66	15	3	7	723	25	723	0	0	125	15	4	0	2	146	6	146	

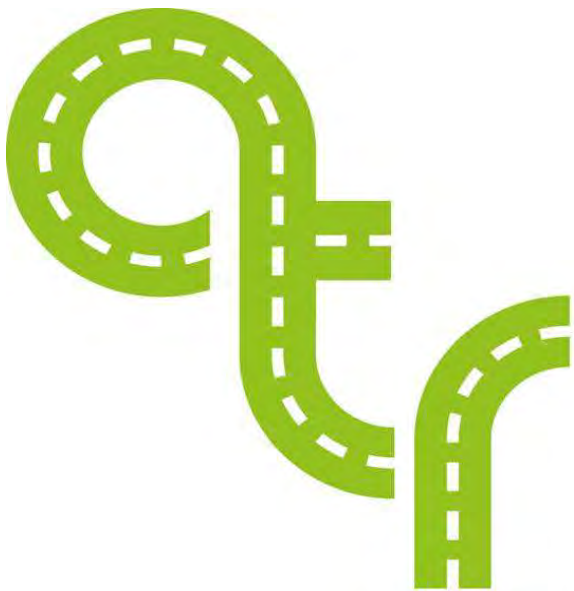
Heyford Park - Manual Traffic Survey, Tuesday 25th June 2013

Produced by Community Systems Ltd.

Junction: (4) Ardley Road / Bicester Road / Oxford Road / Heyford Road

Approach: Heyford Road

TIME	Left to Ardley Road										E/B to Bicester Road										Right to Oxford Road									
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	MOTOR	HGV	TOTAL
0700 - 0715	0	0	2	0	0	0	0	2	0	2	0	0	31	9	1	0	0	41	1	41	0	0	10	3	0	0	0	13	0	13
0715 - 0730	0	0	3	0	0	0	0	3	0	3	1	1	29	3	0	0	1	34	1	35	0	0	13	0	0	0	0	13	0	13
0730 - 0745	0	0	2	1	0	0	0	3	0	3	0	2	23	12	1	0	1	39	2	39	0	0	18	4	1	0	0	23	1	23
0745 - 0800	0	0	2	1	0	0	0	3	0	3	0	0	41	4	0	0	1	46	1	46	0	0	25	1	0	0	1	27	1	27
Hourly Total	0	0	9	2	0	0	0	11	0	11	1	3	124	28	2	0	3	160	5	161	0	0	66	8	1	0	1	76	2	76
0800 - 0815	0	0	3	0	0	0	0	3	0	3	0	0	47	4	0	0	0	51	0	51	0	0	15	1	1	0	0	17	1	17
0815 - 0830	0	0	3	1	0	0	0	4	0	4	0	0	43	4	2	1	0	50	3	50	0	0	16	0	0	0	2	18	2	18
0830 - 0845	0	0	1	0	0	0	0	1	0	1	0	2	44	4	1	0	1	52	2	52	0	1	11	5	0	0	0	17	0	17
0845 - 0900	0	0	5	0	0	0	0	5	0	5	0	0	42	7	1	0	0	50	1	50	0	0	7	0	0	0	0	7	0	7
Hourly Total	0	0	12	1	0	0	0	13	0	13	0	2	176	19	4	1	1	203	6	203	0	1	49	6	1	0	2	59	3	59
0900 - 0915	0	0	2	0	0	0	0	2	0	2	0	0	30	7	2	0	2	41	4	41	0	0	8	0	2	0	0	10	2	10
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	27	3	1	0	0	31	1	31	0	0	5	1	2	0	0	8	2	8
0930 - 0945	0	0	1	0	0	0	0	1	0	1	0	0	17	6	0	1	1	25	2	25	0	0	2	1	1	0	0	4	1	4
0945 - 1000	0	0	1	1	0	0	0	2	0	2	0	0	28	3	0	0	0	31	0	31	0	0	6	1	0	0	0	7	0	7
Hourly Total	0	0	4	1	0	0	0	5	0	5	0	0	102	19	3	1	3	128	7	128	0	0	21	3	5	0	0	29	5	29
Session Total	0	0	25	4	0	0	0	29	0	29	1	5	402	66	9	2	7	491	18	492	0	1	136	17	7	0	3	164	10	164
1600 - 1615	0	0	2	0	0	0	0	2	0	2	0	0	28	5	1	1	3	38	5	38	0	0	6	2	0	0	0	8	0	8
1615 - 1630	0	0	2	0	0	0	0	2	0	2	1	2	25	9	0	0	2	38	2	39	0	0	6	0	0	0	0	6	0	6
1630 - 1645	0	0	3	1	0	0	0	4	0	4	2	0	34	1	0	1	0	36	1	38	0	1	15	2	0	0	0	18	0	18
1645 - 1700	0	0	3	1	0	0	0	4	0	4	0	0	26	10	2	1	1	40	4	40	0	0	5	0	0	0	0	5	0	5
Hourly Total	0	0	10	2	0	0	0	12	0	12	3	2	113	25	3	3	6	152	12	155	0	1	32	4	0	0	0	37	0	37
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	43	10	0	0	0	53	0	55	0	1	16	4	0	0	0	21	0	21
1715 - 1730	0	0	2	1	0	0	0	3	0	3	1	0	34	7	0	0	0	41	0	42	0	0	11	2	0	0	0	13	0	13
1730 - 1745	0	0	4	0	0	0	0	4	0	4	0	2	55	4	1	1	0	63	2	63	0	0	10	0	0	0	0	10	0	10
1745 - 1800	0	0	2	0	0	0	0	2	0	2	1	0	38	3	0	0	1	42	1	43	0	0	11	0	0	0	0	11	0	11
Hourly Total	0	0	8	1	0	0	0	9	0	9	4	2	170	24	1	1	1	199	3	203	0	1	48	6	0	0	0	55	0	55
1800 - 1815	0	0	1	0	0	0	0	1	0	1	0	0	45	2	0	0	0	47	0	47	0	0	6	1	0	0	0	7	0	7
1815 - 1830	0	0	1	0	0	0	0	1	0	1	0	0	31	1	0	0	0	32	0	32	0	0	7	0	0	0	0	7	0	7
1830 - 1845	0	0	1	0	0	0	0	1	0	1	0	0	30	2	1	0	0	33	1	33	0	0	4	0	0	0	0	4	0	4
1845 - 1900	0	0	1	0	0	0	0	1	0	1	0	1	23	1	2	0	1	28	3	28	0	0	6	0	0	0	0	6	0	6
Hourly Total	0	0	4	0	0	0	0	4	0	4	0	1	129	6	3	0	1	140	4	140	0	0	23	1	0	0	0	24	0	24
Session Total	0	0	22	3	0	0	0	25	0	25	7	5	412	55	7	4	8	491	19	498	0	2	103	11	0	0	0	116	0	116



advanced transport research

Job Number & Name: 5759 Oxford

Site Number/Name: Site 1 - M40 Junction 10 (South)

Client: Peter Brett

Date: 24/06/2014

Weather: Sunny, Dry

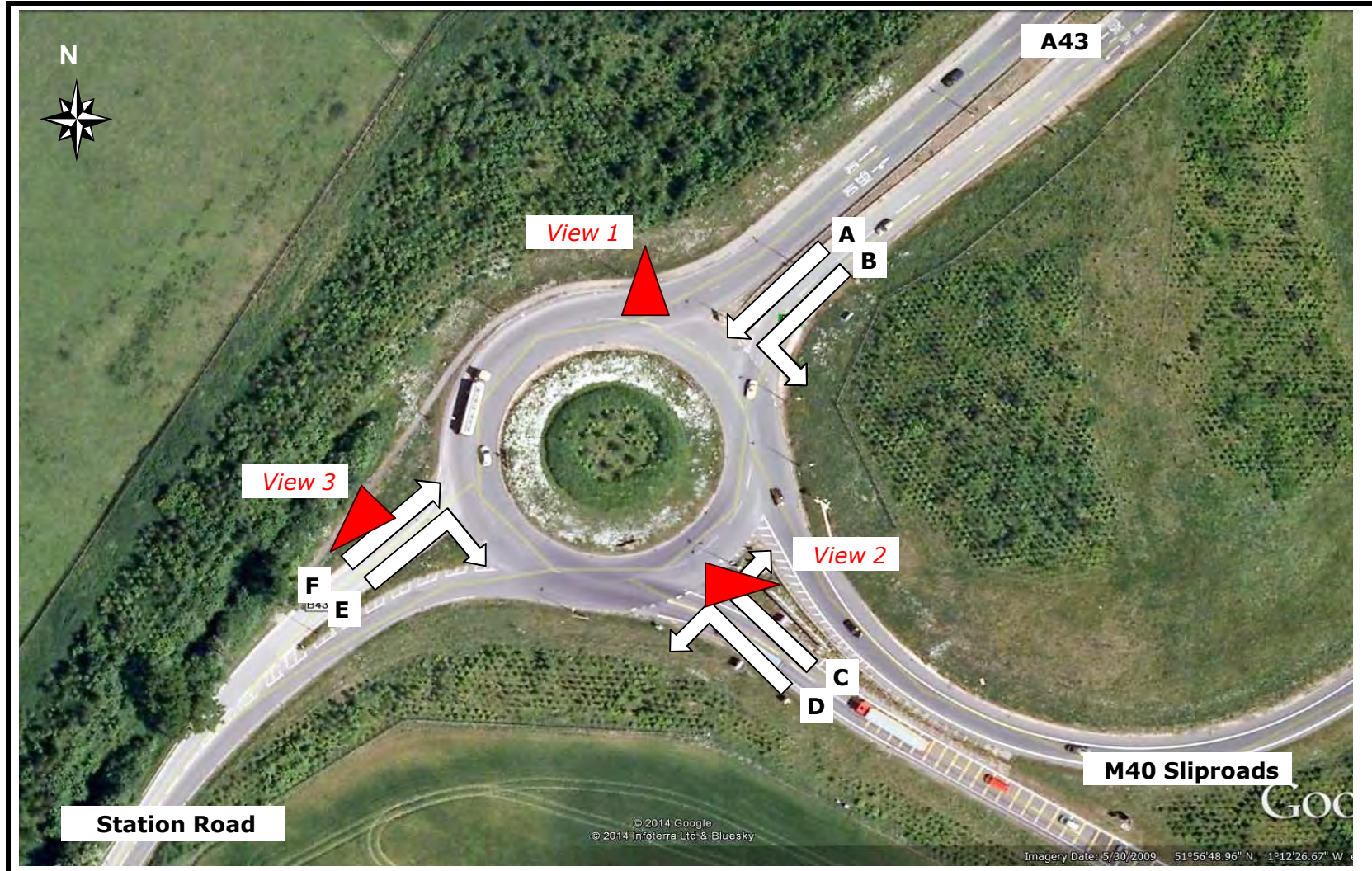
Comments: None

PCU Values

Cars	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
PSV	2.0
M/B	0.4
Cyc	0.2

Advanced Transport Research
Site 1 - M40 Junction 10 (South)
Site Plan

Job Number & Name: **5759 Oxford**
Client: **Peter Brett**
Date: **Tuesday 24 Jun 2014**



Advanced Transport Research
Site 1 - M40 Junction 10 (South)
Classified Counts

Job Number & Name: **5759 Oxford**
 Client: **Peter Brett**
 Date: **Tuesday 24 June 2014**

Times	Movement A							Movement B						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	116	32	1	3	0	0	0	37	4	2	6	1	1	0
07:15 - 07:30	174	29	5	4	0	1	0	37	4	0	5	0	0	0
07:30 - 07:45	152	21	3	2	0	3	0	40	4	0	4	0	0	0
07:45 - 08:00	116	23	4	4	0	1	0	44	7	2	2	0	0	0
Hourly Total	558	105	13	13	0	5	0	158	19	4	17	1	1	0
08:00 - 08:15	111	12	2	5	0	4	0	65	4	7	3	0	0	0
08:15 - 08:30	103	15	3	4	0	2	0	61	5	5	6	0	0	0
08:30 - 08:45	93	12	3	4	0	1	0	41	6	2	5	0	0	0
08:45 - 09:00	126	12	3	1	0	1	0	44	4	4	6	0	0	0
Hourly Total	433	51	11	14	0	8	0	211	19	18	20	0	0	0
09:00 - 09:15	78	10	4	1	0	0	0	49	5	4	6	0	0	0
09:15 - 09:30	48	10	4	3	0	0	0	36	7	0	7	0	0	0
09:30 - 09:45	45	16	6	2	0	0	0	36	2	2	4	0	0	0
09:45 - 10:00	44	8	2	5	0	1	0	43	6	1	7	1	0	0
Hourly Total	215	44	16	11	0	1	0	164	20	7	24	1	0	0

16:00 - 16:15	51	13	3	0	0	0	0	41	5	1	6	0	0	0
16:15 - 16:30	52	6	2	2	0	1	0	48	12	3	2	0	0	0
16:30 - 16:45	47	10	0	1	0	0	0	54	10	4	4	0	0	0
16:45 - 17:00	53	8	0	2	0	0	0	50	15	2	4	0	0	0
Hourly Total	203	37	5	5	0	1	0	193	42	10	16	0	0	0
17:00 - 17:15	75	4	1	0	0	0	0	68	9	1	4	0	0	0
17:15 - 17:30	59	8	1	1	0	0	0	59	9	3	6	0	0	0
17:30 - 17:45	73	6	0	0	0	0	0	59	5	0	6	0	0	0
17:45 - 18:00	87	3	1	1	0	1	0	78	11	3	4	0	0	0
Hourly Total	294	21	3	2	0	1	0	264	34	7	20	0	0	0
18:00 - 18:15	57	1	0	0	0	3	0	55	10	3	2	0	0	0
18:15 - 18:30	68	1	0	0	0	0	0	64	12	1	8	1	1	0
18:30 - 18:45	47	1	2	0	0	1	0	47	4	3	3	0	0	0
18:45 - 19:00	54	7	1	0	0	0	0	36	1	2	2	0	0	0
Hourly Total	226	10	3	0	0	4	0	202	27	9	15	1	1	0

07:00 - 08:00	558	105	13	13	0	5	0	158	19	4	17	1	1	0
07:15 - 08:15	553	85	14	15	0	9	0	186	19	9	14	0	0	0
07:30 - 08:30	482	71	12	15	0	10	0	210	20	14	15	0	0	0
07:45 - 08:45	423	62	12	17	0	8	0	211	22	16	16	0	0	0
08:00 - 09:00	433	51	11	14	0	8	0	211	19	18	20	0	0	0
08:15 - 09:15	400	49	13	10	0	4	0	195	20	15	23	0	0	0
08:30 - 09:30	345	44	14	9	0	2	0	170	22	10	24	0	0	0
08:45 - 09:45	297	48	17	7	0	1	0	165	18	10	23	0	0	0
09:00 - 10:00	215	44	16	11	0	1	0	164	20	7	24	1	0	0
16:00 - 16:15	203	37	5	5	0	1	0	193	42	10	16	0	0	0
16:15 - 16:30	227	28	3	5	0	1	0	220	46	10	14	0	0	0
16:30 - 16:45	234	30	2	4	0	0	0	231	43	10	18	0	0	0
16:45 - 17:00	260	26	2	3	0	0	0	236	38	6	20	0	0	0
17:00 - 17:15	294	21	3	2	0	1	0	264	34	7	20	0	0	0
17:15 - 17:30	276	18	2	2	0	4	0	251	35	9	18	0	0	0
17:30 - 17:45	285	11	1	1	0	4	0	256	38	7	20	1	1	0
17:45 - 18:00	259	6	3	1	0	5	0	244	37	10	17	1	1	0
18:00 - 18:15	226	10	3	0	0	4	0	202	27	9	15	1	1	0

Times	Movement A							Movement B						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc

Times	Movement AB U-turn						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0
07:15 - 07:30	0	0	3	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0
08:00 - 08:15	3	0	1	0	0	0	0
08:15 - 08:30	3	1	0	0	0	0	0
08:30 - 08:45	4	1	0	0	0	0	0
08:45 - 09:00	4	1	0	0	0	0	0
Hourly Total	14	3	1	0	0	0	0
09:00 - 09:15	3	0	0	0	0	0	0
09:15 - 09:30	3	0	1	1	0	0	0
09:30 - 09:45	3	1	0	0	0	0	0
09:45 - 10:00	2	0	0	1	0	0	0
Hourly Total	11	1	1	2	0	0	0

16:00 - 16:15	3	0	0	0	0	0	0
16:15 - 16:30	3	1	0	0	0	0	0
16:30 - 16:45	5	0	0	0	0	0	0
16:45 - 17:00	4	0	0	0	0	0	0
Hourly Total	15	1	0	0	0	0	0
17:00 - 17:15	2	0	0	0	0	0	0
17:15 - 17:30	4	1	0	0	0	0	0
17:30 - 17:45	1	0	0	0	0	0	0
17:45 - 18:00	2	0	0	0	0	0	0
Hourly Total	9	1	0	0	0	0	0
18:00 - 18:15	1	0	0	0	0	0	0
18:15 - 18:30	4	0	0	0	0	0	0
18:30 - 18:45	2	0	0	0	0	0	0
18:45 - 19:00	0	0	0	1	0	0	0
Hourly Total	7	0	0	1	0	0	0

07:00 - 08:00	0	0	4	0	0	0	0
07:15 - 08:15	3	0	5	0	0	0	0
07:30 - 08:30	6	1	2	0	0	0	0
07:45 - 08:45	10	2	1	0	0	0	0
08:00 - 09:00	14	3	1	0	0	0	0
08:15 - 09:15	14	3	0	0	0	0	0
08:30 - 09:30	14	2	1	1	0	0	0
08:45 - 09:45	13	2	1	1	0	0	0
09:00 - 10:00	11	1	1	2	0	0	0
16:00 - 16:15	15	1	0	0	0	0	0
16:15 - 16:30	14	1	0	0	0	0	0
16:30 - 16:45	15	1	0	0	0	0	0
16:45 - 17:00	11	1	0	0	0	0	0
17:00 - 17:15	9	1	0	0	0	0	0
17:15 - 17:30	8	1	0	0	0	0	0
17:30 - 17:45	8	0	0	0	0	0	0
17:45 - 18:00	9	0	0	0	0	0	0
18:00 - 18:15	7	0	0	1	0	0	0

Times	Movement A								Movement B							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	116.0	32.0	1.5	6.9	0.0	0.0	0.0	156.4	37.0	4.0	3.0	13.8	2.0	0.4	0.0	60.2
07:15 - 07:30	174.0	29.0	7.5	9.2	0.0	0.4	0.0	220.1	37.0	4.0	0.0	11.5	0.0	0.0	0.0	52.5
07:30 - 07:45	152.0	21.0	4.5	4.6	0.0	1.2	0.0	183.3	40.0	4.0	0.0	9.2	0.0	0.0	0.0	53.2
07:45 - 08:00	116.0	23.0	6.0	9.2	0.0	0.4	0.0	154.6	44.0	7.0	3.0	4.6	0.0	0.0	0.0	58.6
Hourly Total	558.0	105.0	19.5	29.9	0.0	2.0	0.0	714.4	158.0	19.0	6.0	39.1	2.0	0.4	0.0	224.5
08:00 - 08:15	111.0	12.0	3.0	11.5	0.0	1.6	0.0	139.1	65.0	4.0	10.5	6.9	0.0	0.0	0.0	86.4
08:15 - 08:30	103.0	15.0	4.5	9.2	0.0	0.8	0.0	132.5	61.0	5.0	7.5	13.8	0.0	0.0	0.0	87.3
08:30 - 08:45	93.0	12.0	4.5	9.2	0.0	0.4	0.0	119.1	41.0	6.0	3.0	11.5	0.0	0.0	0.0	61.5
08:45 - 09:00	126.0	12.0	4.5	2.3	0.0	0.4	0.0	145.2	44.0	4.0	6.0	13.8	0.0	0.0	0.0	67.8
Hourly Total	433.0	51.0	16.5	32.2	0.0	3.2	0.0	535.9	211.0	19.0	27.0	46.0	0.0	0.0	0.0	303.0
09:00 - 09:15	78.0	10.0	6.0	2.3	0.0	0.0	0.0	96.3	49.0	5.0	6.0	13.8	0.0	0.0	0.0	73.8
09:15 - 09:30	48.0	10.0	6.0	6.9	0.0	0.0	0.0	70.9	36.0	7.0	0.0	16.1	0.0	0.0	0.0	59.1
09:30 - 09:45	45.0	16.0	9.0	4.6	0.0	0.0	0.0	74.6	36.0	2.0	3.0	9.2	0.0	0.0	0.0	50.2
09:45 - 10:00	44.0	8.0	3.0	11.5	0.0	0.4	0.0	66.9	43.0	6.0	1.5	16.1	2.0	0.0	0.0	68.6
Hourly Total	215.0	44.0	24.0	25.3	0.0	0.4	0.0	308.7	164.0	20.0	10.5	55.2	2.0	0.0	0.0	251.7

16:00 - 16:15	51.0	13.0	4.5	0.0	0.0	0.0	0.0	68.5	41.0	5.0	1.5	13.8	0.0	0.0	0.0	61.3
16:15 - 16:30	52.0	6.0	3.0	4.6	0.0	0.4	0.0	66.0	48.0	12.0	4.5	4.6	0.0	0.0	0.0	69.1
16:30 - 16:45	47.0	10.0	0.0	2.3	0.0	0.0	0.0	59.3	54.0	10.0	6.0	9.2	0.0	0.0	0.0	79.2
16:45 - 17:00	53.0	8.0	0.0	4.6	0.0	0.0	0.0	65.6	50.0	15.0	3.0	9.2	0.0	0.0	0.0	77.2
Hourly Total	203.0	37.0	7.5	11.5	0.0	0.4	0.0	259.4	193.0	42.0	15.0	36.8	0.0	0.0	0.0	286.8
17:00 - 17:15	75.0	4.0	1.5	0.0	0.0	0.0	0.0	80.5	68.0	9.0	1.5	9.2	0.0	0.0	0.0	87.7
17:15 - 17:30	59.0	8.0	1.5	2.3	0.0	0.0	0.0	70.8	59.0	9.0	4.5	13.8	0.0	0.0	0.0	86.3
17:30 - 17:45	73.0	6.0	0.0	0.0	0.0	0.0	0.0	79.0	59.0	5.0	0.0	13.8	0.0	0.0	0.0	77.8
17:45 - 18:00	87.0	3.0	1.5	2.3	0.0	0.4	0.0	94.2	78.0	11.0	4.5	9.2	0.0	0.0	0.0	102.7
Hourly Total	294.0	21.0	4.5	4.6	0.0	0.4	0.0	324.5	264.0	34.0	10.5	46.0	0.0	0.0	0.0	354.5
18:00 - 18:15	57.0	1.0	0.0	0.0	0.0	1.2	0.0	59.2	55.0	10.0	4.5	4.6	0.0	0.0	0.0	74.1
18:15 - 18:30	68.0	1.0	0.0	0.0	0.0	0.0	0.0	69.0	64.0	12.0	1.5	18.4	2.0	0.4	0.0	98.3
18:30 - 18:45	47.0	1.0	3.0	0.0	0.0	0.4	0.0	51.4	47.0	4.0	4.5	6.9	0.0	0.0	0.0	62.4
18:45 - 19:00	54.0	7.0	1.5	0.0	0.0	0.0	0.0	62.5	36.0	1.0	3.0	4.6	0.0	0.0	0.0	44.6
Hourly Total	226.0	10.0	4.5	0.0	0.0	1.6	0.0	242.1	202.0	27.0	13.5	34.5	2.0	0.4	0.0	279.4

07:00 - 08:00	558.0	105.0	19.5	29.9	0.0	2.0	0.0	714.4	158.0	19.0	6.0	39.1	2.0	0.4	0.0	224.5
07:15 - 08:15	553.0	85.0	21.0	34.5	0.0	3.6	0.0	697.1	186.0	19.0	13.5	32.2	0.0	0.0	0.0	250.7
07:30 - 08:30	482.0	71.0	18.0	34.5	0.0	4.0	0.0	609.5	210.0	20.0	21.0	34.5	0.0	0.0	0.0	285.5
07:45 - 08:45	423.0	62.0	18.0	39.1	0.0	3.2	0.0	545.3	211.0	22.0	24.0	36.8	0.0	0.0	0.0	293.8
08:00 - 09:00	433.0	51.0	16.5	32.2	0.0	3.2	0.0	535.9	211.0	19.0	27.0	46.0	0.0	0.0	0.0	303.0
08:15 - 09:15	400.0	49.0	19.5	23.0	0.0	1.6	0.0	493.1	195.0	20.0	22.5	52.9	0.0	0.0	0.0	290.4
08:30 - 09:30	345.0	44.0	21.0	20.7	0.0	0.8	0.0	431.5	170.0	22.0	15.0	55.2	0.0	0.0	0.0	262.2
08:45 - 09:45	297.0	48.0	25.5	16.1	0.0	0.4	0.0	387.0	165.0	18.0	15.0	52.9	0.0	0.0	0.0	250.9
09:00 - 10:00	215.0	44.0	24.0	25.3	0.0	0.4	0.0	308.7	164.0	20.0	10.5	55.2	2.0	0.0	0.0	251.7
16:00 - 16:15	203.0	37.0	7.5	11.5	0.0	0.4	0.0	259.4	193.0	42.0	15.0	36.8	0.0	0.0	0.0	286.8
16:15 - 16:30	227.0	28.0	4.5	11.5	0.0	0.4	0.0	271.4	220.0	46.0	15.0	32.2	0.0	0.0	0.0	313.2
16:30 - 16:45	234.0	30.0	3.0	9.2	0.0	0.0	0.0	276.2	231.0	43.0	15.0	41.4	0.0	0.0	0.0	330.4
16:45 - 17:00	260.0	26.0	3.0	6.9	0.0	0.0	0.0	295.9	236.0	38.0	9.0	46.0	0.0	0.0	0.0	329.0
17:00 - 17:15	294.0	21.0	4.5	4.6	0.0	0.4	0.0	324.5	264.0	34.0	10.5	46.0	0.0	0.0	0.0	354.5
17:15 - 17:30	276.0	18.0	3.0	4.6	0.0	1.6	0.0	303.2	251.0	35.0	13.5	41.4	0.0	0.0	0.0	340.9
17:30 - 17:45	285.0	11.0	1.5	2.3	0.0	1.6	0.0	301.4	256.0	38.0	10.5	46.0	2.0	0.4	0.0	352.9
17:45 - 18:00	259.0	6.0	4.5	2.3	0.0	2.0	0.0	273.8	244.0	37.0	15.0	39.1	2.0	0.4	0.0	337.5
18:00 - 18:15	226.0	10.0	4.5	0.0	0.0	1.6	0.0	242.1	202.0	27.0	13.5	34.5	2.0	0.4	0.0	279.4

Times	Movement A								Movement B							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL

Times	Movement AB U-turn							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	4.5	0.0	0.0	0.0	0.0	4.5
07:30 - 07:45	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	6.0	0.0	0.0	0.0	0.0	6.0
08:00 - 08:15	3.0	0.0	1.5	0.0	0.0	0.0	0.0	4.5
08:15 - 08:30	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
08:30 - 08:45	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
08:45 - 09:00	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
Hourly Total	14.0	3.0	1.5	0.0	0.0	0.0	0.0	18.5
09:00 - 09:15	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
09:15 - 09:30	3.0	0.0	1.5	2.3	0.0	0.0	0.0	6.8
09:30 - 09:45	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
09:45 - 10:00	2.0	0.0	0.0	2.3	0.0	0.0	0.0	4.3
Hourly Total	11.0	1.0	1.5	4.6	0.0	0.0	0.0	18.1

16:00 - 16:15	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
16:15 - 16:30	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
16:30 - 16:45	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
16:45 - 17:00	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Hourly Total	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0
17:00 - 17:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
17:15 - 17:30	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
17:30 - 17:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:45 - 18:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Hourly Total	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0
18:00 - 18:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
18:15 - 18:30	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
18:30 - 18:45	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
18:45 - 19:00	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.3
Hourly Total	7.0	0.0	0.0	2.3	0.0	0.0	0.0	9.3

07:00 - 08:00	0.0	0.0	6.0	0.0	0.0	0.0	0.0	6.0
07:15 - 08:15	3.0	0.0	7.5	0.0	0.0	0.0	0.0	10.5
07:30 - 08:30	6.0	1.0	3.0	0.0	0.0	0.0	0.0	10.0
07:45 - 08:45	10.0	2.0	1.5	0.0	0.0	0.0	0.0	13.5
08:00 - 09:00	14.0	3.0	1.5	0.0	0.0	0.0	0.0	18.5
08:15 - 09:15	14.0	3.0	0.0	0.0	0.0	0.0	0.0	17.0
08:30 - 09:30	14.0	2.0	1.5	2.3	0.0	0.0	0.0	19.8
08:45 - 09:45	13.0	2.0	1.5	2.3	0.0	0.0	0.0	18.8
09:00 - 10:00	11.0	1.0	1.5	4.6	0.0	0.0	0.0	18.1
16:00 - 16:15	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0
16:15 - 16:30	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0
16:30 - 16:45	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0
16:45 - 17:00	11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0
17:00 - 17:15	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0
17:15 - 17:30	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0
17:30 - 17:45	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0
17:45 - 18:00	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0
18:00 - 18:15	7.0	0.0	0.0	2.3	0.0	0.0	0.0	9.3

Advanced Transport Research
Site 1 - M40 Junction 10 (South)
Classified Counts

Job Number & Name: **5759 Oxford**
 Client: **Peter Brett**
 Date: **Tuesday 24 June 2014**

Times	Movement C							Movement D						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	128	20	15	21	0	0	0	0	0	0	1	0	0	0
07:15 - 07:30	157	18	7	22	0	0	0	3	1	2	11	0	1	0
07:30 - 07:45	178	22	13	22	0	0	0	4	5	0	2	0	0	0
07:45 - 08:00	239	20	16	18	0	2	0	2	4	0	3	0	0	0
Hourly Total	702	80	51	83	0	2	0	9	10	2	17	0	1	0
08:00 - 08:15	184	25	10	19	0	0	0	4	0	1	0	0	0	0
08:15 - 08:30	212	11	12	37	1	1	0	8	2	0	2	0	0	0
08:30 - 08:45	206	17	9	23	0	0	0	3	1	0	2	0	0	0
08:45 - 09:00	172	23	7	30	1	1	0	3	0	0	7	0	0	0
Hourly Total	774	76	38	109	2	2	0	18	3	1	11	0	0	0
09:00 - 09:15	187	15	14	27	1	0	0	4	3	0	3	0	0	0
09:15 - 09:30	150	18	15	25	0	1	0	3	0	1	4	0	0	0
09:30 - 09:45	132	18	16	24	0	0	0	2	1	0	0	0	0	0
09:45 - 10:00	130	23	7	39	0	1	0	3	1	0	6	0	0	0
Hourly Total	599	74	52	115	1	2	0	12	5	1	13	0	0	0

16:00 - 16:15	223	34	16	36	0	0	0	8	1	0	0	0	1	0
16:15 - 16:30	212	39	11	24	1	0	0	5	2	0	0	0	0	0
16:30 - 16:45	238	47	17	21	1	2	0	6	3	1	0	0	0	0
16:45 - 17:00	222	31	11	29	0	5	0	8	1	0	0	0	0	0
Hourly Total	895	151	55	110	2	7	0	27	7	1	0	0	1	0
17:00 - 17:15	209	31	11	30	1	1	0	5	1	1	0	0	0	0
17:15 - 17:30	196	25	7	25	0	1	0	7	1	0	0	0	0	0
17:30 - 17:45	223	32	8	26	0	0	0	8	1	0	0	0	0	0
17:45 - 18:00	211	25	12	15	0	4	0	8	0	0	1	0	0	0
Hourly Total	839	113	38	96	1	6	0	28	3	1	1	0	0	0
18:00 - 18:15	201	21	4	18	1	2	0	6	0	0	0	0	0	0
18:15 - 18:30	215	30	8	22	1	1	0	6	1	0	0	0	0	0
18:30 - 18:45	222	15	5	19	0	1	0	6	1	0	0	0	0	0
18:45 - 19:00	199	17	6	21	0	2	0	6	0	0	0	0	0	0
Hourly Total	837	83	23	80	2	6	0	24	2	0	0	0	0	0

07:00 - 08:00	702	80	51	83	0	2	0	9	10	2	17	0	1	0
07:15 - 08:15	758	85	46	81	0	2	0	13	10	3	16	0	1	0
07:30 - 08:30	813	78	51	96	1	3	0	18	11	1	7	0	0	0
07:45 - 08:45	841	73	47	97	1	3	0	17	7	1	7	0	0	0
08:00 - 09:00	774	76	38	109	2	2	0	18	3	1	11	0	0	0
08:15 - 09:15	777	66	42	117	3	2	0	18	6	0	14	0	0	0
08:30 - 09:30	715	73	45	105	2	2	0	13	4	1	16	0	0	0
08:45 - 09:45	641	74	52	106	2	2	0	12	4	1	14	0	0	0
09:00 - 10:00	599	74	52	115	1	2	0	12	5	1	13	0	0	0
16:00 - 16:15	895	151	55	110	2	7	0	27	7	1	0	0	1	0
16:15 - 16:30	881	148	50	104	3	8	0	24	7	2	0	0	0	0
16:30 - 16:45	865	134	46	105	2	9	0	26	6	2	0	0	0	0
16:45 - 17:00	850	119	37	110	1	7	0	28	4	1	0	0	0	0
17:00 - 17:15	839	113	38	96	1	6	0	28	3	1	1	0	0	0
17:15 - 17:30	831	103	31	84	1	7	0	29	2	0	1	0	0	0
17:30 - 17:45	850	108	32	81	2	7	0	28	2	0	1	0	0	0
17:45 - 18:00	849	91	29	74	2	8	0	26	2	0	1	0	0	0
18:00 - 18:15	837	83	23	80	2	6	0	24	2	0	0	0	0	0

Times	Movement C							Movement D						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc

Times	Movement CD U-turn						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	1	0	0	0	0	0	0
07:15 - 07:30	2	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0
Hourly Total	3	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0
08:15 - 08:30	1	0	0	0	0	0	0
08:30 - 08:45	6	1	0	0	0	0	0
08:45 - 09:00	3	0	0	0	0	0	0
Hourly Total	10	1	0	0	0	0	0
09:00 - 09:15	2	0	1	0	0	0	0
09:15 - 09:30	2	0	0	0	0	0	0
09:30 - 09:45	3	0	0	0	0	0	0
09:45 - 10:00	5	0	0	0	0	0	0
Hourly Total	12	0	1	0	0	0	0

16:00 - 16:15	3	0	0	0	0	0	0
16:15 - 16:30	2	1	0	0	0	0	0
16:30 - 16:45	1	0	0	0	0	0	0
16:45 - 17:00	4	0	0	0	0	0	0
Hourly Total	10	1	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0
17:15 - 17:30	3	0	0	1	0	0	0
17:30 - 17:45	1	0	0	0	0	0	0
17:45 - 18:00	1	0	0	0	0	0	0
Hourly Total	5	0	0	1	0	0	0
18:00 - 18:15	1	0	0	0	0	0	0
18:15 - 18:30	2	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0
Hourly Total	3	0	0	0	0	0	0

07:00 - 08:00	3	0	0	0	0	0	0
07:15 - 08:15	2	0	0	0	0	0	0
07:30 - 08:30	1	0	0	0	0	0	0
07:45 - 08:45	7	1	0	0	0	0	0
08:00 - 09:00	10	1	0	0	0	0	0
08:15 - 09:15	12	1	1	0	0	0	0
08:30 - 09:30	13	1	1	0	0	0	0
08:45 - 09:45	10	0	1	0	0	0	0
09:00 - 10:00	12	0	1	0	0	0	0
16:00 - 16:15	10	1	0	0	0	0	0
16:15 - 16:30	7	1	0	0	0	0	0
16:30 - 16:45	8	0	0	1	0	0	0
16:45 - 17:00	8	0	0	1	0	0	0
17:00 - 17:15	5	0	0	1	0	0	0
17:15 - 17:30	6	0	0	1	0	0	0
17:30 - 17:45	5	0	0	0	0	0	0
17:45 - 18:00	4	0	0	0	0	0	0
18:00 - 18:15	3	0	0	0	0	0	0

Times	Movement C								Movement D							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	128.0	20.0	22.5	48.3	0.0	0.0	0.0	218.8	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.3
07:15 - 07:30	157.0	18.0	10.5	50.6	0.0	0.0	0.0	236.1	3.0	1.0	3.0	25.3	0.0	0.4	0.0	32.7
07:30 - 07:45	178.0	22.0	19.5	50.6	0.0	0.0	0.0	270.1	4.0	5.0	0.0	4.6	0.0	0.0	0.0	13.6
07:45 - 08:00	239.0	20.0	24.0	41.4	0.0	0.8	0.0	325.2	2.0	4.0	0.0	6.9	0.0	0.0	0.0	12.9
Hourly Total	702.0	80.0	76.5	190.9	0.0	0.8	0.0	1050.2	9.0	10.0	3.0	39.1	0.0	0.4	0.0	61.5
08:00 - 08:15	184.0	25.0	15.0	43.7	0.0	0.0	0.0	267.7	4.0	0.0	1.5	0.0	0.0	0.0	0.0	5.5
08:15 - 08:30	212.0	11.0	18.0	85.1	2.0	0.4	0.0	328.5	8.0	2.0	0.0	4.6	0.0	0.0	0.0	14.6
08:30 - 08:45	206.0	17.0	13.5	52.9	0.0	0.0	0.0	289.4	3.0	1.0	0.0	4.6	0.0	0.0	0.0	8.6
08:45 - 09:00	172.0	23.0	10.5	69.0	2.0	0.4	0.0	276.9	3.0	0.0	0.0	16.1	0.0	0.0	0.0	19.1
Hourly Total	774.0	76.0	57.0	250.7	4.0	0.8	0.0	1162.5	18.0	3.0	1.5	25.3	0.0	0.0	0.0	47.8
09:00 - 09:15	187.0	15.0	21.0	62.1	2.0	0.0	0.0	287.1	4.0	3.0	0.0	6.9	0.0	0.0	0.0	13.9
09:15 - 09:30	150.0	18.0	22.5	57.5	0.0	0.4	0.0	248.4	3.0	0.0	1.5	9.2	0.0	0.0	0.0	13.7
09:30 - 09:45	132.0	18.0	24.0	55.2	0.0	0.0	0.0	229.2	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
09:45 - 10:00	130.0	23.0	10.5	89.7	0.0	0.4	0.0	253.6	3.0	1.0	0.0	13.8	0.0	0.0	0.0	17.8
Hourly Total	599.0	74.0	78.0	264.5	2.0	0.8	0.0	1018.3	12.0	5.0	1.5	29.9	0.0	0.0	0.0	48.4

16:00 - 16:15	223.0	34.0	24.0	82.8	0.0	0.0	0.0	363.8	8.0	1.0	0.0	0.0	0.0	0.4	0.0	9.4
16:15 - 16:30	212.0	39.0	16.5	55.2	2.0	0.0	0.0	324.7	5.0	2.0	0.0	0.0	0.0	0.0	0.0	7.0
16:30 - 16:45	238.0	47.0	25.5	48.3	2.0	0.8	0.0	361.6	6.0	3.0	1.5	0.0	0.0	0.0	0.0	10.5
16:45 - 17:00	222.0	31.0	16.5	66.7	0.0	2.0	0.0	338.2	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0
Hourly Total	895.0	151.0	82.5	253.0	4.0	2.8	0.0	1388.3	27.0	7.0	1.5	0.0	0.0	0.4	0.0	35.9
17:00 - 17:15	209.0	31.0	16.5	69.0	2.0	0.4	0.0	327.9	5.0	1.0	1.5	0.0	0.0	0.0	0.0	7.5
17:15 - 17:30	196.0	25.0	10.5	57.5	0.0	0.4	0.0	289.4	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0
17:30 - 17:45	223.0	32.0	12.0	59.8	0.0	0.0	0.0	326.8	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0
17:45 - 18:00	211.0	25.0	18.0	34.5	0.0	1.6	0.0	290.1	8.0	0.0	0.0	2.3	0.0	0.0	0.0	10.3
Hourly Total	839.0	113.0	57.0	220.8	2.0	2.4	0.0	1234.2	28.0	3.0	1.5	2.3	0.0	0.0	0.0	34.8
18:00 - 18:15	201.0	21.0	6.0	41.4	2.0	0.8	0.0	272.2	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
18:15 - 18:30	215.0	30.0	12.0	50.6	2.0	0.4	0.0	310.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0
18:30 - 18:45	222.0	15.0	7.5	43.7	0.0	0.4	0.0	288.6	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0
18:45 - 19:00	199.0	17.0	9.0	48.3	0.0	0.8	0.0	274.1	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
Hourly Total	837.0	83.0	34.5	184.0	4.0	2.4	0.0	1144.9	24.0	2.0	0.0	0.0	0.0	0.0	0.0	26.0

07:00 - 08:00	702.0	80.0	76.5	190.9	0.0	0.8	0.0	###	9.0	10.0	3.0	39.1	0.0	0.4	0.0	61.5
07:15 - 08:15	758.0	85.0	69.0	186.3	0.0	0.8	0.0	###	13.0	10.0	4.5	36.8	0.0	0.4	0.0	64.7
07:30 - 08:30	813.0	78.0	76.5	220.8	2.0	1.2	0.0	###	18.0	11.0	1.5	16.1	0.0	0.0	0.0	46.6
07:45 - 08:45	841.0	73.0	70.5	223.1	2.0	1.2	0.0	###	17.0	7.0	1.5	16.1	0.0	0.0	0.0	41.6
08:00 - 09:00	774.0	76.0	57.0	250.7	4.0	0.8	0.0	###	18.0	3.0	1.5	25.3	0.0	0.0	0.0	47.8
08:15 - 09:15	777.0	66.0	63.0	269.1	6.0	0.8	0.0	###	18.0	6.0	0.0	32.2	0.0	0.0	0.0	56.2
08:30 - 09:30	715.0	73.0	67.5	241.5	4.0	0.8	0.0	###	13.0	4.0	1.5	36.8	0.0	0.0	0.0	55.3
08:45 - 09:45	641.0	74.0	78.0	243.8	4.0	0.8	0.0	###	12.0	4.0	1.5	32.2	0.0	0.0	0.0	49.7
09:00 - 10:00	599.0	74.0	78.0	264.5	2.0	0.8	0.0	###	12.0	5.0	1.5	29.9	0.0	0.0	0.0	48.4
16:00 - 16:15	895.0	151.0	82.5	253.0	4.0	2.8	0.0	###	27.0	7.0	1.5	0.0	0.0	0.4	0.0	35.9
16:15 - 16:30	881.0	148.0	75.0	239.2	6.0	3.2	0.0	###	24.0	7.0	3.0	0.0	0.0	0.0	0.0	34.0
16:30 - 16:45	865.0	134.0	69.0	241.5	4.0	3.6	0.0	###	26.0	6.0	3.0	0.0	0.0	0.0	0.0	35.0
16:45 - 17:00	850.0	119.0	55.5	253.0	2.0	2.8	0.0	###	28.0	4.0	1.5	0.0	0.0	0.0	0.0	33.5
17:00 - 17:15	839.0	113.0	57.0	220.8	2.0	2.4	0.0	###	28.0	3.0	1.5	2.3	0.0	0.0	0.0	34.8
17:15 - 17:30	831.0	103.0	46.5	193.2	2.0	2.8	0.0	###	29.0	2.0	0.0	2.3	0.0	0.0	0.0	33.3
17:30 - 17:45	850.0	108.0	48.0	186.3	4.0	2.8	0.0	###	28.0	2.0	0.0	2.3	0.0	0.0	0.0	32.3
17:45 - 18:00	849.0	91.0	43.5	170.2	4.0	3.2	0.0	###	26.0	2.0	0.0	2.3	0.0	0.0	0.0	30.3
18:00 - 18:15	837.0	83.0	34.5	184.0	4.0	2.4	0.0	###	24.0	2.0	0.0	0.0	0.0	0.0	0.0	26.0

Times	Movement C								Movement D							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL

Times	Movement CD U-turn							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
07:15 - 07:30	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
08:30 - 08:45	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0
08:45 - 09:00	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Hourly Total	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0
09:00 - 09:15	2.0	0.0	1.5	0.0	0.0	0.0	0.0	3.5
09:15 - 09:30	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
09:30 - 09:45	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
09:45 - 10:00	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
Hourly Total	12.0	0.0	1.5	0.0	0.0	0.0	0.0	13.5

16:00 - 16:15	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
16:15 - 16:30	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
16:30 - 16:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
16:45 - 17:00	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Hourly Total	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	3.0	0.0	0.0	2.3	0.0	0.0	0.0	5.3
17:30 - 17:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:45 - 18:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Hourly Total	5.0	0.0	0.0	2.3	0.0	0.0	0.0	7.3
18:00 - 18:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
18:15 - 18:30	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0

07:00 - 08:00	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
07:15 - 08:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
07:30 - 08:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
07:45 - 08:45	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0
08:00 - 09:00	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0
08:15 - 09:15	12.0	1.0	1.5	0.0	0.0	0.0	0.0	14.5
08:30 - 09:30	13.0	1.0	1.5	0.0	0.0	0.0	0.0	15.5
08:45 - 09:45	10.0	0.0	1.5	0.0	0.0	0.0	0.0	11.5
09:00 - 10:00	12.0	0.0	1.5	0.0	0.0	0.0	0.0	13.5
16:00 - 16:15	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0
16:15 - 16:30	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0
16:30 - 16:45	8.0	0.0	0.0	2.3	0.0	0.0	0.0	10.3
16:45 - 17:00	8.0	0.0	0.0	2.3	0.0	0.0	0.0	10.3
17:00 - 17:15	5.0	0.0	0.0	2.3	0.0	0.0	0.0	7.3
17:15 - 17:30	6.0	0.0	0.0	2.3	0.0	0.0	0.0	8.3
17:30 - 17:45	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
17:45 - 18:00	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
18:00 - 18:15	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0

Times	Movement E							Movement F						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	41	5	3	0	0	0	0	18	4	1	3	0	0	0
07:15 - 07:30	29	4	0	0	0	0	0	32	4	3	7	0	1	0
07:30 - 07:45	50	8	0	1	0	0	0	37	3	1	5	0	1	0
07:45 - 08:00	45	2	2	0	0	0	0	33	4	2	9	0	1	0
Hourly Total	165	19	5	1	0	0	0	120	15	7	24	0	3	0
08:00 - 08:15	59	5	4	1	0	0	0	50	5	0	5	0	2	0
08:15 - 08:30	31	2	0	0	0	1	0	26	2	1	9	0	0	0
08:30 - 08:45	30	1	2	0	0	0	0	38	1	1	7	0	1	0
08:45 - 09:00	25	1	1	1	0	0	0	29	7	4	15	0	0	0
Hourly Total	145	9	7	2	0	1	0	143	15	6	36	0	3	0
09:00 - 09:15	21	5	2	2	0	0	0	30	5	3	7	1	0	0
09:15 - 09:30	11	4	1	0	0	0	0	27	2	0	9	0	0	0
09:30 - 09:45	15	3	0	1	0	0	0	33	4	2	5	0	0	0
09:45 - 10:00	16	1	2	2	0	0	0	25	6	4	6	0	0	0
Hourly Total	63	13	5	5	0	0	0	115	17	9	27	1	0	0

16:00 - 16:15	20	2	1	0	0	0	0	53	15	0	2	0	0	0
16:15 - 16:30	16	4	1	0	0	0	0	58	14	0	4	0	1	0
16:30 - 16:45	30	3	3	2	0	2	0	79	12	2	0	0	2	0
16:45 - 17:00	33	1	2	2	0	0	0	65	13	1	3	0	1	0
Hourly Total	99	10	7	4	0	2	0	255	54	3	9	0	4	0
17:00 - 17:15	35	5	0	0	0	0	0	74	9	0	1	0	1	1
17:15 - 17:30	24	4	0	1	0	0	0	62	13	2	4	0	0	0
17:30 - 17:45	28	8	2	1	0	1	0	67	9	1	5	0	0	0
17:45 - 18:00	29	2	0	0	0	0	0	65	1	0	1	0	2	0
Hourly Total	116	19	2	2	0	1	0	268	32	3	11	0	3	1
18:00 - 18:15	13	1	0	0	0	0	0	49	4	1	1	0	1	0
18:15 - 18:30	17	1	0	1	0	0	0	47	5	1	0	0	3	0
18:30 - 18:45	14	2	0	0	1	0	0	53	4	0	0	0	1	0
18:45 - 19:00	7	1	0	0	0	0	0	34	4	1	0	0	0	0
Hourly Total	51	5	0	1	1	0	0	183	17	3	1	0	5	0

07:00 - 08:00	165	19	5	1	0	0	0	120	15	7	24	0	3	0
07:15 - 08:15	183	19	6	2	0	0	0	152	16	6	26	0	5	0
07:30 - 08:30	185	17	6	2	0	1	0	146	14	4	28	0	4	0
07:45 - 08:45	165	10	8	1	0	1	0	147	12	4	30	0	4	0
08:00 - 09:00	145	9	7	2	0	1	0	143	15	6	36	0	3	0
08:15 - 09:15	107	9	5	3	0	1	0	123	15	9	38	1	1	0
08:30 - 09:30	87	11	6	3	0	0	0	124	15	8	38	1	1	0
08:45 - 09:45	72	13	4	4	0	0	0	119	18	9	36	1	0	0
09:00 - 10:00	63	13	5	5	0	0	0	115	17	9	27	1	0	0
16:00 - 16:15	99	10	7	4	0	2	0	255	54	3	9	0	4	0
16:15 - 16:30	114	13	6	4	0	2	0	276	48	3	8	0	5	1
16:30 - 16:45	122	13	5	5	0	2	0	280	47	5	8	0	4	1
16:45 - 17:00	120	18	4	4	0	1	0	268	44	4	13	0	2	1
17:00 - 17:15	116	19	2	2	0	1	0	268	32	3	11	0	3	1
17:15 - 17:30	94	15	2	2	0	1	0	243	27	4	11	0	3	0
17:30 - 17:45	87	12	2	2	0	1	0	228	19	3	7	0	6	0
17:45 - 18:00	73	6	0	1	1	0	0	214	14	2	2	0	7	0
18:00 - 18:15	51	5	0	1	1	0	0	183	17	3	1	0	5	0

Times	Movement E							Movement F						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc

Times	Movement EF U-turn						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0
07:30 - 07:45	1	1	1	1	0	0	0
07:45 - 08:00	0	0	0	1	0	0	0
Hourly Total	1	1	1	2	0	0	0
08:00 - 08:15	2	0	0	0	0	0	0
08:15 - 08:30	3	2	0	1	0	0	0
08:30 - 08:45	2	1	0	0	0	0	0
08:45 - 09:00	2	0	0	0	0	0	0
Hourly Total	9	3	0	1	0	0	0
09:00 - 09:15	2	0	0	0	0	0	0
09:15 - 09:30	1	0	0	0	0	0	0
09:30 - 09:45	2	0	0	0	0	0	0
09:45 - 10:00	1	0	0	0	0	0	0
Hourly Total	6	0	0	0	0	0	0

16:00 - 16:15	3	0	0	0	0	0	0
16:15 - 16:30	2	1	0	0	0	0	0
16:30 - 16:45	4	0	0	0	0	0	0
16:45 - 17:00	3	0	0	0	0	0	0
Hourly Total	12	1	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0
17:30 - 17:45	1	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0
18:00 - 18:15	1	0	0	0	0	0	0
18:15 - 18:30	1	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0

07:00 - 08:00	1	1	1	2	0	0	0
07:15 - 08:15	3	1	1	2	0	0	0
07:30 - 08:30	6	3	1	3	0	0	0
07:45 - 08:45	7	3	0	2	0	0	0
08:00 - 09:00	9	3	0	1	0	0	0
08:15 - 09:15	9	3	0	1	0	0	0
08:30 - 09:30	7	1	0	0	0	0	0
08:45 - 09:45	7	0	0	0	0	0	0
09:00 - 10:00	6	0	0	0	0	0	0
16:00 - 16:15	12	1	0	0	0	0	0
16:15 - 16:30	9	1	0	0	0	0	0
16:30 - 16:45	7	0	0	0	0	0	0
16:45 - 17:00	4	0	0	0	0	0	0
17:00 - 17:15	1	0	0	0	0	0	0
17:15 - 17:30	2	0	0	0	0	0	0
17:30 - 17:45	3	0	0	0	0	0	0
17:45 - 18:00	2	0	0	0	0	0	0
18:00 - 18:15	2	0	0	0	0	0	0

Times	Movement E								Movement F							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL

Times	Movement EF U-turn							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	1.0	1.0	1.5	2.3	0.0	0.0	0.0	5.8
07:45 - 08:00	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.3
Hourly Total	1.0	1.0	1.5	4.6	0.0	0.0	0.0	8.1
08:00 - 08:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
08:15 - 08:30	3.0	2.0	0.0	2.3	0.0	0.0	0.0	7.3
08:30 - 08:45	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
08:45 - 09:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Hourly Total	9.0	3.0	0.0	2.3	0.0	0.0	0.0	14.3
09:00 - 09:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
09:15 - 09:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
09:30 - 09:45	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
09:45 - 10:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Hourly Total	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0

16:00 - 16:15	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
16:15 - 16:30	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
16:30 - 16:45	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
16:45 - 17:00	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Hourly Total	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
18:00 - 18:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
18:15 - 18:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0

07:00 - 08:00	1.0	1.0	1.5	4.6	0.0	0.0	0.0	8.1
07:15 - 08:15	3.0	1.0	1.5	4.6	0.0	0.0	0.0	10.1
07:30 - 08:30	6.0	3.0	1.5	6.9	0.0	0.0	0.0	17.4
07:45 - 08:45	7.0	3.0	0.0	4.6	0.0	0.0	0.0	14.6
08:00 - 09:00	9.0	3.0	0.0	2.3	0.0	0.0	0.0	14.3
08:15 - 09:15	9.0	3.0	0.0	2.3	0.0	0.0	0.0	14.3
08:30 - 09:30	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0
08:45 - 09:45	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
09:00 - 10:00	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
16:00 - 16:15	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0
16:15 - 16:30	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0
16:30 - 16:45	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
16:45 - 17:00	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
17:00 - 17:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:15 - 17:30	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
17:30 - 17:45	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
17:45 - 18:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
18:00 - 18:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0

Advanced Transport Research
Site 1 - M40 Junction 10 (South)
Queue Lengths

Job Number & Name: **5759 Oxford**
 Client: **Peter Brett**
 Date: **Tuesday 24 June 2014**

Times	A43			M40 Sliproad			Station Road	
	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2
07:00 - 07:05	1	0		0	2		0	0
07:05 - 07:10	0	1		1	0		1	0
07:10 - 07:15	1	1		3	1		1	0
07:15 - 07:20	0	0		1	2		0	1
07:20 - 07:25	1	2		2	5		1	0
07:25 - 07:30	0	0		4	7		0	0
07:30 - 07:35	0	3	3	3	8	11	0	3
07:35 - 07:40	1	2	3	1	3	4	1	2
07:40 - 07:45	1	1	2	4	3	7	0	1
07:45 - 07:50	1	4	5	5	6	11	1	1
07:50 - 07:55	1	2	3	8	13	21	1	2
07:55 - 08:00	0	1	1	10	15	25	1	0
08:00 - 08:05	2	0	2	4	11	15	2	4
08:05 - 08:10	1	1	2	1	4	5	1	5
08:10 - 08:15	0	0	0	4	10	14	2	1
08:15 - 08:20	0	0	0	6	14	20	1	1
08:20 - 08:25	0	0	0	2	13	15	0	1
08:25 - 08:30	1	2	3	13	16	29	4	5
			2			14.75		
08:30 - 08:35	0	0		5	12		1	5
08:35 - 08:40	0	3		3	11		4	1
08:40 - 08:45	0	1		2	3		0	1
08:45 - 08:50	0	1		4	8		2	3
08:50 - 08:55	0	1		2	4		1	5
08:55 - 09:00	1	1		5	3		2	1
09:00 - 09:05	0	0		0	2		1	1
09:05 - 09:10	0	0		3	8		2	2
09:10 - 09:15	0	0		3	11		2	4
09:15 - 09:20	0	0		3	3		1	2
09:20 - 09:25	1	0		4	8		1	0
09:25 - 09:30	0	3		1	2		1	2
09:30 - 09:35	0	0		0	2		1	1
09:35 - 09:40	0	0		2	2		0	1
09:40 - 09:45	0	0		1	4		0	0
09:45 - 09:50	0	0		1	6		0	0
09:50 - 09:55	0	0		4	2		0	1
09:55 - 10:00	0	0		3	5		1	3

Count in Vehicles

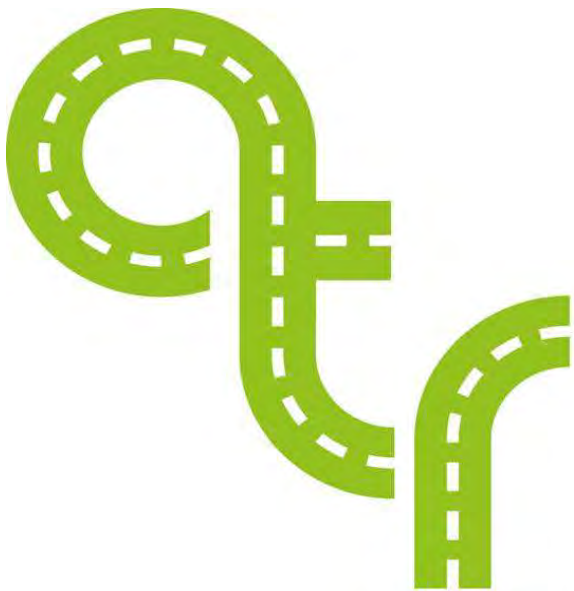
Lane 1 = Nearest Kerb

3
3
1
2
3
1
6
6
3
2
1
9

3.333

Times	A43			M40 Sliproad			Station Road	
	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2
16:00 - 16:05	0	0		5	21		2	1
16:05 - 16:10	0	0		3	10		2	2
16:10 - 16:15	0	0		2	8		5	3
16:15 - 16:20	0	0		1	4		5	2
16:20 - 16:25	0	1		1	3		1	1
16:25 - 16:30	0	0		1	3		1	0
16:30 - 16:35	0	0		3	4		4	1
16:35 - 16:40	1	1		2	2		3	4
16:40 - 16:45	1	1		2	12		3	4
16:45 - 16:50	1	0		2	7		1	3
16:50 - 16:55	0	0		3	5		5	2
16:55 - 17:00	0	0		1	2		2	3
17:00 - 17:05	0	0	0	5	5	10	1	1
17:05 - 17:10	0	0	0	1	6	7	1	1
17:10 - 17:15	0	0	0	2	8	10	2	1
17:15 - 17:20	0	2	2	2	5	7	3	4
17:20 - 17:25	0	0	0	3	4	7	1	0
17:25 - 17:30	0	0	0	1	2	3	1	1
17:30 - 17:35	0	0	0	1	3	4	0	0
17:35 - 17:40	0	1	1	2	4	6	0	5
17:40 - 17:45	0	0	0	2	5	7	1	1
17:45 - 17:50	0	0	0	2	6	8	3	2
17:50 - 17:55	0	0	0	2	2	4	1	1
17:55 - 18:00	0	0	0	0	1	1	0	1
18:00 - 18:05	0	0		2	1		0	0
18:05 - 18:10	0	0		2	0		0	0
18:10 - 18:15	0	0		2	1		0	0
18:15 - 18:20	0	0		2	2		1	1
18:20 - 18:25	0	0		0	2		0	1
18:25 - 18:30	0	0		1	4		0	1
18:30 - 18:35	0	0		0	2		0	1
18:35 - 18:40	0	1		0	1		0	0
18:40 - 18:45	0	0		2	3		0	0
18:45 - 18:50	0	0		1	2		0	0
18:50 - 18:55	0	0		0	3		0	1
18:55 - 19:00	0	0		0	2		1	0

2
2
3
7
1
2
0
5
2
5
2



advanced transport research

Job Number & Name: 5759 Oxford

Site Number/Name: Site 2 - Ardley Road/Camp Road

Client: Peter Brett

Date: 24/06/2014

Weather: Sunny, Dry

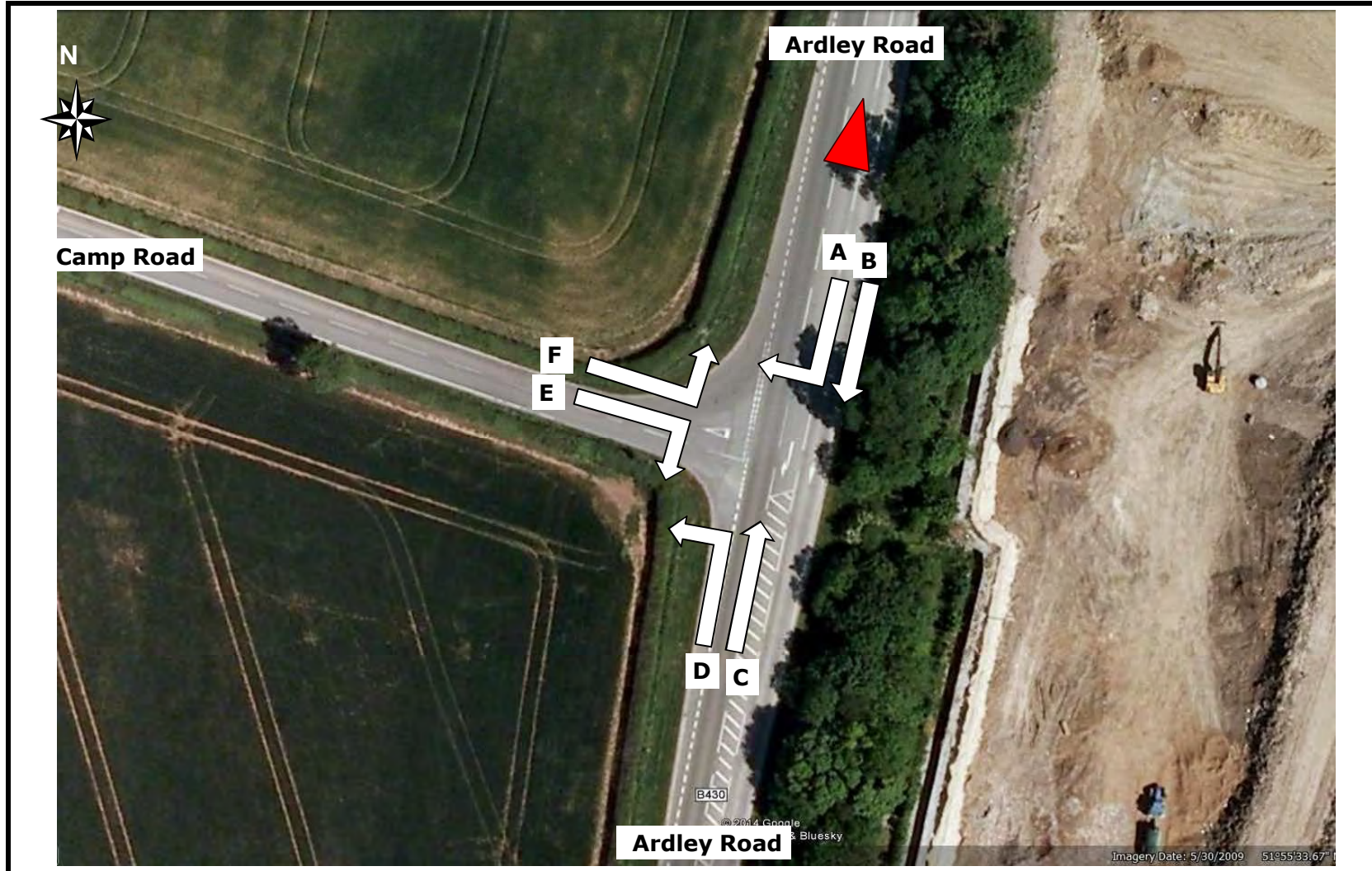
Comments: None

PCU Values

Cars	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
PSV	2.0
M/B	0.4
Cyc	0.2

Advanced Transport Research
Site 2 - Ardley Road/Camp Road
Site Plan

Job Number & Name: **5759 Oxford**
Client: **Peter Brett**
Date: **Tuesday 24 Jun 2014**



Times	Movement A							Movement B						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	17	7	0	4	0	0	0	111	26	2	2	0	0	0
07:15 - 07:30	33	6	0	2	0	0	0	150	20	3	14	0	1	0
07:30 - 07:45	30	8	4	0	0	1	0	147	19	3	2	0	2	0
07:45 - 08:00	36	4	0	2	0	1	0	120	16	4	4	0	1	0
Hourly Total	116	25	4	8	0	2	0	528	81	12	22	0	4	0
08:00 - 08:15	19	5	3	0	1	1	0	115	12	1	1	0	4	0
08:15 - 08:30	24	8	4	3	0	0	0	102	8	0	6	0	1	0
08:30 - 08:45	27	6	0	4	0	0	0	84	8	3	4	0	2	0
08:45 - 09:00	57	3	1	0	0	0	0	84	10	3	5	0	3	0
Hourly Total	127	22	8	7	1	1	0	385	38	7	16	0	10	0
09:00 - 09:15	14	4	0	1	0	0	0	77	10	1	2	0	0	0
09:15 - 09:30	15	2	2	3	0	0	0	38	6	3	5	0	0	0
09:30 - 09:45	8	8	3	0	0	0	0	41	9	3	2	0	0	0
09:45 - 10:00	15	1	0	6	0	0	0	37	7	3	4	0	0	0
Hourly Total	52	15	5	10	0	0	0	193	32	10	13	0	0	0

16:00 - 16:15	15	3	1	0	0	0	0	43	7	2	0	0	1	0
16:15 - 16:30	15	3	2	0	0	0	0	34	1	1	2	0	1	0
16:30 - 16:45	10	2	1	1	0	0	0	38	7	1	1	0	0	0
16:45 - 17:00	11	2	0	1	0	0	0	34	5	0	1	0	0	0
Hourly Total	51	10	4	2	0	0	0	149	20	4	4	0	2	0
17:00 - 17:15	12	2	0	0	0	0	0	41	1	1	0	0	0	0
17:15 - 17:30	15	2	0	0	0	0	0	38	4	1	0	0	0	0
17:30 - 17:45	10	1	0	1	0	0	0	45	5	0	0	0	0	0
17:45 - 18:00	20	1	1	2	0	0	1	48	1	0	0	0	0	0
Hourly Total	57	6	1	3	0	0	1	172	11	2	0	0	0	0
18:00 - 18:15	14	0	0	0	0	0	0	45	0	0	0	0	2	0
18:15 - 18:30	13	0	0	0	0	1	0	39	0	0	0	0	0	0
18:30 - 18:45	7	0	1	0	0	0	0	34	1	1	0	0	1	0
18:45 - 19:00	16	5	2	0	0	0	0	29	0	0	0	0	0	0
Hourly Total	50	5	3	0	0	1	0	147	1	1	0	0	3	0

07:00 - 08:00	116	25	4	8	0	2	0	528	81	12	22	0	4	0
07:15 - 08:15	118	23	7	4	1	3	0	532	67	11	21	0	8	0
07:30 - 08:30	109	25	11	5	1	3	0	484	55	8	13	0	8	0
07:45 - 08:45	106	23	7	9	1	2	0	421	44	8	15	0	8	0
08:00 - 09:00	127	22	8	7	1	1	0	385	38	7	16	0	10	0
08:15 - 09:15	122	21	5	8	0	0	0	347	36	7	17	0	6	0
08:30 - 09:30	113	15	3	8	0	0	0	283	34	10	16	0	5	0
08:45 - 09:45	94	17	6	4	0	0	0	240	35	10	14	0	3	0
09:00 - 10:00	52	15	5	10	0	0	0	193	32	10	13	0	0	0
16:00 - 16:15	51	10	4	2	0	0	0	149	20	4	4	0	2	0
16:15 - 16:30	48	9	3	2	0	0	0	147	14	3	4	0	1	0
16:30 - 16:45	48	8	1	2	0	0	0	151	17	3	2	0	0	0
16:45 - 17:00	48	7	0	2	0	0	0	158	15	2	1	0	0	0
17:00 - 17:15	57	6	1	3	0	0	1	172	11	2	0	0	0	0
17:15 - 17:30	59	4	1	3	0	0	1	176	10	1	0	0	2	0
17:30 - 17:45	57	2	1	3	0	1	1	177	6	0	0	0	2	0
17:45 - 18:00	54	1	2	2	0	1	1	166	2	1	0	0	3	0
18:00 - 18:15	50	5	3	0	0	1	0	147	1	1	0	0	3	0

Advanced Transport Research
Site 2 - Ardley Road/Camp Road
PCU Values

Job Number & Name: **5759 Oxford**
 Client: **Peter Brett**
 Date: **Tuesday 24 June 2014**

Times	Movement A								Movement B							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	17.0	7.0	0.0	9.2	0.0	0.0	0.0	33.2	111.0	26.0	3.0	4.6	0.0	0.0	0.0	144.6
07:15 - 07:30	33.0	6.0	0.0	4.6	0.0	0.0	0.0	43.6	150.0	20.0	4.5	32.2	0.0	0.4	0.0	207.1
07:30 - 07:45	30.0	8.0	6.0	0.0	0.0	0.4	0.0	44.4	147.0	19.0	4.5	4.6	0.0	0.8	0.0	175.9
07:45 - 08:00	36.0	4.0	0.0	4.6	0.0	0.4	0.0	45.0	120.0	16.0	6.0	9.2	0.0	0.4	0.0	151.6
Hourly Total	116.0	25.0	6.0	18.4	0.0	0.8	0.0	166.2	528.0	81.0	18.0	50.6	0.0	1.6	0.0	679.2
08:00 - 08:15	19.0	5.0	4.5	0.0	2.0	0.4	0.0	30.9	115.0	12.0	1.5	2.3	0.0	1.6	0.0	132.4
08:15 - 08:30	24.0	8.0	6.0	6.9	0.0	0.0	0.0	44.9	102.0	8.0	0.0	13.8	0.0	0.4	0.0	124.2
08:30 - 08:45	27.0	6.0	0.0	9.2	0.0	0.0	0.0	42.2	84.0	8.0	4.5	9.2	0.0	0.8	0.0	106.5
08:45 - 09:00	57.0	3.0	1.5	0.0	0.0	0.0	0.0	61.5	84.0	10.0	4.5	11.5	0.0	1.2	0.0	111.2
Hourly Total	127.0	22.0	12.0	16.1	2.0	0.4	0.0	179.5	385.0	38.0	10.5	36.8	0.0	4.0	0.0	474.3
09:00 - 09:15	14.0	4.0	0.0	2.3	0.0	0.0	0.0	20.3	77.0	10.0	1.5	4.6	0.0	0.0	0.0	93.1
09:15 - 09:30	15.0	2.0	3.0	6.9	0.0	0.0	0.0	26.9	38.0	6.0	4.5	11.5	0.0	0.0	0.0	60.0
09:30 - 09:45	8.0	8.0	4.5	0.0	0.0	0.0	0.0	20.5	41.0	9.0	4.5	4.6	0.0	0.0	0.0	59.1
09:45 - 10:00	15.0	1.0	0.0	13.8	0.0	0.0	0.0	29.8	37.0	7.0	4.5	9.2	0.0	0.0	0.0	57.7
Hourly Total	52.0	15.0	7.5	23.0	0.0	0.0	0.0	97.5	193.0	32.0	15.0	29.9	0.0	0.0	0.0	269.9

16:00 - 16:15	15.0	3.0	1.5	0.0	0.0	0.0	0.0	19.5	43.0	7.0	3.0	0.0	0.0	0.4	0.0	53.4
16:15 - 16:30	15.0	3.0	3.0	0.0	0.0	0.0	0.0	21.0	34.0	1.0	1.5	4.6	0.0	0.4	0.0	41.5
16:30 - 16:45	10.0	2.0	1.5	2.3	0.0	0.0	0.0	15.8	38.0	7.0	1.5	2.3	0.0	0.0	0.0	48.8
16:45 - 17:00	11.0	2.0	0.0	2.3	0.0	0.0	0.0	15.3	34.0	5.0	0.0	2.3	0.0	0.0	0.0	41.3
Hourly Total	51.0	10.0	6.0	4.6	0.0	0.0	0.0	71.6	149.0	20.0	6.0	9.2	0.0	0.8	0.0	185.0
17:00 - 17:15	12.0	2.0	0.0	0.0	0.0	0.0	0.0	14.0	41.0	1.0	1.5	0.0	0.0	0.0	0.0	43.5
17:15 - 17:30	15.0	2.0	0.0	0.0	0.0	0.0	0.0	17.0	38.0	4.0	1.5	0.0	0.0	0.0	0.0	43.5
17:30 - 17:45	10.0	1.0	0.0	2.3	0.0	0.0	0.0	13.3	45.0	5.0	0.0	0.0	0.0	0.0	0.0	50.0
17:45 - 18:00	20.0	1.0	1.5	4.6	0.0	0.0	0.2	27.3	48.0	1.0	0.0	0.0	0.0	0.0	0.0	49.0
Hourly Total	57.0	6.0	1.5	6.9	0.0	0.0	0.2	71.6	172.0	11.0	3.0	0.0	0.0	0.0	0.0	186.0
18:00 - 18:15	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	45.0	0.0	0.0	0.0	0.0	0.8	0.0	45.8
18:15 - 18:30	13.0	0.0	0.0	0.0	0.0	0.4	0.0	13.4	39.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0
18:30 - 18:45	7.0	0.0	1.5	0.0	0.0	0.0	0.0	8.5	34.0	1.0	1.5	0.0	0.0	0.4	0.0	36.9
18:45 - 19:00	16.0	5.0	3.0	0.0	0.0	0.0	0.0	24.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0
Hourly Total	50.0	5.0	4.5	0.0	0.0	0.4	0.0	59.9	147.0	1.0	1.5	0.0	0.0	1.2	0.0	150.7

07:00 - 08:00	116.0	25.0	6.0	18.4	0.0	0.8	0.0	166.2	528.0	81.0	18.0	50.6	0.0	1.6	0.0	679.2
07:15 - 08:15	118.0	23.0	10.5	9.2	2.0	1.2	0.0	163.9	532.0	67.0	16.5	48.3	0.0	3.2	0.0	667.0
07:30 - 08:30	109.0	25.0	16.5	11.5	2.0	1.2	0.0	165.2	484.0	55.0	12.0	29.9	0.0	3.2	0.0	584.1
07:45 - 08:45	106.0	23.0	10.5	20.7	2.0	0.8	0.0	163.0	421.0	44.0	12.0	34.5	0.0	3.2	0.0	514.7
08:00 - 09:00	127.0	22.0	12.0	16.1	2.0	0.4	0.0	179.5	385.0	38.0	10.5	36.8	0.0	4.0	0.0	474.3
08:15 - 09:15	122.0	21.0	7.5	18.4	0.0	0.0	0.0	168.9	347.0	36.0	10.5	39.1	0.0	2.4	0.0	435.0
08:30 - 09:30	113.0	15.0	4.5	18.4	0.0	0.0	0.0	150.9	283.0	34.0	15.0	36.8	0.0	2.0	0.0	370.8
08:45 - 09:45	94.0	17.0	9.0	9.2	0.0	0.0	0.0	129.2	240.0	35.0	15.0	32.2	0.0	1.2	0.0	323.4
09:00 - 10:00	52.0	15.0	7.5	23.0	0.0	0.0	0.0	97.5	193.0	32.0	15.0	29.9	0.0	0.0	0.0	269.9
16:00 - 16:15	51.0	10.0	6.0	4.6	0.0	0.0	0.0	71.6	149.0	20.0	6.0	9.2	0.0	0.8	0.0	185.0
16:15 - 16:30	48.0	9.0	4.5	4.6	0.0	0.0	0.0	66.1	147.0	14.0	4.5	9.2	0.0	0.4	0.0	175.1
16:30 - 16:45	48.0	8.0	1.5	4.6	0.0	0.0	0.0	62.1	151.0	17.0	4.5	4.6	0.0	0.0	0.0	177.1
16:45 - 17:00	48.0	7.0	0.0	4.6	0.0	0.0	0.0	59.6	158.0	15.0	3.0	2.3	0.0	0.0	0.0	178.3
17:00 - 17:15	57.0	6.0	1.5	6.9	0.0	0.0	0.2	71.6	172.0	11.0	3.0	0.0	0.0	0.0	0.0	186.0
17:15 - 17:30	59.0	4.0	1.5	6.9	0.0	0.0	0.2	71.6	176.0	10.0	1.5	0.0	0.0	0.8	0.0	188.3
17:30 - 17:45	57.0	2.0	1.5	6.9	0.0	0.4	0.2	68.0	177.0	6.0	0.0	0.0	0.0	0.8	0.0	183.8
17:45 - 18:00	54.0	1.0	3.0	4.6	0.0	0.4	0.2	63.2	166.0	2.0	1.5	0.0	0.0	1.2	0.0	170.7
18:00 - 18:15	50.0	5.0	4.5	0.0	0.0	0.4	0.0	59.9	147.0	1.0	1.5	0.0	0.0	1.2	0.0	150.7

Advanced Transport Research	Job Number & Name: 5759 Oxford
Site 2 - Ardley Road/Camp Road	Client: Peter Brett
Classified Counts	Date: Tuesday 24 June 2014

Times	Movement C							Movement D						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	23	4	4	1	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	32	3	3	2	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	41	5	2	4	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	43	6	2	9	0	0	0	0	0	1	0	0	0	0
Hourly Total	139	18	11	16	0	0	0	0	0	1	0	0	0	0
08:00 - 08:15	58	6	2	5	0	1	0	0	0	0	0	0	0	0
08:15 - 08:30	30	4	2	2	0	1	0	0	0	2	0	0	0	0
08:30 - 08:45	42	1	3	5	0	1	0	0	0	0	1	0	0	0
08:45 - 09:00	33	7	0	9	0	0	0	1	0	1	0	0	0	0
Hourly Total	163	18	7	21	0	3	0	1	0	3	1	0	0	0
09:00 - 09:15	32	6	3	8	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	24	2	1	3	0	0	0	0	1	0	0	0	0	0
09:30 - 09:45	24	2	1	1	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	33	2	3	5	0	0	0	0	0	0	0	0	0	0
Hourly Total	113	12	8	17	0	0	0	0	1	0	0	0	0	0

16:00 - 16:15	58	13	2	2	0	0	0	1	0	1	0	0	0	0
16:15 - 16:30	62	9	2	2	0	2	0	2	0	0	0	0	0	0
16:30 - 16:45	98	11	3	2	0	2	0	0	0	0	0	0	0	0
16:45 - 17:00	90	10	1	3	0	2	0	3	0	0	1	0	0	0
Hourly Total	308	43	8	9	0	6	0	6	0	1	1	0	0	0
17:00 - 17:15	97	11	1	2	0	1	0	2	0	0	0	0	0	0
17:15 - 17:30	75	11	1	2	0	1	0	1	0	0	0	0	0	0
17:30 - 17:45	94	10	4	1	0	2	0	1	0	0	0	0	0	0
17:45 - 18:00	65	3	0	1	0	3	0	0	0	0	0	0	0	0
Hourly Total	331	35	6	6	0	7	0	4	0	0	0	0	0	0
18:00 - 18:15	33	3	0	0	0	0	0	1	0	0	0	0	0	0
18:15 - 18:30	51	6	0	1	0	3	0	1	0	0	0	0	0	0
18:30 - 18:45	50	5	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	38	3	1	0	0	0	1	1	0	0	0	0	0	0
Hourly Total	172	17	1	1	0	3	1	3	0	0	0	0	0	0

07:00 - 08:00	139	18	11	16	0	0	0	0	0	1	0	0	0	0
07:15 - 08:15	174	20	9	20	0	1	0	0	0	1	0	0	0	0
07:30 - 08:30	172	21	8	20	0	2	0	0	0	3	0	0	0	0
07:45 - 08:45	173	17	9	21	0	3	0	0	0	3	1	0	0	0
08:00 - 09:00	163	18	7	21	0	3	0	1	0	3	1	0	0	0
08:15 - 09:15	137	18	8	24	0	2	0	1	0	3	1	0	0	0
08:30 - 09:30	131	16	7	25	0	1	0	1	1	1	1	0	0	0
08:45 - 09:45	113	17	5	21	0	0	0	1	1	1	0	0	0	0
09:00 - 10:00	113	12	8	17	0	0	0	0	1	0	0	0	0	0
16:00 - 16:15	308	43	8	9	0	6	0	6	0	1	1	0	0	0
16:15 - 16:30	347	41	7	9	0	7	0	7	0	0	1	0	0	0
16:30 - 16:45	360	43	6	9	0	6	0	6	0	0	1	0	0	0
16:45 - 17:00	356	42	7	8	0	6	0	7	0	0	1	0	0	0
17:00 - 17:15	331	35	6	6	0	7	0	4	0	0	0	0	0	0
17:15 - 17:30	267	27	5	4	0	6	0	3	0	0	0	0	0	0
17:30 - 17:45	243	22	4	3	0	8	0	3	0	0	0	0	0	0
17:45 - 18:00	199	17	0	2	0	6	0	2	0	0	0	0	0	0
18:00 - 18:15	172	17	1	1	0	3	1	3	0	0	0	0	0	0

Advanced Transport Research
Site 2 - Ardley Road/Camp Road
PCU Values

Job Number & Name: **5759 Oxford**
 Client: **Peter Brett**
 Date: **Tuesday 24 June 2014**

Times	Movement C								Movement D							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	23.0	4.0	6.0	2.3	0.0	0.0	0.0	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	32.0	3.0	4.5	4.6	0.0	0.0	0.0	44.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	41.0	5.0	3.0	9.2	0.0	0.0	0.0	58.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	43.0	6.0	3.0	20.7	0.0	0.0	0.0	72.7	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5
Hourly Total	139.0	18.0	16.5	36.8	0.0	0.0	0.0	210.3	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5
08:00 - 08:15	58.0	6.0	3.0	11.5	0.0	0.4	0.0	78.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	30.0	4.0	3.0	4.6	0.0	0.4	0.0	42.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0
08:30 - 08:45	42.0	1.0	4.5	11.5	0.0	0.4	0.0	59.4	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.3
08:45 - 09:00	33.0	7.0	0.0	20.7	0.0	0.0	0.0	60.7	1.0	0.0	1.5	0.0	0.0	0.0	0.0	2.5
Hourly Total	163.0	18.0	10.5	48.3	0.0	1.2	0.0	241.0	1.0	0.0	4.5	2.3	0.0	0.0	0.0	7.8
09:00 - 09:15	32.0	6.0	4.5	18.4	0.0	0.0	0.0	60.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	24.0	2.0	1.5	6.9	0.0	0.0	0.0	34.4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
09:30 - 09:45	24.0	2.0	1.5	2.3	0.0	0.0	0.0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	33.0	2.0	4.5	11.5	0.0	0.0	0.0	51.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	113.0	12.0	12.0	39.1	0.0	0.0	0.0	176.1	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0

16:00 - 16:15	58.0	13.0	3.0	4.6	0.0	0.0	0.0	78.6	1.0	0.0	1.5	0.0	0.0	0.0	0.0	2.5
16:15 - 16:30	62.0	9.0	3.0	4.6	0.0	0.8	0.0	79.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
16:30 - 16:45	98.0	11.0	4.5	4.6	0.0	0.8	0.0	118.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	90.0	10.0	1.5	6.9	0.0	0.8	0.0	109.2	3.0	0.0	0.0	2.3	0.0	0.0	0.0	5.3
Hourly Total	308.0	43.0	12.0	20.7	0.0	2.4	0.0	386.1	6.0	0.0	1.5	2.3	0.0	0.0	0.0	9.8
17:00 - 17:15	97.0	11.0	1.5	4.6	0.0	0.4	0.0	114.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
17:15 - 17:30	75.0	11.0	1.5	4.6	0.0	0.4	0.0	92.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:30 - 17:45	94.0	10.0	6.0	2.3	0.0	0.8	0.0	113.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:45 - 18:00	65.0	3.0	0.0	2.3	0.0	1.2	0.0	71.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	331.0	35.0	9.0	13.8	0.0	2.8	0.0	391.6	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
18:00 - 18:15	33.0	3.0	0.0	0.0	0.0	0.0	0.0	36.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
18:15 - 18:30	51.0	6.0	0.0	2.3	0.0	1.2	0.0	60.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
18:30 - 18:45	50.0	5.0	0.0	0.0	0.0	0.0	0.0	55.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	38.0	3.0	1.5	0.0	0.0	0.0	0.2	42.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Hourly Total	172.0	17.0	1.5	2.3	0.0	1.2	0.2	194.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0

07:00 - 08:00	139.0	18.0	16.5	36.8	0.0	0.0	0.0	210.3	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5
07:15 - 08:15	174.0	20.0	13.5	46.0	0.0	0.4	0.0	253.9	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5
07:30 - 08:30	172.0	21.0	12.0	46.0	0.0	0.8	0.0	251.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	4.5
07:45 - 08:45	173.0	17.0	13.5	48.3	0.0	1.2	0.0	253.0	0.0	0.0	4.5	2.3	0.0	0.0	0.0	6.8
08:00 - 09:00	163.0	18.0	10.5	48.3	0.0	1.2	0.0	241.0	1.0	0.0	4.5	2.3	0.0	0.0	0.0	7.8
08:15 - 09:15	137.0	18.0	12.0	55.2	0.0	0.8	0.0	223.0	1.0	0.0	4.5	2.3	0.0	0.0	0.0	7.8
08:30 - 09:30	131.0	16.0	10.5	57.5	0.0	0.4	0.0	215.4	1.0	1.0	1.5	2.3	0.0	0.0	0.0	5.8
08:45 - 09:45	113.0	17.0	7.5	48.3	0.0	0.0	0.0	185.8	1.0	1.0	1.5	0.0	0.0	0.0	0.0	3.5
09:00 - 10:00	113.0	12.0	12.0	39.1	0.0	0.0	0.0	176.1	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
16:00 - 16:15	308.0	43.0	12.0	20.7	0.0	2.4	0.0	386.1	6.0	0.0	1.5	2.3	0.0	0.0	0.0	9.8
16:15 - 16:30	347.0	41.0	10.5	20.7	0.0	2.8	0.0	422.0	7.0	0.0	0.0	2.3	0.0	0.0	0.0	9.3
16:30 - 16:45	360.0	43.0	9.0	20.7	0.0	2.4	0.0	435.1	6.0	0.0	0.0	2.3	0.0	0.0	0.0	8.3
16:45 - 17:00	356.0	42.0	10.5	18.4	0.0	2.4	0.0	429.3	7.0	0.0	0.0	2.3	0.0	0.0	0.0	9.3
17:00 - 17:15	331.0	35.0	9.0	13.8	0.0	2.8	0.0	391.6	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
17:15 - 17:30	267.0	27.0	7.5	9.2	0.0	2.4	0.0	313.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
17:30 - 17:45	243.0	22.0	6.0	6.9	0.0	3.2	0.0	281.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
17:45 - 18:00	199.0	17.0	0.0	4.6	0.0	2.4	0.0	223.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
18:00 - 18:15	172.0	17.0	1.5	2.3	0.0	1.2	0.2	194.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0

Times	Movement E							Movement F						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	1	0	0	0	0	0	0	14	1	1	3	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	10	4	3	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	14	1	1	1	0	1	0
07:45 - 08:00	1	0	0	0	0	0	0	16	1	2	1	0	0	0
Hourly Total	2	0	0	0	0	0	0	54	7	7	5	0	1	0
08:00 - 08:15	1	0	0	0	0	0	0	25	5	2	1	0	1	0
08:15 - 08:30	1	0	0	0	0	0	0	8	1	0	3	0	0	0
08:30 - 08:45	1	0	0	0	0	0	0	13	2	1	2	0	0	0
08:45 - 09:00	1	2	0	0	0	0	0	12	1	3	7	0	0	0
Hourly Total	4	2	0	0	0	0	0	58	9	6	13	0	1	0
09:00 - 09:15	0	0	0	0	0	0	0	16	1	2	1	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	15	1	0	2	0	1	0
09:30 - 09:45	0	0	0	0	0	0	0	9	2	1	2	0	0	0
09:45 - 10:00	0	0	1	0	0	0	0	10	2	3	2	0	0	0
Hourly Total	0	0	1	0	0	0	0	50	6	6	7	0	1	0

16:00 - 16:15	1	0	1	0	0	0	0	31	5	1	0	0	0	0
16:15 - 16:30	0	0	2	0	0	0	0	16	2	0	1	0	1	0
16:30 - 16:45	1	0	2	0	0	0	0	45	4	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	16	9	1	2	0	0	0
Hourly Total	2	0	5	0	0	0	0	108	20	2	3	0	1	0
17:00 - 17:15	1	0	0	0	0	0	0	29	2	0	1	0	1	0
17:15 - 17:30	0	0	0	0	0	0	0	22	7	1	2	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	19	4	0	0	0	0	0
17:45 - 18:00	1	0	0	0	0	0	0	21	2	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	91	15	1	3	0	1	0
18:00 - 18:15	2	0	0	0	0	0	0	27	3	0	1	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	20	2	1	0	0	0	0
18:30 - 18:45	2	0	0	0	0	0	0	6	1	0	0	0	0	0
18:45 - 19:00	1	0	0	0	0	0	0	6	1	0	0	0	0	0
Hourly Total	5	0	0	0	0	0	0	59	7	1	1	0	0	0

07:00 - 08:00	2	0	0	0	0	0	0	54	7	7	5	0	1	0
07:15 - 08:15	2	0	0	0	0	0	0	65	11	8	3	0	2	0
07:30 - 08:30	3	0	0	0	0	0	0	63	8	5	6	0	2	0
07:45 - 08:45	4	0	0	0	0	0	0	62	9	5	7	0	1	0
08:00 - 09:00	4	2	0	0	0	0	0	58	9	6	13	0	1	0
08:15 - 09:15	3	2	0	0	0	0	0	49	5	6	13	0	0	0
08:30 - 09:30	2	2	0	0	0	0	0	56	5	6	12	0	1	0
08:45 - 09:45	1	2	0	0	0	0	0	52	5	6	12	0	1	0
09:00 - 10:00	0	0	1	0	0	0	0	50	6	6	7	0	1	0
16:00 - 16:15	2	0	5	0	0	0	0	108	20	2	3	0	1	0
16:15 - 16:30	2	0	4	0	0	0	0	106	17	1	4	0	2	0
16:30 - 16:45	2	0	2	0	0	0	0	112	22	2	5	0	1	0
16:45 - 17:00	1	0	0	0	0	0	0	86	22	2	5	0	1	0
17:00 - 17:15	2	0	0	0	0	0	0	91	15	1	3	0	1	0
17:15 - 17:30	3	0	0	0	0	0	0	89	16	1	3	0	0	0
17:30 - 17:45	3	0	0	0	0	0	0	87	11	1	1	0	0	0
17:45 - 18:00	5	0	0	0	0	0	0	74	8	1	1	0	0	0
18:00 - 18:15	5	0	0	0	0	0	0	59	7	1	1	0	0	0

Advanced Transport Research
Site 2 - Ardley Road/Camp Road
PCU Values

Job Number & Name: **5759 Oxford**
 Client: **Peter Brett**
 Date: **Tuesday 24 June 2014**

Times	Movement E								Movement F							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	14.0	1.0	1.5	6.9	0.0	0.0	0.0	23.4
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	4.0	4.5	0.0	0.0	0.0	0.0	18.5
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	1.0	1.5	2.3	0.0	0.4	0.0	19.2
07:45 - 08:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	16.0	1.0	3.0	2.3	0.0	0.0	0.0	22.3
Hourly Total	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	54.0	7.0	10.5	11.5	0.0	0.4	0.0	83.4
08:00 - 08:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	25.0	5.0	3.0	2.3	0.0	0.4	0.0	35.7
08:15 - 08:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	8.0	1.0	0.0	6.9	0.0	0.0	0.0	15.9
08:30 - 08:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	13.0	2.0	1.5	4.6	0.0	0.0	0.0	21.1
08:45 - 09:00	1.0	2.0	0.0	0.0	0.0	0.0	0.0	3.0	12.0	1.0	4.5	16.1	0.0	0.0	0.0	33.6
Hourly Total	4.0	2.0	0.0	0.0	0.0	0.0	0.0	6.0	58.0	9.0	9.0	29.9	0.0	0.4	0.0	106.3
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	1.0	3.0	2.3	0.0	0.0	0.0	22.3
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	1.0	0.0	4.6	0.0	0.4	0.0	21.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	1.5	4.6	0.0	0.0	0.0	17.1
09:45 - 10:00	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	10.0	2.0	4.5	4.6	0.0	0.0	0.0	21.1
Hourly Total	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	50.0	6.0	9.0	16.1	0.0	0.4	0.0	81.5

16:00 - 16:15	1.0	0.0	1.5	0.0	0.0	0.0	0.0	2.5	31.0	5.0	1.5	0.0	0.0	0.0	0.0	37.5
16:15 - 16:30	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	16.0	2.0	0.0	2.3	0.0	0.4	0.0	20.7
16:30 - 16:45	1.0	0.0	3.0	0.0	0.0	0.0	0.0	4.0	45.0	4.0	0.0	0.0	0.0	0.0	0.0	49.0
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	9.0	1.5	4.6	0.0	0.0	0.0	31.1
Hourly Total	2.0	0.0	7.5	0.0	0.0	0.0	0.0	9.5	108.0	20.0	3.0	6.9	0.0	0.4	0.0	138.3
17:00 - 17:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	29.0	2.0	0.0	2.3	0.0	0.4	0.0	33.7
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	7.0	1.5	4.6	0.0	0.0	0.0	35.1
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	4.0	0.0	0.0	0.0	0.0	0.0	23.0
17:45 - 18:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	21.0	2.0	0.0	0.0	0.0	0.0	0.0	23.0
Hourly Total	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	91.0	15.0	1.5	6.9	0.0	0.4	0.0	114.8
18:00 - 18:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	27.0	3.0	0.0	2.3	0.0	0.0	0.0	32.3
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	2.0	1.5	0.0	0.0	0.0	0.0	23.5
18:30 - 18:45	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0
18:45 - 19:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0
Hourly Total	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	59.0	7.0	1.5	2.3	0.0	0.0	0.0	69.8

07:00 - 08:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	54.0	7.0	10.5	11.5	0.0	0.4	0.0	83.4
07:15 - 08:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	65.0	11.0	12.0	6.9	0.0	0.8	0.0	95.7
07:30 - 08:30	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	63.0	8.0	7.5	13.8	0.0	0.8	0.0	93.1
07:45 - 08:45	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	62.0	9.0	7.5	16.1	0.0	0.4	0.0	95.0
08:00 - 09:00	4.0	2.0	0.0	0.0	0.0	0.0	0.0	6.0	58.0	9.0	9.0	29.9	0.0	0.4	0.0	106.3
08:15 - 09:15	3.0	2.0	0.0	0.0	0.0	0.0	0.0	5.0	49.0	5.0	9.0	29.9	0.0	0.0	0.0	92.9
08:30 - 09:30	2.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0	56.0	5.0	9.0	27.6	0.0	0.4	0.0	98.0
08:45 - 09:45	1.0	2.0	0.0	0.0	0.0	0.0	0.0	3.0	52.0	5.0	9.0	27.6	0.0	0.4	0.0	94.0
09:00 - 10:00	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	50.0	6.0	9.0	16.1	0.0	0.4	0.0	81.5
Hourly Total	2.0	0.0	7.5	0.0	0.0	0.0	0.0	9.5	108.0	20.0	3.0	6.9	0.0	0.4	0.0	138.3
16:00 - 16:15	2.0	0.0	6.0	0.0	0.0	0.0	0.0	8.0	106.0	17.0	1.5	9.2	0.0	0.8	0.0	134.5
16:30 - 16:45	2.0	0.0	3.0	0.0	0.0	0.0	0.0	5.0	112.0	22.0	3.0	11.5	0.0	0.4	0.0	148.9
16:45 - 17:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	86.0	22.0	3.0	11.5	0.0	0.4	0.0	122.9
17:00 - 17:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	91.0	15.0	1.5	6.9	0.0	0.4	0.0	114.8
17:15 - 17:30	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	89.0	16.0	1.5	6.9	0.0	0.0	0.0	113.4
17:30 - 17:45	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	87.0	11.0	1.5	2.3	0.0	0.0	0.0	101.8
17:45 - 18:00	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	74.0	8.0	1.5	2.3	0.0	0.0	0.0	85.8
18:00 - 18:15	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	59.0	7.0	1.5	2.3	0.0	0.0	0.0	69.8

Advanced Transport Research
Site 2 - Ardley Road/Camp Road
Queue Lengths

Job Number & Name: **5759 Oxford**
 Client: **Peter Brett**
 Date: **Tuesday 24 June 2014**

	Camp Road		Ardley Road (Right-turn)
Times	Lane 1		Lane 1
07:00 - 07:05	0		0
07:05 - 07:10	0		0
07:10 - 07:15	0		0
07:15 - 07:20	0		0
07:20 - 07:25	0		0
07:25 - 07:30	0		0
07:30 - 07:35	0		0
07:35 - 07:40	0		0
07:40 - 07:45	3		0
07:45 - 07:50	0		0
07:50 - 07:55	0		0
07:55 - 08:00	3		0
08:00 - 08:05	0		0
08:05 - 08:10	2		0
08:10 - 08:15	3		0
08:15 - 08:20	0		0
08:20 - 08:25	0		0
08:25 - 08:30	0		0
08:30 - 08:35	5		0
08:35 - 08:40	0		0
08:40 - 08:45	0		0
08:45 - 08:50	2		2
08:50 - 08:55	0		2
08:55 - 09:00	2		0
09:00 - 09:05	3		0
09:05 - 09:10	0		0
09:10 - 09:15	0		0
09:15 - 09:20	3		0
09:20 - 09:25	0		0
09:25 - 09:30	0		0
09:30 - 09:35	2		0
09:35 - 09:40	0		0
09:40 - 09:45	0		0
09:45 - 09:50	0		0
09:50 - 09:55	0		0
09:55 - 10:00	0		0

Count in Vehicles

Lane 1 = Nearest Kerb

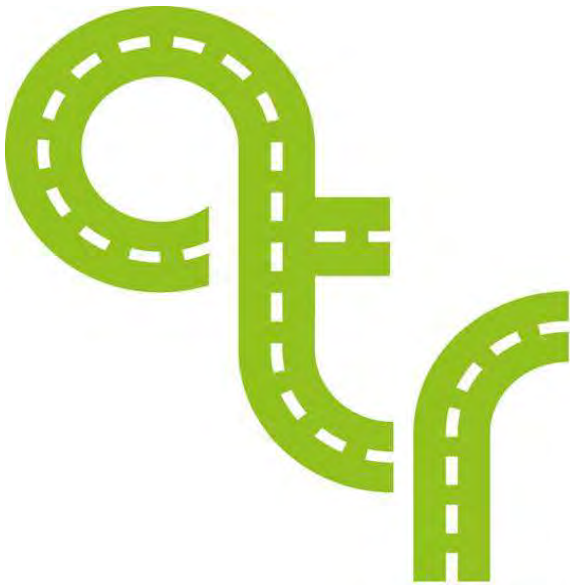
0.917

0

Times	Camp Road		Ardley Road (Right-turn)	
	Lane 1		Lane 1	
16:00 - 16:05	3		0	
16:05 - 16:10	0		2	
16:10 - 16:15	8		2	
16:15 - 16:20	3		0	
16:20 - 16:25	0		0	
16:25 - 16:30	2		2	
16:30 - 16:35	3		0	
16:35 - 16:40	4		0	
16:40 - 16:45	2		0	
16:45 - 16:50	2		0	
16:50 - 16:55	3		0	
16:55 - 17:00	0		0	
17:00 - 17:05	0		0	
17:05 - 17:10	3		0	
17:10 - 17:15	0		0	
17:15 - 17:20	3		0	
17:20 - 17:25	0		0	
17:25 - 17:30	3		0	
17:30 - 17:35	3		2	
17:35 - 17:40	0		0	
17:40 - 17:45	0		0	
17:45 - 17:50	2		0	
17:50 - 17:55	0		2	
17:55 - 18:00	0		0	
18:00 - 18:05	0		0	
18:05 - 18:10	2		0	
18:10 - 18:15	0		0	
18:15 - 18:20	0		0	
18:20 - 18:25	0		0	
18:25 - 18:30	0		0	
18:30 - 18:35	0		0	
18:35 - 18:40	0		0	
18:40 - 18:45	0		0	
18:45 - 18:50	0		0	
18:50 - 18:55	0		0	
18:55 - 19:00	0		0	

1.167

0.333



advanced transport research

Job Number & Name: 5759 Oxford

Site Number/Name: Site 3 - Lower Heyford Road/Port Way

Client: Peter Brett

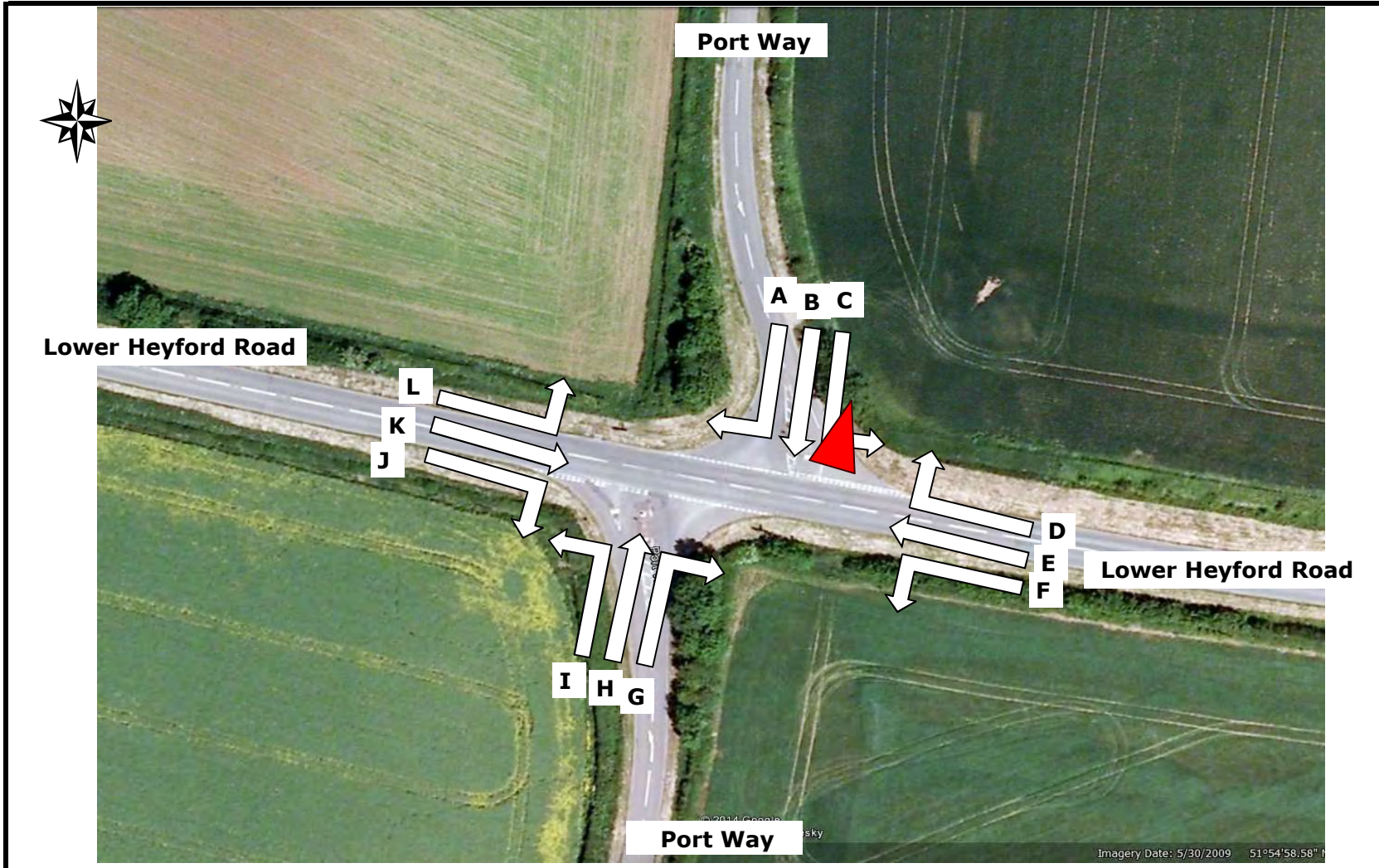
Date: 24/06/2014

Weather: Sunny, Dry

Comments: None

PCU Values

Cars	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
PSV	2.0
M/B	0.4
Cyc	0.2



Times	Movement A							Movement B							Movement C							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	
07:00 - 07:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 - 07:45	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	11	1	0	0	0	0	0	4	0	0	0	0	0	0	0
08:00 - 08:15	1	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 - 08:30	1	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	2	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	11	1	0	0	0	1	1	3	0	0	0	0	0	0	
09:00 - 09:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0
09:45 - 10:00	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	6	1	0	0	0	0	1	2	0	0	0	0	0	0	

16:00 - 16:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0
16:15 - 16:30	1	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	8	3	0	0	0	0	0	3	0	1	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	4	1	0	0	0	0	0	2	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	18	5	0	0	0	0	6	0	1	0	0	0	0	0	
17:00 - 17:15	0	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	1	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	15	0	0	0	0	0	2	1	0	0	0	0	0	0	
18:00 - 18:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	11	1	0	0	0	0	1	0	0	1	0	0	0	0	

07:00 - 08:00	1	0	0	0	0	0	0	11	1	0	0	0	0	0	4	0	0	0	0	0	0	0
07:15 - 08:15	2	0	0	0	0	0	0	12	1	0	0	0	0	0	4	0	0	0	0	0	0	0
07:30 - 08:30	3	0	0	0	0	0	0	11	1	0	0	0	0	0	1	3	0	0	0	0	0	0
07:45 - 08:45	2	0	0	0	0	0	0	9	2	0	0	0	0	0	1	3	2	0	0	0	0	0
08:00 - 09:00	2	0	0	0	0	0	0	11	1	0	0	0	0	0	1	1	3	0	0	0	0	0
08:15 - 09:15	1	0	0	0	0	0	0	9	2	0	0	0	0	0	1	0	4	0	0	0	0	0
08:30 - 09:30	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	4	0	0	0	0	0
08:45 - 09:45	0	0	0	0	0	0	0	7	1	0	0	0	0	0	1	3	0	0	0	0	0	0
09:00 - 10:00	1	0	0	0	0	0	0	6	1	0	0	0	0	0	1	2	0	0	0	0	0	0
16:00 - 17:00	1	1	0	0	0	0	0	18	5	0	0	0	0	0	6	0	1	0	0	0	0	0
16:15 - 17:15	1	1	0	0	0	0	0	24	4	0	0	0	0	0	6	0	1	0	0	0	0	0
16:30 - 17:30	0	0	0	0	0	0	0	21	4	0	0	0	0	0	6	0	1	0	0	0	0	0
16:45 - 17:45	0	0	0	0	0	0	0	17	1	0	0	0	0	0	4	1	0	0	0	0	0	0
17:00 - 18:00	0	0	0	0	0	0	0	15	0	0	0	0	0	0	2	1	0	0	0	0	0	0
17:15 - 18:15	0	0	0	0	0	0	0	10	1	0	0	0	0	0	1	1	0	1	0	0	0	0
17:30 - 18:30	0	0	0	0	0	0	0	13	1	0	0	0	0	0	1	1	0	1	0	0	0	0
17:45 - 18:45	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	1	0	0	0	0
18:00 - 19:00	0	0	0	0	0	0	0	11	1	0	0	0	0	0	1	0	0	1	0	0	0	0

Times	Movement A								Movement B								Movement C							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
07:30 - 07:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Hourly Total	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	11.0	1.0	0.0	0.0	0.0	0.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	
08:00 - 08:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
08:15 - 08:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	4.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	
Hourly Total	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	11.0	1.0	0.0	0.0	0.0	0.2	12.2	1.0	3.0	0.0	0.0	0.0	0.0	0.0	4.0	
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	
09:45 - 10:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Hourly Total	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	1.0	0.0	0.0	0.0	0.0	7.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	3.0	

16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
16:15 - 16:30	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	3.0	0.0	0.0	0.0	0.0	11.0	3.0	0.0	1.5	0.0	0.0	0.0	0.0	4.5
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Hourly Total	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	18.0	5.0	0.0	0.0	0.0	0.0	23.0	6.0	0.0	1.5	0.0	0.0	0.0	0.0	7.5
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	15.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.3
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	1.0	0.0	0.0	0.0	0.0	12.0	1.0	0.0	0.0	2.3	0.0	0.0	0.0	3.3

07:00 - 08:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	11.0	1.0	0.0	0.0	0.0	0.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
07:15 - 08:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	12.0	1.0	0.0	0.0	0.0	0.0	13.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
07:30 - 08:30	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	11.0	1.0	0.0	0.0	0.0	0.2	12.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
07:45 - 08:45	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	9.0	2.0	0.0	0.0	0.0	0.2	11.2	3.0	2.0	0.0	0.0	0.0	0.0	0.0	5.0
08:00 - 09:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	11.0	1.0	0.0	0.0	0.0	0.2	12.2	1.0	3.0	0.0	0.0	0.0	0.0	0.0	4.0
08:15 - 09:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	9.0	2.0	0.0	0.0	0.0	0.2	11.2	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0
08:30 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	0.0	0.0	0.0	0.0	11.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0
08:45 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	8.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	4.0
09:00 - 10:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	1.0	0.0	0.0	0.0	0.0	7.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	3.0
16:00 - 17:00	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	18.0	5.0	0.0	0.0	0.0	0.0	23.0	6.0	0.0	1.5	0.0	0.0	0.0	0.0	7.5
16:15 - 17:15	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	24.0	4.0	0.0	0.0	0.0	0.0	28.0	6.0	0.0	1.5	0.0	0.0	0.0	0.0	7.5
16:30 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	4.0	0.0	0.0	0.0	0.0	25.0	6.0	0.0	1.5	0.0	0.0	0.0	0.0	7.5
16:45 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	1.0	0.0	0.0	0.0	0.0	18.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
17:00 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	15.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
17:15 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1.0	0.0	0.0	0.0	0.0	11.0	1.0	1.0	0.0	2.3	0.0	0.0	0.0	4.3
17:30 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	1.0	0.0	0.0	0.0	0.0	14.0	1.0	1.0	0.0	2.3	0.0	0.0	0.0	4.3
17:45 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.3
18:00 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	1.0	0.0	0.0	0.0	0.0	12.0	1.0	0.0	0.0	2.3	0.0	0.0	0.0	3.3

Times	Movement D							Movement E							Movement F						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	1	0	0	0	0	0	15	5	0	1	0	1	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	17	5	2	1	2	0	0	0	0	0	0	0	0	0
07:30 - 07:45	2	0	0	0	0	0	0	27	8	4	0	1	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	25	6	0	2	2	0	0	0	0	0	0	0	0	0
Hourly Total	2	1	0	0	0	0	0	84	24	6	4	5	1	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	27	9	2	2	1	1	1	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	33	6	3	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	1	1	0	0	0	0	0	15	3	0	0	0	0	0	3	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	15	6	1	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	90	24	6	3	1	1	1	3	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	13	3	0	0	0	0	0	1	0	0	0	0	0	0
09:15 - 09:30	1	0	0	0	0	0	0	15	3	1	1	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	1	0	0	0	0	0	0	12	5	2	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	1	0	0	0	0	0	0	15	3	2	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	3	0	0	0	0	0	0	55	14	5	1	0	0	0	2	0	0	0	0	0	0

16:00 - 16:15	0	0	0	0	0	0	0	30	4	1	0	0	0	0	0	0	0	0	0	1	0
16:15 - 16:30	1	0	0	0	0	0	0	31	3	0	0	0	2	0	0	0	0	0	0	0	0
16:30 - 16:45	3	0	0	0	0	0	0	27	5	1	0	0	1	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	25	3	2	0	0	0	1	0	0	0	0	0	0	0
Hourly Total	4	0	0	0	0	0	0	113	15	4	0	0	3	1	0	0	0	0	0	1	0
17:00 - 17:15	1	0	0	0	0	0	0	31	5	0	1	0	0	0	2	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	34	3	1	0	0	0	0	2	0	0	0	0	0	0
17:30 - 17:45	1	0	0	0	0	0	0	35	5	0	0	0	0	1	1	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	42	3	0	0	0	0	1	1	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	142	16	1	1	0	0	2	6	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	34	0	0	0	0	0	0	1	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	21	1	0	0	0	1	0	1	0	0	0	0	0	1
18:30 - 18:45	0	0	0	0	0	0	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	1	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	111	3	0	0	0	1	0	2	0	0	0	0	0	1

07:00 - 08:00	2	1	0	0	0	0	0	84	24	6	4	5	1	0	0	0	0	0	0	0	0
07:15 - 08:15	2	0	0	0	0	0	0	96	28	8	5	6	1	1	0	0	0	0	0	0	0
07:30 - 08:30	2	0	0	0	0	0	0	112	29	9	4	4	1	1	0	0	0	0	0	0	0
07:45 - 08:45	1	1	0	0	0	0	0	100	24	5	4	3	1	1	3	0	0	0	0	0	0
08:00 - 09:00	1	1	0	0	0	0	0	90	24	6	3	1	1	1	3	0	0	0	0	0	0
08:15 - 09:15	1	1	0	0	0	0	0	76	18	4	1	0	0	0	4	0	0	0	0	0	0
08:30 - 09:30	2	1	0	0	0	0	0	58	15	2	2	0	0	0	4	0	0	0	0	0	0
08:45 - 09:45	2	0	0	0	0	0	0	55	17	4	2	0	0	0	1	0	0	0	0	0	0
09:00 - 10:00	3	0	0	0	0	0	0	55	14	5	1	0	0	0	2	0	0	0	0	0	0
16:00 - 17:00	4	0	0	0	0	0	0	113	15	4	0	0	3	1	0	0	0	0	0	1	0
16:15 - 17:15	5	0	0	0	0	0	0	114	16	3	1	0	3	1	2	0	0	0	0	0	0
16:30 - 17:30	4	0	0	0	0	0	0	117	16	4	1	0	1	1	4	0	0	0	0	0	0
16:45 - 17:45	2	0	0	0	0	0	0	125	16	3	1	0	0	2	5	0	0	0	0	0	0
17:00 - 18:00	2	0	0	0	0	0	0	142	16	1	1	0	0	2	6	0	0	0	0	0	0
17:15 - 18:15	1	0	0	0	0	0	0	145	11	1	0	0	0	2	5	0	0	0	0	0	0
17:30 - 18:30	1	0	0	0	0	0	0	132	9	0	0	0	1	2	4	0	0	0	0	0	1
17:45 - 18:45	0	0	0	0	0	0	0	122	6	0	0	0	1	1	3	0	0	0	0	0	1
18:00 - 19:00	1	1	0	0	0	0	0	111	3	0	0	0	1	0	2	0	0	0	0	0	1

Times	Movement D								Movement E								Movement F							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	15.0	5.0	0.0	2.3	0.0	0.4	0.0	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	5.0	3.0	2.3	4.0	0.0	0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	27.0	8.0	6.0	0.0	2.0	0.0	0.0	43.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	6.0	0.0	4.6	4.0	0.0	0.0	39.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	84.0	24.0	9.0	9.2	10.0	0.4	0.0	136.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	9.0	3.0	4.6	2.0	0.4	0.2	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0	6.0	4.5	0.0	0.0	0.0	0.0	43.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	15.0	3.0	0.0	0.0	0.0	0.0	0.0	18.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	6.0	1.5	2.3	0.0	0.0	0.0	24.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	90.0	24.0	9.0	6.9	2.0	0.4	0.2	132.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	3.0	0.0	0.0	0.0	0.0	0.0	16.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
09:15 - 09:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	15.0	3.0	1.5	2.3	0.0	0.0	0.0	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	12.0	5.0	3.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	15.0	3.0	3.0	0.0	0.0	0.0	0.0	21.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Hourly Total	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	55.0	14.0	7.5	2.3	0.0	0.0	0.0	78.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0

16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	4.0	1.5	0.0	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4
16:15 - 16:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	31.0	3.0	0.0	0.0	0.0	0.8	0.0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	27.0	5.0	1.5	0.0	0.0	0.4	0.0	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	3.0	3.0	0.0	0.0	0.0	0.2	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	113.0	15.0	6.0	0.0	0.0	1.2	0.2	135.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4
17:00 - 17:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	31.0	5.0	0.0	2.3	0.0	0.0	0.0	38.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.0	3.0	1.5	0.0	0.0	0.0	0.0	38.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
17:30 - 17:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	35.0	5.0	0.0	0.0	0.0	0.0	0.2	40.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	3.0	0.0	0.0	0.0	0.0	0.2	45.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Hourly Total	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	142.0	16.0	1.5	2.3	0.0	0.0	0.4	162.2	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	34.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	1.0	0.0	0.0	0.0	0.4	0.0	22.4	1.0	0.0	0.0	0.0	0.0	0.0	0.2	1.2
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	2.0	0.0	0.0	0.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	111.0	3.0	0.0	0.0	0.0	0.4	0.0	114.4	2.0	0.0	0.0	0.0	0.0	0.0	0.2	2.2

07:00 - 08:00	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	84.0	24.0	9.0	9.2	10.0	0.4	0.0	136.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	96.0	28.0	12.0	11.5	12.0	0.4	0.2	160.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	112.0	29.0	13.5	9.2	8.0	0.4	0.2	172.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	100.0	24.0	7.5	9.2	6.0	0.4	0.2	147.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
08:00 - 09:00	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	90.0	24.0	9.0	6.9	2.0	0.4	0.2	132.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
08:15 - 09:15	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	76.0	18.0	6.0	2.3	0.0	0.0	0.0	102.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
08:30 - 09:30	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	58.0	15.0	3.0	4.6	0.0	0.0	0.0	80.6	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
08:45 - 09:45	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	55.0	17.0	6.0	4.6	0.0	0.0	0.0	82.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
09:00 - 10:00	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	55.0	14.0	7.5	2.3	0.0	0.0	0.0	78.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
16:00 - 17:00	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	113.0	15.0	6.0	0.0	0.0	1.2	0.2	135.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4
16:15 - 17:15	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	114.0	16.0	4.5	2.3	0.0	1.2	0.2	138.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
16:30 - 17:30	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	117.0	16.0	6.0	2.3	0.0	0.4	0.2	141.9	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
16:45 - 17:45	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	125.0	16.0	4.5	2.3	0.0	0.0	0.4	148.2	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
17:00 - 18:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	142.0	16.0	1.5	2.3	0.0	0.0	0.4	162.2	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
17:15 - 18:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	145.0	11.0	1.5	0.0	0.0	0.0	0.4	157.9	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
17:30 - 18:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	132.0	9.0	0.0	0.0	0.0	0.4	0.4	141.8	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2
17:45 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	122.0	6.0	0.0	0.0	0.0	0.4	0.2	128.6	3.0	0.0	0.0	0.0	0.0	0.0	0.2	3.2
18:00 - 19:00	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	111.0	3.0	0.0	0.0	0.0	0.4	0.0	114.4	2.0	0.0	0.0	0.0	0.0	0.0	0.2	2.2

Times	Movement G							Movement H							Movement I						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	3	1	0	0	0	0	1	2	0	0	0	1	0	0
07:15 - 07:30	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	
07:30 - 07:45	1	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	1	0	0	
07:45 - 08:00	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	0	0	0	0	0	
Hourly Total	1	0	0	0	0	0	0	14	1	0	0	0	0	1	10	1	0	0	2	0	0
08:00 - 08:15	2	0	0	0	0	0	0	4	0	0	0	0	0	1	0	1	0	0	0	0	
08:15 - 08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	
08:30 - 08:45	1	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	
08:45 - 09:00	3	0	0	0	0	0	0	8	0	0	0	0	0	3	0	0	0	0	0	0	
Hourly Total	7	0	0	0	0	0	0	15	0	0	0	0	0	7	0	1	0	0	0	0	
09:00 - 09:15	0	0	1	0	0	0	1	2	1	0	0	0	0	4	0	0	0	0	0	0	
09:15 - 09:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
09:45 - 10:00	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	2	
Hourly Total	1	0	2	0	0	0	1	4	3	0	0	0	0	5	1	0	0	1	0	2	

16:00 - 16:15	1	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	
16:15 - 16:30	0	0	0	0	0	0	1	3	1	0	0	0	0	2	5	1	0	0	0	0	
16:30 - 16:45	0	0	0	0	0	0	0	4	0	0	0	0	0	0	5	3	0	0	0	0	
16:45 - 17:00	3	0	0	0	0	0	0	2	1	0	0	0	0	13	2	0	0	0	0	0	
Hourly Total	4	0	0	0	0	0	1	11	2	0	0	0	0	2	23	8	0	0	0	0	
17:00 - 17:15	1	0	0	0	0	0	0	6	1	0	0	0	1	7	0	0	0	0	1	1	
17:15 - 17:30	2	0	0	0	0	1	0	5	0	0	0	0	1	5	0	0	0	0	1	1	
17:30 - 17:45	0	0	0	0	0	0	0	4	0	0	0	0	1	8	0	0	0	0	0	0	
17:45 - 18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	
Hourly Total	5	0	0	0	0	1	0	15	1	0	0	0	2	1	24	0	0	0	0	2	3
18:00 - 18:15	0	0	0	0	0	0	0	3	0	0	0	0	1	13	0	0	0	1	0	0	
18:15 - 18:30	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0	0	0	
18:30 - 18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	6	1	0	0	0	0	0	
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	2	
Hourly Total	1	0	0	0	0	0	0	5	0	0	0	0	2	1	24	1	0	0	2	0	0

07:00 - 08:00	1	0	0	0	0	0	0	14	1	0	0	0	0	10	1	0	0	2	0	0	
07:15 - 08:15	3	0	0	0	0	0	0	15	0	0	0	0	0	9	1	1	0	1	0	0	
07:30 - 08:30	4	0	0	0	0	0	0	12	0	0	0	0	0	9	1	1	0	1	0	0	
07:45 - 08:45	4	0	0	0	0	0	0	9	0	0	0	0	0	6	1	1	0	0	0	0	
08:00 - 09:00	7	0	0	0	0	0	0	15	0	0	0	0	0	7	0	1	0	0	0	0	
08:15 - 09:15	5	0	1	0	0	0	1	13	1	0	0	0	0	10	0	0	0	0	0	0	
08:30 - 09:30	5	0	1	0	0	0	1	13	2	0	0	0	0	9	1	0	0	0	0	0	
08:45 - 09:45	4	0	1	0	0	0	1	11	2	0	0	0	0	7	1	0	0	1	0	0	
09:00 - 10:00	1	0	2	0	0	0	1	4	3	0	0	0	0	5	1	0	0	1	0	2	
16:00 - 17:00	4	0	0	0	0	0	1	11	2	0	0	0	2	23	8	0	0	0	0	0	
16:15 - 17:15	4	0	0	0	0	0	1	15	3	0	0	0	1	2	30	6	0	0	0	1	1
16:30 - 17:30	6	0	0	0	0	1	0	17	2	0	0	0	1	1	30	5	0	0	0	2	2
16:45 - 17:45	6	0	0	0	0	1	0	17	2	0	0	0	2	1	33	2	0	0	0	2	2
17:00 - 18:00	5	0	0	0	0	1	0	15	1	0	0	0	2	1	24	0	0	0	0	2	3
17:15 - 18:15	4	0	0	0	0	1	0	12	0	0	0	0	2	1	30	0	0	0	1	1	2
17:30 - 18:30	3	0	0	0	0	0	0	8	0	0	0	0	2	1	28	0	0	0	1	0	1
17:45 - 18:45	3	0	0	0	0	0	0	5	0	0	0	0	1	1	26	1	0	0	1	0	1
18:00 - 19:00	1	0	0	0	0	0	0	5	0	0	0	0	2	1	24	1	0	0	2	0	2

Times	Movement G								Movement H								Movement I							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.2	2.0	0.0	0.0	0.0	2.0	0.0	0.0	4.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
07:30 - 07:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	2.0	0.0	0.0	7.0	
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	
Hourly Total	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	14.0	1.0	0.0	0.0	0.0	0.0	15.2	10.0	1.0	0.0	0.0	4.0	0.0	0.0	15.0	
08:00 - 08:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	1.5	0.0	0.0	0.0	0.0	2.5	
08:15 - 08:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
08:30 - 08:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	
08:45 - 09:00	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	8.0	0.0	0.0	0.0	0.0	0.0	8.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	
Hourly Total	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	15.0	0.0	0.0	0.0	0.0	0.0	15.0	7.0	0.0	1.5	0.0	0.0	0.0	0.0	8.5	
09:00 - 09:15	0.0	0.0	1.5	0.0	0.0	0.0	0.2	1.7	2.0	1.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	
09:15 - 09:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	
09:45 - 10:00	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	1.0	1.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.4	1.4	
Hourly Total	1.0	0.0	3.0	0.0	0.0	0.0	0.2	4.2	4.0	3.0	0.0	0.0	0.0	0.0	7.0	5.0	1.0	0.0	0.0	2.0	0.0	0.4	8.4	

16:00 - 16:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0
16:15 - 16:30	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	3.0	1.0	0.0	0.0	0.0	0.0	4.4	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	8.0
16:45 - 17:00	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0	1.0	0.0	0.0	0.0	0.0	3.0	13.0	2.0	0.0	0.0	0.0	0.0	0.0	15.0
Hourly Total	4.0	0.0	0.0	0.0	0.0	0.0	0.2	4.2	11.0	2.0	0.0	0.0	0.0	0.4	13.4	23.0	8.0	0.0	0.0	0.0	0.0	0.0	31.0
17:00 - 17:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	1.0	0.0	0.0	0.0	0.4	7.4	7.0	0.0	0.0	0.0	0.0	0.4	0.2	7.6
17:15 - 17:30	2.0	0.0	0.0	0.0	0.0	0.4	0.0	2.4	5.0	0.0	0.0	0.0	0.0	0.2	5.2	5.0	0.0	0.0	0.0	0.0	0.4	0.2	5.6
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.4	4.4	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0
17:45 - 18:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.2	4.2
Hourly Total	5.0	0.0	0.0	0.0	0.0	0.4	0.0	5.4	15.0	1.0	0.0	0.0	0.0	0.8	17.0	24.0	0.0	0.0	0.0	0.0	0.8	0.6	25.4
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.4	3.4	13.0	0.0	0.0	0.0	2.0	0.0	0.0	15.0
18:15 - 18:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.2	1.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	2.0	0.0	0.0	0.0	2.0	0.0	0.4	4.4
Hourly Total	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	5.0	0.0	0.0	0.0	0.0	0.8	6.0	24.0	1.0	0.0	0.0	4.0	0.0	0.4	29.4

07:00 - 08:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	14.0	1.0	0.0	0.0	0.0	0.0	15.2	10.0	1.0	0.0	0.0	4.0	0.0	0.0	15.0
07:15 - 08:15	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	15.0	0.0	0.0	0.0	0.0	0.0	15.0	9.0	1.0	1.5	0.0	2.0	0.0	0.0	13.5
07:30 - 08:30	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	12.0	0.0	0.0	0.0	0.0	0.0	12.0	9.0	1.0	1.5	0.0	2.0	0.0	0.0	13.5
07:45 - 08:45	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	9.0	0.0	0.0	0.0	0.0	0.0	9.0	6.0	1.0	1.5	0.0	0.0	0.0	0.0	8.5
08:00 - 09:00	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	15.0	0.0	0.0	0.0	0.0	0.0	15.0	7.0	0.0	1.5	0.0	0.0	0.0	0.0	8.5
08:15 - 09:15	5.0	0.0	1.5	0.0	0.0	0.0	0.2	6.7	13.0	1.0	0.0	0.0	0.0	0.0	14.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
08:30 - 09:30	5.0	0.0	1.5	0.0	0.0	0.0	0.2	6.7	13.0	2.0	0.0	0.0	0.0	0.0	15.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0
08:45 - 09:45	4.0	0.0	1.5	0.0	0.0	0.0	0.2	5.7	11.0	2.0	0.0	0.0	0.0	0.0	13.0	7.0	1.0	0.0	0.0	2.0	0.0	0.0	10.0
09:00 - 10:00	1.0	0.0	3.0	0.0	0.0	0.0	0.2	4.2	4.0	3.0	0.0	0.0	0.0	0.0	7.0	5.0	1.0	0.0	0.0	2.0	0.0	0.4	8.4
16:00 - 17:00	4.0	0.0	0.0	0.0	0.0	0.0	0.2	4.2	11.0	2.0	0.0	0.0	0.0	0.4	13.4	23.0	8.0	0.0	0.0	0.0	0.0	0.0	31.0
16:15 - 17:15	4.0	0.0	0.0	0.0	0.0	0.0	0.2	4.2	15.0	3.0	0.0	0.0	0.0	0.4	18.8	30.0	6.0	0.0	0.0	0.0	0.4	0.2	36.6
16:30 - 17:30	6.0	0.0	0.0	0.0	0.0	0.4	0.0	6.4	17.0	2.0	0.0	0.0	0.0	0.4	19.6	30.0	5.0	0.0	0.0	0.0	0.8	0.4	36.2
16:45 - 17:45	6.0	0.0	0.0	0.0	0.0	0.4	0.0	6.4	17.0	2.0	0.0	0.0	0.0	0.8	20.0	33.0	2.0	0.0	0.0	0.0	0.8	0.4	36.2
17:00 - 18:00	5.0	0.0	0.0	0.0	0.0	0.4	0.0	5.4	15.0	1.0	0.0	0.0	0.0	0.8	17.0	24.0	0.0	0.0	0.0	0.0	0.8	0.6	25.4
17:15 - 18:15	4.0	0.0	0.0	0.0	0.0	0.4	0.0	4.4	12.0	0.0	0.0	0.0	0.0	0.8	13.0	30.0	0.0	0.0	0.0	2.0	0.4	0.4	32.8
17:30 - 18:30	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	8.0	0.0	0.0	0.0	0.0	0.8	9.0	28.0	0.0	0.0	0.0	2.0	0.0	0.2	30.2
17:45 - 18:45	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	5.0	0.0	0.0	0.0	0.0	0.4	5.6	26.0	1.0	0.0	0.0	2.0	0.0	0.2	29.2
18:00 - 19:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	5.0	0.0	0.0	0.0	0.0	0.8	6.0	24.0	1.0	0.0	0.0	4.0	0.0	0.4	29.4

Times	Movement J							Movement K							Movement L							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	
07:00 - 07:15	11	0	0	0	0	0	0	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	8	0	1	0	0	0	0	18	2	1	4	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	3	0	0	0	1	0	0	31	5	1	0	0	0	0	1	0	0	0	0	0	0	0
07:45 - 08:00	9	5	0	0	0	0	0	33	4	2	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	31	5	1	0	1	0	0	105	17	5	4	0	0	0	1	0	0	0	0	0	0	0
08:00 - 08:15	9	1	0	1	1	0	0	36	4	0	1	0	0	1	0	0	0	0	0	0	0	0
08:15 - 08:30	5	0	0	0	0	0	0	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	8	0	0	0	0	0	0	33	2	0	2	0	0	0	2	0	0	0	0	0	0	0
08:45 - 09:00	6	0	0	0	0	1	0	22	3	3	0	1	0	0	1	0	0	0	0	0	0	0
Hourly Total	28	1	0	1	1	1	0	121	13	4	3	1	0	1	3	0	0	0	0	0	0	0
09:00 - 09:15	6	0	0	0	0	0	0	25	2	2	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	10	0	0	0	1	0	0	29	4	1	3	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	3	0	1	0	0	0	0	17	2	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	2	1	0	0	0	0	0	21	4	1	0	0	0	0	1	0	0	0	0	0	0	0
Hourly Total	21	1	1	0	1	0	0	92	12	4	4	0	0	0	1	0	0	0	0	0	0	0

16:00 - 16:15	2	1	0	0	0	0	0	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	2	0	0	0	1	0	0	21	9	0	0	2	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	7	1	0	0	0	0	0	23	6	1	0	0	1	0	0	0	0	0	0	0	0	0
16:45 - 17:00	5	1	0	0	0	0	0	24	9	1	1	0	1	0	1	0	0	0	0	0	0	0
Hourly Total	16	3	0	0	1	0	0	86	29	3	1	2	2	0	1	0	0	0	0	0	0	0
17:00 - 17:15	6	1	0	0	0	0	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0	0	25	4	0	1	0	0	0	1	0	0	0	0	0	0	0
17:30 - 17:45	6	0	0	0	1	0	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	3	0	0	0	0	0	0	32	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	16	1	0	0	1	0	0	98	12	0	1	0	0	0	1	0	0	0	0	0	0	0
18:00 - 18:15	1	0	0	0	0	0	0	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	1	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	10	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45 - 19:00	1	0	0	0	0	1	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	0	0	0	0	1	0	59	3	1	0	0	0	1	0	0	0	0	0	0	0	0

07:00 - 08:00	31	5	1	0	1	0	0	105	17	5	4	0	0	0	1	0	0	0	0	0	0	0
07:15 - 08:15	29	6	1	1	2	0	0	118	15	4	5	0	0	1	1	1	0	0	0	0	0	0
07:30 - 08:30	26	6	0	1	2	0	0	130	17	4	1	0	0	1	1	1	0	0	0	0	0	0
07:45 - 08:45	31	6	0	1	1	0	0	132	14	3	3	0	0	1	2	0	0	0	0	0	0	0
08:00 - 09:00	28	1	0	1	1	1	0	121	13	4	3	1	0	1	3	0	0	0	0	0	0	0
08:15 - 09:15	25	0	0	0	0	1	0	110	11	6	2	1	0	0	3	0	0	0	0	0	0	0
08:30 - 09:30	30	0	0	0	1	1	0	109	11	6	5	1	0	0	3	0	0	0	0	0	0	0
08:45 - 09:45	25	0	1	0	1	1	0	93	11	6	4	1	0	0	1	0	0	0	0	0	0	0
09:00 - 10:00	21	1	1	0	1	0	0	92	12	4	4	0	0	0	1	0	0	0	0	0	0	0
16:00 - 17:00	16	3	0	0	1	0	0	86	29	3	1	2	2	0	1	0	0	0	0	0	0	0
16:15 - 17:15	20	3	0	0	1	0	0	88	29	2	1	2	2	0	1	0	0	0	0	0	0	0
16:30 - 17:30	19	3	0	0	0	0	0	92	24	2	2	0	2	0	2	0	0	0	0	0	0	0
16:45 - 17:45	18	2	0	0	1	0	0	90	19	1	2	0	1	0	2	0	0	0	0	0	0	0
17:00 - 18:00	16	1	0	0	1	0	0	98	12	0	1	0	0	0	1	0	0	0	0	0	0	0
17:15 - 18:15	11	0	0	0	1	0	0	96	9	1	1	0	0	0	1	0	0	0	0	0	0	0
17:30 - 18:30	11	0	0	0	1	0	0	80	5	1	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:45	5	0	0	0	0	0	0	69	5	1	0	0	0	1	0	0	0	0	0	0	0	0
18:00 - 19:00	3	0	0	0	0	1	0	59	3	1	0	0	0	1	0	0	0	0	0	0	0	0

Times	Movement J								Movement K								Movement L							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	23.0	6.0	1.5	0.0	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	8.0	0.0	1.5	0.0	0.0	0.0	0.0	9.5	18.0	2.0	1.5	9.2	0.0	0.0	0.0	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	3.0	0.0	0.0	0.0	2.0	0.0	0.0	5.0	31.0	5.0	1.5	0.0	0.0	0.0	37.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
07:45 - 08:00	9.0	5.0	0.0	0.0	0.0	0.0	0.0	14.0	33.0	4.0	3.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	31.0	5.0	1.5	0.0	2.0	0.0	0.0	39.5	105.0	17.0	7.5	9.2	0.0	0.0	138.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
08:00 - 08:15	9.0	1.0	0.0	2.3	2.0	0.0	0.0	14.3	36.0	4.0	0.0	2.3	0.0	0.0	42.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	30.0	4.0	1.5	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	33.0	2.0	0.0	4.6	0.0	0.0	39.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
08:45 - 09:00	6.0	0.0	0.0	0.0	0.0	0.4	0.0	6.4	22.0	3.0	4.5	0.0	2.0	0.0	31.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Hourly Total	28.0	1.0	0.0	2.3	2.0	0.4	0.0	33.7	121.0	13.0	6.0	6.9	2.0	0.0	149.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
09:00 - 09:15	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	25.0	2.0	3.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	10.0	0.0	0.0	0.0	2.0	0.0	0.0	12.0	29.0	4.0	1.5	6.9	0.0	0.0	41.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	3.0	0.0	1.5	0.0	0.0	0.0	0.0	4.5	17.0	2.0	0.0	2.3	0.0	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	21.0	4.0	1.5	0.0	0.0	0.0	26.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Hourly Total	21.0	1.0	1.5	0.0	2.0	0.0	0.0	25.5	92.0	12.0	6.0	9.2	0.0	0.0	119.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0

16:00 - 16:15	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	18.0	5.0	1.5	0.0	0.0	0.0	24.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	2.0	0.0	0.0	0.0	2.0	0.0	0.0	4.0	21.0	9.0	0.0	0.0	4.0	0.0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	23.0	6.0	1.5	0.0	0.0	0.4	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	24.0	9.0	1.5	2.3	0.0	0.4	37.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Hourly Total	16.0	3.0	0.0	0.0	2.0	0.0	0.0	21.0	86.0	29.0	4.5	2.3	4.0	0.8	126.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:00 - 17:15	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	20.0	5.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	25.0	4.0	0.0	2.3	0.0	0.0	31.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:30 - 17:45	6.0	0.0	0.0	0.0	2.0	0.0	0.0	8.0	21.0	1.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	32.0	2.0	0.0	0.0	0.0	0.0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	16.0	1.0	0.0	0.0	2.0	0.0	0.0	19.0	98.0	12.0	0.0	2.3	0.0	0.0	112.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
18:00 - 18:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	18.0	2.0	1.5	0.0	0.0	0.0	21.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	9.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1.0	0.0	0.0	0.0	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	1.0	0.0	0.0	0.0	0.0	0.4	0.0	1.4	22.0	0.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	3.0	0.0	0.0	0.0	0.0	0.4	0.0	3.4	59.0	3.0	1.5	0.0	0.0	0.0	63.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

07:00 - 08:00	31.0	5.0	1.5	0.0	2.0	0.0	0.0	39.5	105.0	17.0	7.5	9.2	0.0	0.0	138.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
07:15 - 08:15	29.0	6.0	1.5	2.3	4.0	0.0	0.0	42.8	118.0	15.0	6.0	11.5	0.0	0.0	150.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
07:30 - 08:30	26.0	6.0	0.0	2.3	4.0	0.0	0.0	38.3	130.0	17.0	6.0	2.3	0.0	0.0	155.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
07:45 - 08:45	31.0	6.0	0.0	2.3	2.0	0.0	0.0	41.3	132.0	14.0	4.5	6.9	0.0	0.0	157.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
08:00 - 09:00	28.0	1.0	0.0	2.3	2.0	0.4	0.0	33.7	121.0	13.0	6.0	6.9	2.0	0.0	149.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
08:15 - 09:15	25.0	0.0	0.0	0.0	0.0	0.4	0.0	25.4	110.0	11.0	9.0	4.6	2.0	0.0	136.6	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
08:30 - 09:30	30.0	0.0	0.0	0.0	2.0	0.4	0.0	32.4	109.0	11.0	9.0	11.5	2.0	0.0	142.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
08:45 - 09:45	25.0	0.0	1.5	0.0	2.0	0.4	0.0	28.9	93.0	11.0	9.0	9.2	2.0	0.0	124.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
09:00 - 10:00	21.0	1.0	1.5	0.0	2.0	0.0	0.0	25.5	92.0	12.0	6.0	9.2	0.0	0.0	119.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
16:00 - 17:00	16.0	3.0	0.0	0.0	2.0	0.0	0.0	21.0	86.0	29.0	4.5	2.3	4.0	0.8	126.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
16:15 - 17:15	20.0	3.0	0.0	0.0	2.0	0.0	0.0	25.0	88.0	29.0	3.0	2.3	4.0	0.8	127.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
16:30 - 17:30	19.0	3.0	0.0	0.0	0.0	0.0	0.0	22.0	92.0	24.0	3.0	4.6	0.0	0.8	124.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
16:45 - 17:45	18.0	2.0	0.0	0.0	2.0	0.0	0.0	22.0	90.0	19.0	1.5	4.6	0.0	0.4	115.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
17:00 - 18:00	16.0	1.0	0.0	0.0	2.0	0.0	0.0	19.0	98.0	12.0	0.0	2.3	0.0	0.0	112.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:15 - 18:15	11.0	0.0	0.0	0.0	2.0	0.0	0.0	13.0	96.0	9.0	1.5	2.3	0.0	0.0	108.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:30 - 18:30	11.0	0.0	0.0	0.0	2.0	0.0	0.0	13.0	80.0	5.0	1.5	0.0	0.0	0.0	86.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:45	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	69.0	5.0	1.5	0.0	0.0	0.0	75.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 19:00	3.0	0.0	0.0	0.0	0.0	0.4	0.0	3.4	59.0	3.0	1.5	0.0	0.0	0.0	63.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Times	Port Way (Sthbound)	Port Way (Nthbound)
	Lane 1	Lane 1
07:00 - 07:05	0	0
07:05 - 07:10	0	0
07:10 - 07:15	0	0
07:15 - 07:20	0	0
07:20 - 07:25	0	0
07:25 - 07:30	0	0
07:30 - 07:35	0	0
07:35 - 07:40	0	0
07:40 - 07:45	0	0
07:45 - 07:50	0	0
07:50 - 07:55	0	0
07:55 - 08:00	0	0
08:00 - 08:05	0	0
08:05 - 08:10	0	2
08:10 - 08:15	0	0
08:15 - 08:20	0	0
08:20 - 08:25	0	0
08:25 - 08:30	0	0
08:30 - 08:35	0	0
08:35 - 08:40	0	0
08:40 - 08:45	0	0
08:45 - 08:50	0	3
08:50 - 08:55	0	0
08:55 - 09:00	0	0
09:00 - 09:05	0	0
09:05 - 09:10	0	0
09:10 - 09:15	0	0
09:15 - 09:20	0	0
09:20 - 09:25	0	0
09:25 - 09:30	0	0
09:30 - 09:35	0	0
09:35 - 09:40	0	0
09:40 - 09:45	0	0
09:45 - 09:50	0	0
09:50 - 09:55	0	0
09:55 - 10:00	0	0

Count in Vehicles

Lane 1 = Nearest Kerb

Times	Port Way (Sthbound)	Port Way (Nthbound)
	Lane 1	Lane 1
16:00 - 16:05	0	0
16:05 - 16:10	0	0
16:10 - 16:15	0	0
16:15 - 16:20	0	2
16:20 - 16:25	0	0
16:25 - 16:30	0	0
16:30 - 16:35	2	0
16:35 - 16:40	2	0
16:40 - 16:45	0	0
16:45 - 16:50	0	2
16:50 - 16:55	0	0
16:55 - 17:00	0	4
17:00 - 17:05	0	2
17:05 - 17:10	0	0
17:10 - 17:15	0	0
17:15 - 17:20	0	0
17:20 - 17:25	0	0
17:25 - 17:30	0	2
17:30 - 17:35	0	0
17:35 - 17:40	0	0
17:40 - 17:45	0	0
17:45 - 17:50	0	0
17:50 - 17:55	0	0
17:55 - 18:00	0	0
18:00 - 18:05	0	0
18:05 - 18:10	0	0
18:10 - 18:15	0	2
18:15 - 18:20	0	0
18:20 - 18:25	0	0
18:25 - 18:30	0	0
18:30 - 18:35	0	0
18:35 - 18:40	0	0
18:40 - 18:45	0	0
18:45 - 18:50	0	0
18:50 - 18:55	0	0
18:55 - 19:00	0	0

Appendix I Junction Capacity Test Results

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
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
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Camp Rd_Gate 7_Western SA.j9

Path: J:\33374 Heyford Park 400 dwelling application\Technical\Transport\Junction Assessments\PICADY\2016 App

Report generation date: 31/10/2016 16:07:38

»2021 Test Case, AM

»2021 Test Case, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2021 Test Case								
Stream B-ACD	0.1	9.08	0.11	A	0.1	8.37	0.05	A
Stream A-BCD	0.2	5.43	0.13	A	0.0	4.89	0.01	A
Stream D-AB	0.0	6.13	0.02	A	0.1	5.97	0.08	A
Stream D-BC	0.0	0.00	0.00	A	0.0	8.37	0.01	A
Stream C-ABD	0.0	4.90	0.00	A	0.0	4.76	0.01	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	27/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\jhorwood
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Test Case	AM	ONE HOUR	08:00	09:30	15	✓
D2	2021 Test Case	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2021 Test Case, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	1.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Camp Road (E)		Major
B	Site Access		Minor
C	Camp Road (W)		Major
D	Gate 7		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Camp Road (E)	7.58			250.0	✓	0.00
C - Camp Road (W)	7.58			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.43								75	16
D - Gate 7	One lane plus flare		10.00	6.68	4.13	3.57	3.57		1.00	67	44

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	719	-	-	-	-	-	-	0.259	0.371	0.259	-	-	-
1	B-A	532	0.090	0.228	0.228	-	-	-	0.143	0.326	-	0.228	0.228	0.114
1	B-C	661	0.094	0.239	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	532	0.090	0.228	0.228	-	-	-	0.143	0.326	0.143	-	-	-
1	B-D, offside lane	532	0.090	0.228	0.228	-	-	-	0.143	0.326	0.143	-	-	-
1	C-B	719	0.259	0.259	0.371	-	-	-	-	-	-	-	-	-
1	D-A	733	-	-	-	-	-	-	0.265	-	0.105	-	-	-
1	D-B, nearside lane	586	0.158	0.158	0.359	-	-	-	0.251	0.251	0.099	-	-	-
1	D-B, offside lane	539	0.145	0.145	0.330	-	-	-	0.231	0.231	0.091	-	-	-
1	D-C	539	-	0.145	0.330	0.116	0.231	0.231	0.231	0.231	0.091	-	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Test Case	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Road (E)		ONE HOUR	✓	280	100.000
B - Site Access		ONE HOUR	✓	46	100.000
C - Camp Road (W)		ONE HOUR	✓	178	100.000
D - Gate 7		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Camp Road (E)	B - Site Access	C - Camp Road (W)	D - Gate 7
From	A - Camp Road (E)	0	11	206	63
	B - Site Access	39	0	7	0
	C - Camp Road (W)	173	2	0	3
	D - Gate 7	9	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Camp Road (E)	B - Site Access	C - Camp Road (W)	D - Gate 7
From	A - Camp Road (E)	0	0	5	9
	B - Site Access	0	0	0	0
	C - Camp Road (W)	4	0	0	0
	D - Gate 7	14	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.11	9.08	0.1	A	42	63
ABCD	0.13	5.43	0.2	A	80	120
AB					9	13
AC					168	252
D-AB	0.02	6.13	0.0	A	8	12
D-BC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	4.90	0.0	A	2	4
C-D					3	4
C-A					158	237

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	35	9	479	0.072	34	0.0	0.1	8.085	A
A-BCD	61	15	730	0.084	61	0.0	0.1	5.377	A
A-B	8	2			8				
A-C	142	36			142				
D-AB	7	2	612	0.011	7	0.0	0.0	5.950	A
D-BC	0	0	463	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.46	738	0.002	2	0.0	0.0	4.892	A
C-D	2	0.56			2				
C-A	130	32			130				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	41	10	466	0.089	41	0.1	0.1	8.482	A
A-BCD	77	19	744	0.103	77	0.1	0.2	5.396	A
A-B	9	2			9				
A-C	166	41			166				
D-AB	8	2	606	0.013	8	0.0	0.0	6.024	A
D-BC	0	0	448	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.57	742	0.003	2	0.0	0.0	4.862	A
C-D	3	0.67			3				
C-A	155	39			155				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	51	13	447	0.113	51	0.1	0.1	9.076	A
A-BCD	101	25	765	0.132	101	0.2	0.2	5.428	A
A-B	11	3			11				
A-C	197	49			197				
D-AB	10	2	597	0.017	10	0.0	0.0	6.130	A
D-BC	0	0	428	0.000	0	0.0	0.0	0.000	A
C-ABD	3	0.74	749	0.004	3	0.0	0.0	4.819	A
C-D	3	0.82			3				
C-A	190	47			190				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	51	13	447	0.113	51	0.1	0.1	9.082	A
A-BCD	101	25	765	0.132	101	0.2	0.2	5.426	A
A-B	10	3			10				
A-C	197	49			197				
D-AB	10	2	597	0.017	10	0.0	0.0	6.130	A
D-BC	0	0	428	0.000	0	0.0	0.0	0.000	A
C-ABD	3	0.74	749	0.004	3	0.0	0.0	4.825	A
C-D	3	0.82			3				
C-A	190	47			190				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	41	10	466	0.089	41	0.1	0.1	8.489	A
ABCD	77	19	745	0.103	77	0.2	0.2	5.391	A
A-B	9	2			9				
A-C	166	41			166				
D-AB	8	2	606	0.013	8	0.0	0.0	6.024	A
D-BC	0	0	448	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.57	742	0.003	2	0.0	0.0	4.872	A
C-D	3	0.67			3				
C-A	155	39			155				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	35	9	479	0.072	35	0.1	0.1	8.103	A
ABCD	61	15	730	0.084	61	0.2	0.1	5.383	A
A-B	8	2			8				
A-C	142	35			142				
D-AB	7	2	612	0.011	7	0.0	0.0	5.950	A
D-BC	0	0	463	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.46	737	0.002	2	0.0	0.0	4.897	A
C-D	2	0.56			2				
C-A	130	32			130				

2021 Test Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Test Case	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Road (E)		ONE HOUR	✓	211	100.000
B - Site Access		ONE HOUR	✓	22	100.000
C - Camp Road (W)		ONE HOUR	✓	190	100.000
D - Gate 7		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Camp Road (E)	B - Site Access	C - Camp Road (W)	D - Gate 7
From	A - Camp Road (E)	0	27	179	5
	B - Site Access	19	0	3	0
	C - Camp Road (W)	185	5	0	0
	D - Gate 7	49	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Camp Road (E)	B - Site Access	C - Camp Road (W)	D - Gate 7
From	A - Camp Road (E)	0	0	2	6
	B - Site Access	0	0	0	0
	C - Camp Road (W)	4	0	0	0
	D - Gate 7	3	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.05	8.37	0.1	A	20	30
A-BCD	0.01	4.89	0.0	A	6	9
A-B					25	37
A-C					163	244
D-AB	0.08	5.97	0.1	A	45	67
D-BC	0.01	8.37	0.0	A	2	3
C-ABD	0.01	4.76	0.0	A	6	9
C-D					0	0
C-A					168	253

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	17	4	484	0.034	16	0.0	0.0	7.703	A
A-BCD	5	1	740	0.006	5	0.0	0.0	4.894	A
A-B	20	5			20				
A-C	134	33			134				
D-AB	37	9	674	0.055	37	0.0	0.1	5.644	A
D-BC	2	0.38	458	0.003	1	0.0	0.0	7.885	A
C-ABD	5	1	761	0.006	5	0.0	0.0	4.757	A
C-D	0	0			0				
C-A	138	35			138				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	20	5	471	0.042	20	0.0	0.0	7.973	A
A-BCD	6	1	753	0.008	6	0.0	0.0	4.821	A
A-B	24	6			24				
A-C	160	40			160				
D-AB	44	11	667	0.066	44	0.1	0.1	5.778	A
D-BC	2	0.45	447	0.004	2	0.0	0.0	8.081	A
C-ABD	6	1	770	0.007	6	0.0	0.0	4.706	A
C-D	0	0			0				
C-A	165	41			165				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	24	6	454	0.053	24	0.0	0.1	8.368	A
A-BCD	8	2	771	0.010	8	0.0	0.0	4.720	A
A-B	29	7			29				
A-C	195	49			195				
D-AB	54	13	657	0.082	54	0.1	0.1	5.970	A
D-BC	2	0.55	432	0.005	2	0.0	0.0	8.369	A
C-ABD	7	2	783	0.010	7	0.0	0.0	4.637	A
C-D	0	0			0				
C-A	202	50			202				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	24	6	454	0.053	24	0.1	0.1	8.370	A
A-BCD	8	2	771	0.010	8	0.0	0.0	4.717	A
A-B	29	7			29				
A-C	195	49			195				
D-AB	54	13	657	0.082	54	0.1	0.1	5.970	A
D-BC	2	0.55	432	0.005	2	0.0	0.0	8.369	A
C-ABD	7	2	783	0.010	7	0.0	0.0	4.642	A
C-D	0	0			0				
C-A	202	50			202				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	20	5	471	0.042	20	0.1	0.0	7.975	A
A-BCD	6	1	753	0.008	6	0.0	0.0	4.815	A
A-B	24	6			24				
A-C	160	40			160				
D-AB	44	11	667	0.066	44	0.1	0.1	5.780	A
D-BC	2	0.45	447	0.004	2	0.0	0.0	8.082	A
C-ABD	6	1	770	0.007	6	0.0	0.0	4.713	A
C-D	0	0			0				
C-A	165	41			165				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	17	4	483	0.034	17	0.0	0.0	7.710	A
A-BCD	5	1	740	0.006	5	0.0	0.0	4.892	A
A-B	20	5			20				
A-C	134	33			134				
D-AB	37	9	674	0.055	37	0.1	0.1	5.648	A
D-BC	2	0.38	458	0.003	2	0.0	0.0	7.888	A
C-ABD	5	1	761	0.006	5	0.0	0.0	4.761	A
C-D	0	0			0				
C-A	138	35			138				

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Camp Rd_Central SA.j9

Path: J:\33374 Heyford Park 400 dwelling application\Technical\Transport\Junction Assessments\PICADY\2016 App

Report generation date: 31/10/2016 16:11:52

»2021 Test Case, AM

»2021 Test Case, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2021 Test Case								
Stream B-AC	0.1	9.26	0.10	A	0.1	8.45	0.05	A
Stream C-AB	0.0	4.76	0.00	A	0.0	4.61	0.01	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	27/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\jhorwood
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Test Case	AM	ONE HOUR	08:00	09:30	15	✓
D2	2021 Test Case	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2021 Test Case, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Camp Road (E)		Major
B	Central Site Access		Minor
C	Camp Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Camp Road (W)	6.21			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Central Site Access	One lane	3.42	39	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	532	0.096	0.243	0.153	0.346
1	B-C	677	0.103	0.260	-	-
1	C-B	719	0.276	0.276	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Test Case	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Road (E)		ONE HOUR	✓	284	100.000
B - Central Site Access		ONE HOUR	✓	41	100.000
C - Camp Road (W)		ONE HOUR	✓	221	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Road (E)	B - Central Site Access	C - Camp Road (W)
From	A - Camp Road (E)	0	10	274
	B - Central Site Access	35	0	6
	C - Camp Road (W)	219	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Road (E)	B - Central Site Access	C - Camp Road (W)
From	A - Camp Road (E)	0	0	5
	B - Central Site Access	0	0	0
	C - Camp Road (W)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	9.26	0.1	A	38	56
C-AB	0.00	4.76	0.0	A	3	4
C-A					200	300
A-B					9	14
A-C					251	377

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	31	8	470	0.066	31	0.0	0.1	8.181	A
C-AB	2	0.48	759	0.003	2	0.0	0.0	4.753	A
C-A	164	41			164				
A-B	8	2			8				
A-C	206	52			206				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	37	9	455	0.081	37	0.1	0.1	8.606	A
C-AB	2	0.61	768	0.003	2	0.0	0.0	4.696	A
C-A	196	49			196				
A-B	9	2			9				
A-C	246	62			246				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	45	11	434	0.104	45	0.1	0.1	9.257	A
C-AB	3	0.80	782	0.004	3	0.0	0.0	4.618	A
C-A	240	60			240				
A-B	11	3			11				
A-C	302	75			302				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	45	11	434	0.104	45	0.1	0.1	9.261	A
C-AB	3	0.80	782	0.004	3	0.0	0.0	4.622	A
C-A	240	60			240				
A-B	11	3			11				
A-C	302	75			302				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	37	9	455	0.081	37	0.1	0.1	8.614	A
C-AB	2	0.61	768	0.003	2	0.0	0.0	4.706	A
C-A	196	49			196				
A-B	9	2			9				
A-C	246	62			246				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	31	8	470	0.066	31	0.1	0.1	8.195	A
C-AB	2	0.48	759	0.003	2	0.0	0.0	4.757	A
C-A	164	41			164				
A-B	8	2			8				
A-C	206	52			206				

2021 Test Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Test Case	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Road (E)		ONE HOUR	✓	232	100.000
B - Central Site Access		ONE HOUR	✓	20	100.000
C - Camp Road (W)		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Camp Road (E)	B - Central Site Access	C - Camp Road (W)	
From	A - Camp Road (E)	0	24	208
	B - Central Site Access	17	0	3
	C - Camp Road (W)	249	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A - Camp Road (E)	B - Central Site Access	C - Camp Road (W)	
From	A - Camp Road (E)	0	0	2
	B - Central Site Access	0	0	0
	C - Camp Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	8.45	0.1	A	18	28
C-AB	0.01	4.61	0.0	A	5	8
C-A					227	340
A-B					22	33
A-C					191	286

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	480	0.031	15	0.0	0.0	7.734	A
C-AB	4	0.99	785	0.005	4	0.0	0.0	4.607	A
C-A	187	47			187				
A-B	18	5			18				
A-C	157	39			157				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	4	467	0.039	18	0.0	0.0	8.019	A
C-AB	5	1	799	0.006	5	0.0	0.0	4.528	A
C-A	222	56			222				
A-B	22	5			22				
A-C	187	47			187				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	448	0.049	22	0.0	0.1	8.445	A
C-AB	7	2	820	0.008	7	0.0	0.0	4.424	A
C-A	272	68			272				
A-B	26	7			26				
A-C	229	57			229				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	448	0.049	22	0.1	0.1	8.447	A
C-AB	7	2	820	0.008	7	0.0	0.0	4.427	A
C-A	272	68			272				
A-B	26	7			26				
A-C	229	57			229				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	4	467	0.039	18	0.1	0.0	8.021	A
C-AB	5	1	799	0.006	5	0.0	0.0	4.535	A
C-A	222	56			222				
A-B	22	5			22				
A-C	187	47			187				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	480	0.031	15	0.0	0.0	7.740	A
C-AB	4	0.99	785	0.005	4	0.0	0.0	4.610	A
C-A	187	47			187				
A-B	18	5			18				
A-C	157	39			157				

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Camp Rd_Eastern SA.j9

Path: J:\33374 Heyford Park 400 dwelling application\Technical\Transport\Junction Assessments\PICADY\2016 App

Report generation date: 31/10/2016 16:21:32

«2021 Test Case, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2021 Test Case								
Stream B-AC	0.1	9.29	0.11	A	0.1	8.42	0.05	A
Stream C-AB	0.0	4.67	0.00	A	0.0	4.60	0.01	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	27/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\jhorwood
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Test Case	PM	ONE HOUR	08:00	09:30	15	✓

2021 Test Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Camp Road (E)		Major
B	Eastern Site Access		Minor
C	Camp Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Camp Road (W)	6.10			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Eastern Site Access	One lane	3.81	38	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	542	0.098	0.249	0.156	0.355
1	B-C	691	0.105	0.267	-	-
1	C-B	719	0.277	0.277	-	-

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 Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Road (E)		ONE HOUR	✓	254	100.000
B - Eastern Site Access		ONE HOUR	✓	20	100.000
C - Camp Road (W)		ONE HOUR	✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Road (E)	B - Eastern Site Access	C - Camp Road (W)
From	A - Camp Road (E)	0	25	229
	B - Eastern Site Access	17	0	3
	C - Camp Road (W)	261	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Road (E)	B - Eastern Site Access	C - Camp Road (W)
From	A - Camp Road (E)	0	0	1
	B - Eastern Site Access	0	0	0
	C - Camp Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	8.42	0.1	A	18	28
C-AB	0.01	4.60	0.0	A	5	8
C-A					238	357
A-B					23	34
A-C					210	315

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	485	0.031	15	0.0	0.0	7.662	A
C-AB	4	1	787	0.005	4	0.0	0.0	4.597	A
C-A	195	49			195				
A-B	19	5			19				
A-C	172	43			172				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	4	470	0.038	18	0.0	0.0	7.966	A
C-AB	5	1	802	0.006	5	0.0	0.0	4.517	A
C-A	233	58			233				
A-B	22	6			22				
A-C	206	51			206				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	449	0.049	22	0.0	0.1	8.423	A
C-AB	7	2	823	0.008	7	0.0	0.0	4.409	A
C-A	285	71			285				
A-B	28	7			28				
A-C	252	63			252				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	449	0.049	22	0.1	0.1	8.424	A
C-AB	7	2	823	0.008	7	0.0	0.0	4.412	A
C-A	285	71			285				
A-B	28	7			28				
A-C	252	63			252				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	4	470	0.038	18	0.1	0.0	7.968	A
C-AB	5	1	802	0.006	5	0.0	0.0	4.524	A
C-A	233	58			233				
A-B	22	6			22				
A-C	206	51			206				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	485	0.031	15	0.0	0.0	7.669	A
C-AB	4	1	787	0.005	4	0.0	0.0	4.603	A
C-A	195	49			195				
A-B	19	5			19				
A-C	172	43			172				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
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Filename: Camp Rd_Kirtlington Rd.j9

Path: J:\33374 Heyford Park 400 dwelling application\Technical\Transport\Junction Assessments\PICADY\2016 App

Report generation date: 31/10/2016 15:31:23

- »(Default Analysis Set) - 2013 Base, AM
- »(Default Analysis Set) - 2013 Base, PM
- »(Default Analysis Set) - 2016 Base, AM
- »(Default Analysis Set) - 2016 Base, PM
- »(Default Analysis Set) - 2021 Reference Case, AM
- »(Default Analysis Set) - 2021 Reference Case, PM
- »(Default Analysis Set) - 2021 Test Case with 300, AM
- »(Default Analysis Set) - 2021 Test Case with 300, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2013 Base								
Stream B-AC	0.0	8.79	0.03	A	0.1	8.24	0.06	A
Stream C-AB	0.0	6.04	0.01	A	0.0	6.21	0.01	A
A1 - 2016 Base								
Stream B-AC	0.0	8.87	0.03	A	0.1	8.39	0.06	A
Stream C-AB	0.0	6.08	0.01	A	0.0	6.23	0.01	A
A1 - 2021 Reference Case								
Stream B-AC	0.0	9.08	0.04	A	0.1	8.52	0.07	A
Stream C-AB	0.0	6.15	0.01	A	0.0	6.28	0.01	A
A1 - 2021 Test Case with 300								
Stream B-AC	0.0	9.18	0.04	A	0.1	8.58	0.07	A
Stream C-AB	0.0	6.20	0.01	A	0.0	6.30	0.01	A

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

File summary

File Description

Title	Camp Road / Kirtlington Road
Location	
Site number	
Date	02/09/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ekeen
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2013 Base	AM	ONE HOUR	07:15	08:45	15	✓
D2	2013 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2016 Base	AM	ONE HOUR	07:15	08:45	15	✓
D4	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2021 Reference Case	AM	ONE HOUR	07:15	08:45	15	✓
D6	2021 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D7	2021 Test Case with 300	AM	ONE HOUR	07:15	08:45	15	✓
D8	2021 Test Case with 300	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2013 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Camp Rd (E)		Major
B	Kirtlington Rd		Minor
C	Camp Rd (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Camp Rd (W)	6.00			95.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Kirtlington Rd	One lane	2.50	21	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	468	0.085	0.215	0.135	0.308
1	B-C	602	0.092	0.233	-	-
1	C-B	629	0.244	0.244	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2013 Base	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Rd (E)		ONE HOUR	✓	91	100.000
B - Kirtlington Rd		ONE HOUR	✓	13	100.000
C - Camp Rd (W)		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	4	87
	B - Kirtlington Rd	13	0	0
	C - Camp Rd (W)	113	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	0	13
	B - Kirtlington Rd	0	0	0
	C - Camp Rd (W)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	8.79	0.0	A	12	18
C-AB	0.01	6.04	0.0	A	6	10
C-A					104	156
A-B					4	6
A-C					80	120

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	10	2	438	0.022	10	0.0	0.0	8.408	A
C-AB	5	1	611	0.009	5	0.0	0.0	5.942	A
C-A	85	21			85				
A-B	3	0.75			3				
A-C	65	16			65				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	12	3	432	0.027	12	0.0	0.0	8.565	A
C-AB	6	2	608	0.010	6	0.0	0.0	5.985	A
C-A	102	25			102				
A-B	4	0.90			4				
A-C	78	20			78				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	4	424	0.034	14	0.0	0.0	8.788	A
C-AB	8	2	603	0.013	8	0.0	0.0	6.044	A
C-A	124	31			124				
A-B	4	1			4				
A-C	96	24			96				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	4	424	0.034	14	0.0	0.0	8.788	A
C-AB	8	2	603	0.013	8	0.0	0.0	6.044	A
C-A	124	31			124				
A-B	4	1			4				
A-C	96	24			96				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	12	3	432	0.027	12	0.0	0.0	8.568	A
C-AB	6	2	608	0.010	6	0.0	0.0	5.987	A
C-A	102	25			102				
A-B	4	0.90			4				
A-C	78	20			78				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	10	2	438	0.022	10	0.0	0.0	8.412	A
C-AB	5	1	611	0.009	5	0.0	0.0	5.945	A
C-A	85	21			85				
A-B	3	0.75			3				
A-C	65	16			65				

(Default Analysis Set) - 2013 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2013 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Rd (E)		ONE HOUR	✓	161	100.000
B - Kirtlington Rd		ONE HOUR	✓	25	100.000
C - Camp Rd (W)		ONE HOUR	✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	28	133
	B - Kirtlington Rd	12	0	13
	C - Camp Rd (W)	59	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	0	2
	B - Kirtlington Rd	8	0	0
	C - Camp Rd (W)	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	8.24	0.1	A	23	34
C-AB	0.01	6.21	0.0	A	5	7
C-A					54	81
A-B					26	39
A-C					122	183

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	19	5	478	0.039	19	0.0	0.0	7.842	A
C-AB	4	0.94	599	0.006	4	0.0	0.0	6.045	A
C-A	44	11			44				
A-B	21	5			21				
A-C	100	25			100				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	472	0.048	22	0.0	0.0	8.009	A
C-AB	4	1	593	0.008	4	0.0	0.0	6.111	A
C-A	53	13			53				
A-B	25	6			25				
A-C	120	30			120				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	28	7	464	0.059	27	0.0	0.1	8.242	A
C-AB	6	1	586	0.009	6	0.0	0.0	6.205	A
C-A	65	16			65				
A-B	31	8			31				
A-C	146	37			146				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	28	7	464	0.059	28	0.1	0.1	8.244	A
C-AB	6	1	586	0.009	6	0.0	0.0	6.205	A
C-A	65	16			65				
A-B	31	8			31				
A-C	146	37			146				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	472	0.048	23	0.1	0.1	8.012	A
C-AB	4	1	593	0.008	5	0.0	0.0	6.112	A
C-A	53	13			53				
A-B	25	6			25				
A-C	120	30			120				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	19	5	478	0.039	19	0.1	0.0	7.850	A
C-AB	4	0.94	599	0.006	4	0.0	0.0	6.045	A
C-A	44	11			44				
A-B	21	5			21				
A-C	100	25			100				

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2016 Base	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Rd (E)		ONE HOUR	✓	103	100.000
B - Kirtlington Rd		ONE HOUR	✓	13	100.000
C - Camp Rd (W)		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	5	98
	B - Kirtlington Rd	13	0	0
	C - Camp Rd (W)	119	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	0	11
	B - Kirtlington Rd	0	0	0
	C - Camp Rd (W)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	8.87	0.0	A	12	18
C-AB	0.01	6.08	0.0	A	6	10
C-A					109	164
A-B					5	7
A-C					90	135

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	10	2	435	0.022	10	0.0	0.0	8.456	A
C-AB	5	1	609	0.009	5	0.0	0.0	5.963	A
C-A	90	22			90				
A-B	4	0.94			4				
A-C	74	18			74				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	12	3	429	0.027	12	0.0	0.0	8.626	A
C-AB	6	2	605	0.010	6	0.0	0.0	6.010	A
C-A	107	27			107				
A-B	4	1			4				
A-C	88	22			88				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	4	420	0.034	14	0.0	0.0	8.866	A
C-AB	8	2	600	0.013	8	0.0	0.0	6.076	A
C-A	131	33			131				
A-B	6	1			6				
A-C	108	27			108				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	4	420	0.034	14	0.0	0.0	8.866	A
C-AB	8	2	600	0.013	8	0.0	0.0	6.076	A
C-A	131	33			131				
A-B	6	1			6				
A-C	108	27			108				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	12	3	429	0.027	12	0.0	0.0	8.629	A
C-AB	6	2	605	0.010	6	0.0	0.0	6.013	A
C-A	107	27			107				
A-B	4	1			4				
A-C	88	22			88				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	10	2	435	0.022	10	0.0	0.0	8.462	A
C-AB	5	1	609	0.009	5	0.0	0.0	5.965	A
C-A	90	22			90				
A-B	4	0.94			4				
A-C	74	18			74				

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Rd (E)		ONE HOUR	✓	170	100.000
B - Kirtlington Rd		ONE HOUR	✓	26	100.000
C - Camp Rd (W)		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From			
A - Camp Rd (E)	0	29	141
B - Kirtlington Rd	13	0	13
C - Camp Rd (W)	67	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From			
A - Camp Rd (E)	0	0	2
B - Kirtlington Rd	8	0	0
C - Camp Rd (W)	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	8.39	0.1	A	24	36
C-AB	0.01	6.23	0.0	A	5	7
C-A					61	92
A-B					27	40
A-C					129	194

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	472	0.041	19	0.0	0.0	7.948	A
C-AB	4	0.94	598	0.006	4	0.0	0.0	6.062	A
C-A	50	13			50				
A-B	22	5			22				
A-C	106	27			106				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	466	0.050	23	0.0	0.1	8.129	A
C-AB	4	1	591	0.008	4	0.0	0.0	6.132	A
C-A	60	15			60				
A-B	26	7			26				
A-C	127	32			127				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	458	0.063	29	0.1	0.1	8.384	A
C-AB	6	1	583	0.009	6	0.0	0.0	6.231	A
C-A	74	18			74				
A-B	32	8			32				
A-C	155	39			155				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	458	0.063	29	0.1	0.1	8.386	A
C-AB	6	1	583	0.009	6	0.0	0.0	6.231	A
C-A	74	18			74				
A-B	32	8			32				
A-C	155	39			155				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	466	0.050	23	0.1	0.1	8.133	A
C-AB	4	1	591	0.008	5	0.0	0.0	6.134	A
C-A	60	15			60				
A-B	26	7			26				
A-C	127	32			127				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	472	0.041	20	0.1	0.0	7.956	A
C-AB	4	0.94	598	0.006	4	0.0	0.0	6.065	A
C-A	50	13			50				
A-B	22	5			22				
A-C	106	27			106				

(Default Analysis Set) - 2021 Reference Case, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2021 Reference Case	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Rd (E)		ONE HOUR	✓	131	100.000
B - Kirtlington Rd		ONE HOUR	✓	14	100.000
C - Camp Rd (W)		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	6	125
	B - Kirtlington Rd	14	0	0
	C - Camp Rd (W)	131	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	0	9
	B - Kirtlington Rd	0	0	0
	C - Camp Rd (W)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	9.08	0.0	A	13	19
C-AB	0.01	6.15	0.0	A	6	10
C-A					120	180
A-B					6	8
A-C					115	172

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	429	0.025	10	0.0	0.0	8.589	A
C-AB	5	1	604	0.009	5	0.0	0.0	6.014	A
C-A	99	25			99				
A-B	5	1			5				
A-C	94	24			94				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	422	0.030	13	0.0	0.0	8.791	A
C-AB	6	2	599	0.011	6	0.0	0.0	6.072	A
C-A	118	29			118				
A-B	5	1			5				
A-C	112	28			112				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	412	0.037	15	0.0	0.0	9.080	A
C-AB	8	2	593	0.013	8	0.0	0.0	6.153	A
C-A	144	36			144				
A-B	7	2			7				
A-C	138	34			138				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	412	0.037	15	0.0	0.0	9.081	A
C-AB	8	2	593	0.013	8	0.0	0.0	6.153	A
C-A	144	36			144				
A-B	7	2			7				
A-C	138	34			138				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	422	0.030	13	0.0	0.0	8.792	A
C-AB	6	2	599	0.011	6	0.0	0.0	6.075	A
C-A	118	29			118				
A-B	5	1			5				
A-C	112	28			112				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	429	0.025	11	0.0	0.0	8.595	A
C-AB	5	1	604	0.009	5	0.0	0.0	6.014	A
C-A	99	25			99				
A-B	5	1			5				
A-C	94	24			94				

(Default Analysis Set) - 2021 Reference Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2021 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Rd (E)		ONE HOUR	✓	188	100.000
B - Kirtlington Rd		ONE HOUR	✓	27	100.000
C - Camp Rd (W)		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	30	158
	B - Kirtlington Rd	14	0	13
	C - Camp Rd (W)	85	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	0	2
	B - Kirtlington Rd	7	0	0
	C - Camp Rd (W)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	8.52	0.1	A	25	37
C-AB	0.01	6.28	0.0	A	5	7
C-A					78	117
A-B					28	41
A-C					145	217

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	468	0.043	20	0.0	0.0	8.024	A
C-AB	4	0.94	594	0.006	4	0.0	0.0	6.096	A
C-A	64	16			64				
A-B	23	6			23				
A-C	119	30			119				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	24	6	462	0.053	24	0.0	0.1	8.232	A
C-AB	4	1	588	0.008	4	0.0	0.0	6.173	A
C-A	76	19			76				
A-B	27	7			27				
A-C	142	36			142				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	30	7	452	0.066	30	0.1	0.1	8.521	A
C-AB	6	1	578	0.010	6	0.0	0.0	6.282	A
C-A	94	23			94				
A-B	33	8			33				
A-C	174	43			174				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	30	7	452	0.066	30	0.1	0.1	8.523	A
C-AB	6	1	578	0.010	6	0.0	0.0	6.282	A
C-A	94	23			94				
A-B	33	8			33				
A-C	174	43			174				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	24	6	462	0.053	24	0.1	0.1	8.234	A
C-AB	4	1	588	0.008	5	0.0	0.0	6.175	A
C-A	76	19			76				
A-B	27	7			27				
A-C	142	36			142				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	468	0.043	20	0.1	0.0	8.035	A
C-AB	4	0.94	594	0.006	4	0.0	0.0	6.096	A
C-A	64	16			64				
A-B	23	6			23				
A-C	119	30			119				

(Default Analysis Set) - 2021 Test Case with 300, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2021 Test Case with 300	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Rd (E)		ONE HOUR	✓	147	100.000
B - Kirtlington Rd		ONE HOUR	✓	14	100.000
C - Camp Rd (W)		ONE HOUR	✓	143	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	7	140
	B - Kirtlington Rd	14	0	0
	C - Camp Rd (W)	136	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	0	8
	B - Kirtlington Rd	0	0	0
	C - Camp Rd (W)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	9.18	0.0	A	13	19
C-AB	0.01	6.20	0.0	A	6	10
C-A					125	187
A-B					6	10
A-C					128	193

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	426	0.025	10	0.0	0.0	8.651	A
C-AB	5	1	601	0.009	5	0.0	0.0	6.043	A
C-A	102	26			102				
A-B	5	1			5				
A-C	105	26			105				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	418	0.030	13	0.0	0.0	8.869	A
C-AB	6	2	596	0.011	6	0.0	0.0	6.108	A
C-A	122	31			122				
A-B	6	2			6				
A-C	126	31			126				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	407	0.038	15	0.0	0.0	9.183	A
C-AB	8	2	588	0.013	8	0.0	0.0	6.198	A
C-A	150	37			150				
A-B	8	2			8				
A-C	154	39			154				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	407	0.038	15	0.0	0.0	9.183	A
C-AB	8	2	588	0.013	8	0.0	0.0	6.198	A
C-A	150	37			150				
A-B	8	2			8				
A-C	154	39			154				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	418	0.030	13	0.0	0.0	8.870	A
C-AB	6	2	596	0.011	6	0.0	0.0	6.110	A
C-A	122	31			122				
A-B	6	2			6				
A-C	126	31			126				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	426	0.025	11	0.0	0.0	8.657	A
C-AB	5	1	601	0.009	5	0.0	0.0	6.046	A
C-A	102	26			102				
A-B	5	1			5				
A-C	105	26			105				

(Default Analysis Set) - 2021 Test Case with 300, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2021 Test Case with 300	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Rd (E)		ONE HOUR	✓	195	100.000
B - Kirtlington Rd		ONE HOUR	✓	27	100.000
C - Camp Rd (W)		ONE HOUR	✓	101	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	30	165
	B - Kirtlington Rd	14	0	13
	C - Camp Rd (W)	96	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Rd (E)	B - Kirtlington Rd	C - Camp Rd (W)
From	A - Camp Rd (E)	0	0	2
	B - Kirtlington Rd	7	0	0
	C - Camp Rd (W)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	8.58	0.1	A	25	37
C-AB	0.01	6.30	0.0	A	5	7
C-A					88	132
A-B					28	41
A-C					151	227

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	467	0.044	20	0.0	0.0	8.057	A
C-AB	4	0.94	593	0.006	4	0.0	0.0	6.108	A
C-A	72	18			72				
A-B	23	6			23				
A-C	124	31			124				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	24	6	459	0.053	24	0.0	0.1	8.273	A
C-AB	4	1	586	0.008	4	0.0	0.0	6.188	A
C-A	86	22			86				
A-B	27	7			27				
A-C	148	37			148				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	30	7	449	0.066	30	0.1	0.1	8.575	A
C-AB	6	1	577	0.010	6	0.0	0.0	6.301	A
C-A	106	26			106				
A-B	33	8			33				
A-C	182	45			182				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	30	7	449	0.066	30	0.1	0.1	8.577	A
C-AB	6	1	577	0.010	6	0.0	0.0	6.301	A
C-A	106	26			106				
A-B	33	8			33				
A-C	182	45			182				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	24	6	459	0.053	24	0.1	0.1	8.276	A
C-AB	4	1	586	0.008	5	0.0	0.0	6.188	A
C-A	86	22			86				
A-B	27	7			27				
A-C	148	37			148				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	467	0.044	20	0.1	0.0	8.067	A
C-AB	4	0.94	593	0.006	4	0.0	0.0	6.110	A
C-A	72	18			72				
A-B	23	6			23				
A-C	124	31			124				

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Somerton Road_Camp Road.j9

Path: J:\33374 Heyford Park 400 dwelling application\Technical\Transport\Junction Assessments\PICADY\2016 App

Report generation date: 31/10/2016 15:32:42

- »(Default Analysis Set) - 2013 Base, AM
- »(Default Analysis Set) - 2013 Base, PM
- »(Default Analysis Set) - 2016 Base, AM
- »(Default Analysis Set) - 2016 Base, PM
- »(Default Analysis Set) - 2021 Reference Case, AM
- »(Default Analysis Set) - 2021 Reference Case, PM
- »(Default Analysis Set) - 2021 Test Case with 300, AM
- »(Default Analysis Set) - 2021 Test Case with 300, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2013 Base								
Stream B-C	0.1	7.37	0.13	A	0.1	6.40	0.11	A
Stream B-A	0.1	8.89	0.07	A	0.2	9.71	0.18	A
Stream C-AB	0.1	6.92	0.11	A	0.1	6.56	0.06	A
A1 - 2016 Base								
Stream B-C	0.2	7.41	0.14	A	0.1	6.41	0.12	A
Stream B-A	0.1	8.98	0.07	A	0.2	9.90	0.19	A
Stream C-AB	0.1	6.97	0.12	A	0.1	6.51	0.07	A
A1 - 2021 Reference Case								
Stream B-C	0.2	7.67	0.19	A	0.2	6.80	0.14	A
Stream B-A	0.1	9.00	0.08	A	0.3	10.30	0.21	B
Stream C-AB	0.2	7.14	0.14	A	0.1	6.51	0.10	A
A1 - 2021 Test Case with 300								
Stream B-C	0.3	7.86	0.21	A	0.2	7.46	0.17	A
Stream B-A	0.1	9.03	0.08	A	0.2	9.02	0.19	A
Stream C-AB	0.2	7.20	0.15	A	0.2	6.60	0.12	A

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

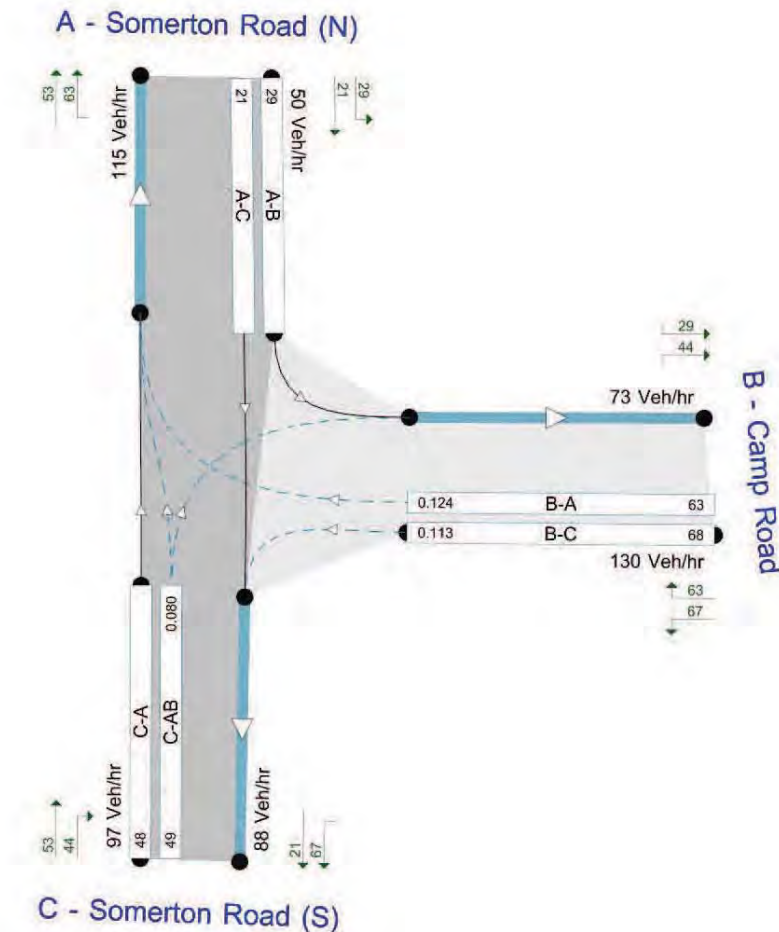
File summary

File Description

Title	Somerton Road_Camp Road
Location	Upper Heyford
Site number	
Date	11/07/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ekeen
Description	

Units

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



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2013 Base	AM	ONE HOUR	07:15	08:45	15	✓
D4	2013 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2016 Base	AM	ONE HOUR	07:15	08:45	15	✓
D6	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓
D9	2021 Reference Case	AM	ONE HOUR	07:15	08:45	15	✓
D10	2021 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D11	2021 Test Case with 300	AM	ONE HOUR	07:15	08:45	15	✓
D12	2021 Test Case with 300	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2013 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Somerton Road_ Camp Road_Station Road	T-Junction	Two-way	4.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Somerton Road (N)	Upper Heyford	Major
B	Camp Road	Upper Heyford	Minor
C	Somerton Road (S)	Upper Heyford	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Somerton Road (S)	6.00			89.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Camp Road	One lane plus flare	9.00	2.80	2.75	2.75	2.75		1.00	30	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	547	0.100	0.252	0.159	0.360
1	B-C	651	0.100	0.252	-	-
1	C-B	626	0.242	0.242	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2013 Base	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Somerton Road (N)		ONE HOUR	✓	110	100.000
B - Camp Road		ONE HOUR	✓	91	100.000
C - Somerton Road (S)		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	67	43
	B - Camp Road	26	0	65
	C - Somerton Road (S)	16	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	7	2
	B - Camp Road	15	0	11
	C - Somerton Road (S)	19	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.13	7.37	0.1	A	60	89
B-A	0.07	8.89	0.1	A	24	36
C-AB	0.11	6.92	0.1	A	56	83
C-A					13	20
A-B					61	92
A-C					39	59

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	49	12	569	0.086	49	0.0	0.1	6.909	A
B-A	20	5	447	0.044	19	0.0	0.0	8.406	A
C-AB	45	11	593	0.076	45	0.0	0.1	6.562	A
C-A	11	3			11				
A-B	50	13			50				
A-C	32	8			32				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	15	565	0.103	58	0.1	0.1	7.099	A
B-A	23	6	442	0.053	23	0.0	0.1	8.605	A
C-AB	54	14	591	0.092	54	0.1	0.1	6.709	A
C-A	13	3			13				
A-B	60	15			60				
A-C	39	10			39				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	560	0.128	71	0.1	0.1	7.365	A
B-A	29	7	434	0.066	29	0.1	0.1	8.889	A
C-AB	67	17	587	0.114	67	0.1	0.1	6.915	A
C-A	16	4			16				
A-B	74	18			74				
A-C	47	12			47				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	560	0.128	72	0.1	0.1	7.368	A
B-A	29	7	433	0.066	29	0.1	0.1	8.891	A
C-AB	67	17	587	0.114	67	0.1	0.1	6.921	A
C-A	16	4			16				
A-B	74	18			74				
A-C	47	12			47				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	15	565	0.103	59	0.1	0.1	7.106	A
B-A	23	6	442	0.053	23	0.1	0.1	8.612	A
C-AB	54	14	591	0.092	54	0.1	0.1	6.718	A
C-A	13	3			13				
A-B	60	15			60				
A-C	39	10			39				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	49	12	569	0.086	49	0.1	0.1	6.921	A
B-A	20	5	447	0.044	20	0.1	0.0	8.417	A
C-AB	45	11	593	0.076	45	0.1	0.1	6.574	A
C-A	11	3			11				
A-B	50	13			50				
A-C	32	8			32				

(Default Analysis Set) - 2013 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Somerton Road_ Camp Road_Station Road	T-Junction	Two-way	4.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2013 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Somerton Road (N)		ONE HOUR	✓	60	100.000
B - Camp Road		ONE HOUR	✓	142	100.000
C - Somerton Road (S)		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	33	27
	B - Camp Road	76	0	66
	C - Somerton Road (S)	68	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	6	0
	B - Camp Road	4	0	5
	C - Somerton Road (S)	1	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	6.40	0.1	A	61	91
B-A	0.18	9.71	0.2	A	70	105
C-AB	0.06	6.56	0.1	A	28	42
C-A					59	89
A-B					30	45
A-C					25	37

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	50	12	653	0.076	49	0.0	0.1	5.965	A
B-A	57	14	465	0.123	57	0.0	0.1	8.802	A
C-AB	22	6	571	0.039	22	0.0	0.0	6.559	A
C-A	49	12			49				
A-B	25	6			25				
A-C	20	5			20				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	59	15	645	0.092	59	0.1	0.1	6.142	A
B-A	68	17	461	0.148	68	0.1	0.2	9.170	A
C-AB	27	7	576	0.047	27	0.0	0.1	6.565	A
C-A	58	15			58				
A-B	30	7			30				
A-C	24	6			24				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	73	18	635	0.114	73	0.1	0.1	6.396	A
B-A	84	21	454	0.184	83	0.2	0.2	9.704	A
C-AB	34	9	583	0.059	34	0.1	0.1	6.565	A
C-A	70	18			70				
A-B	36	9			36				
A-C	30	7			30				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	73	18	635	0.114	73	0.1	0.1	6.401	A
B-A	84	21	454	0.184	84	0.2	0.2	9.714	A
C-AB	34	9	583	0.059	34	0.1	0.1	6.557	A
C-A	70	18			70				
A-B	36	9			36				
A-C	30	7			30				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	59	15	645	0.092	59	0.1	0.1	6.149	A
B-A	68	17	461	0.148	69	0.2	0.2	9.185	A
C-AB	27	7	576	0.047	27	0.1	0.1	6.550	A
C-A	58	15			58				
A-B	30	7			30				
A-C	24	6			24				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	50	12	652	0.076	50	0.1	0.1	5.980	A
B-A	57	14	465	0.123	57	0.2	0.1	8.833	A
C-AB	22	6	571	0.039	22	0.1	0.0	6.558	A
C-A	49	12			49				
A-B	25	6			25				
A-C	20	5			20				

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Somerton Road_ Camp Road_Station Road	T-Junction	Two-way	4.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2016 Base	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Somerton Road (N)		ONE HOUR	✓	112	100.000
B - Camp Road		ONE HOUR	✓	102	100.000
C - Somerton Road (S)		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	69	43
	B - Camp Road	28	0	74
	C - Somerton Road (S)	16	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	7	2
	B - Camp Road	15	0	9
	C - Somerton Road (S)	19	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	7.41	0.2	A	68	102
B-A	0.07	8.98	0.1	A	26	39
C-AB	0.12	6.97	0.1	A	58	88
C-A					13	20
A-B					63	95
A-C					39	59

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	56	14	577	0.097	55	0.0	0.1	6.893	A
B-A	21	5	446	0.047	21	0.0	0.0	8.456	A
C-AB	48	12	593	0.080	47	0.0	0.1	6.594	A
C-A	11	3			11				
A-B	52	13			52				
A-C	32	8			32				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	67	17	573	0.116	66	0.1	0.1	7.104	A
B-A	25	6	440	0.057	25	0.0	0.1	8.668	A
C-AB	57	14	590	0.097	57	0.1	0.1	6.749	A
C-A	13	3			13				
A-B	62	16			62				
A-C	39	10			39				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	81	20	567	0.144	81	0.1	0.2	7.405	A
B-A	31	8	432	0.071	31	0.1	0.1	8.974	A
C-AB	70	18	587	0.120	70	0.1	0.1	6.965	A
C-A	15	4			15				
A-B	76	19			76				
A-C	47	12			47				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	81	20	567	0.144	81	0.2	0.2	7.408	A
B-A	31	8	432	0.071	31	0.1	0.1	8.977	A
C-AB	70	18	587	0.120	70	0.1	0.1	6.974	A
C-A	15	4			15				
A-B	76	19			76				
A-C	47	12			47				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	67	17	573	0.116	67	0.2	0.1	7.111	A
B-A	25	6	440	0.057	25	0.1	0.1	8.676	A
C-AB	57	14	590	0.097	57	0.1	0.1	6.758	A
C-A	13	3			13				
A-B	62	16			62				
A-C	39	10			39				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	56	14	577	0.097	56	0.1	0.1	6.910	A
B-A	21	5	446	0.047	21	0.1	0.1	8.467	A
C-AB	48	12	593	0.080	48	0.1	0.1	6.609	A
C-A	11	3			11				
A-B	52	13			52				
A-C	32	8			32				

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Somerton Road_ Camp Road_Station Road	T-Junction	Two-way	4.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Somerton Road (N)		ONE HOUR	✓	61	100.000
B - Camp Road		ONE HOUR	✓	150	100.000
C - Somerton Road (S)		ONE HOUR	✓	103	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	34	27
	B - Camp Road	79	0	71
	C - Somerton Road (S)	69	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	6	0
	B - Camp Road	4	0	4
	C - Somerton Road (S)	1	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	6.41	0.1	A	65	98
B-A	0.19	9.90	0.2	A	72	109
C-AB	0.07	6.51	0.1	A	35	53
C-A					59	89
A-B					31	47
A-C					25	37

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	53	13	658	0.081	53	0.0	0.1	5.945	A
B-A	59	15	463	0.129	59	0.0	0.1	8.906	A
C-AB	28	7	584	0.048	28	0.0	0.1	6.470	A
C-A	49	12			49				
A-B	26	6			26				
A-C	20	5			20				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	64	16	651	0.098	64	0.1	0.1	6.133	A
B-A	71	18	458	0.155	71	0.1	0.2	9.307	A
C-AB	34	9	589	0.058	34	0.1	0.1	6.489	A
C-A	58	15			58				
A-B	31	8			31				
A-C	24	6			24				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	78	20	640	0.122	78	0.1	0.1	6.406	A
B-A	87	22	451	0.193	87	0.2	0.2	9.885	A
C-AB	43	11	596	0.072	43	0.1	0.1	6.511	A
C-A	70	18			70				
A-B	37	9			37				
A-C	30	7			30				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	78	20	640	0.122	78	0.1	0.1	6.411	A
B-A	87	22	451	0.193	87	0.2	0.2	9.897	A
C-AB	43	11	596	0.072	43	0.1	0.1	6.505	A
C-A	70	18			70				
A-B	37	9			37				
A-C	30	7			30				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	64	16	650	0.098	64	0.1	0.1	6.140	A
B-A	71	18	458	0.155	71	0.2	0.2	9.322	A
C-AB	34	9	589	0.058	34	0.1	0.1	6.478	A
C-A	58	15			58				
A-B	31	8			31				
A-C	24	6			24				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	53	13	658	0.081	54	0.1	0.1	5.960	A
B-A	59	15	463	0.129	60	0.2	0.1	8.939	A
C-AB	28	7	584	0.048	28	0.1	0.1	6.470	A
C-A	49	12			49				
A-B	26	6			26				
A-C	20	5			20				

(Default Analysis Set) - 2021 Reference Case, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Somerton Road_ Camp Road_Station Road	T-Junction	Two-way	4.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2021 Reference Case	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Somerton Road (N)		ONE HOUR	✓	118	100.000
B - Camp Road		ONE HOUR	✓	128	100.000
C - Somerton Road (S)		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	74	44
	B - Camp Road	31	0	97
	C - Somerton Road (S)	16	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	7	2
	B - Camp Road	13	0	7
	C - Somerton Road (S)	19	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	7.67	0.2	A	89	134
B-A	0.08	9.00	0.1	A	28	43
C-AB	0.14	7.14	0.2	A	67	100
C-A					13	19
A-B					68	102
A-C					40	61

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	73	18	587	0.125	72	0.0	0.1	6.995	A
B-A	23	6	451	0.052	23	0.0	0.1	8.406	A
C-AB	55	14	592	0.092	54	0.0	0.1	6.693	A
C-A	11	3			11				
A-B	56	14			56				
A-C	33	8			33				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	87	22	582	0.150	87	0.1	0.2	7.270	A
B-A	28	7	444	0.063	28	0.1	0.1	8.647	A
C-AB	65	16	589	0.111	65	0.1	0.1	6.873	A
C-A	13	3			13				
A-B	67	17			67				
A-C	40	10			40				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	107	27	576	0.185	107	0.2	0.2	7.667	A
B-A	34	9	434	0.079	34	0.1	0.1	9.000	A
C-AB	81	20	585	0.138	80	0.1	0.2	7.129	A
C-A	15	4			15				
A-B	81	20			81				
A-C	48	12			48				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	107	27	576	0.185	107	0.2	0.2	7.673	A
B-A	34	9	434	0.079	34	0.1	0.1	9.002	A
C-AB	81	20	585	0.138	81	0.2	0.2	7.138	A
C-A	15	4			15				
A-B	81	20			81				
A-C	48	12			48				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	87	22	582	0.150	87	0.2	0.2	7.279	A
B-A	28	7	444	0.063	28	0.1	0.1	8.655	A
C-AB	65	16	589	0.111	66	0.2	0.1	6.883	A
C-A	13	3			13				
A-B	67	17			67				
A-C	40	10			40				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	73	18	586	0.125	73	0.2	0.1	7.017	A
B-A	23	6	451	0.052	23	0.1	0.1	8.421	A
C-AB	55	14	592	0.092	55	0.1	0.1	6.709	A
C-A	11	3			11				
A-B	56	14			56				
A-C	33	8			33				

(Default Analysis Set) - 2021 Reference Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Somerton Road_ Camp Road_Station Road	T-Junction	Two-way	5.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2021 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Somerton Road (N)		ONE HOUR	✓	65	100.000
B - Camp Road		ONE HOUR	✓	168	100.000
C - Somerton Road (S)		ONE HOUR	✓	119	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	37	28
	B - Camp Road	84	0	84
	C - Somerton Road (S)	70	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	6	0
	B - Camp Road	4	0	4
	C - Somerton Road (S)	1	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	6.80	0.2	A	77	116
B-A	0.21	10.30	0.3	B	77	116
C-AB	0.10	6.51	0.1	A	50	76
C-A					59	88
A-B					34	51
A-C					26	39

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	63	16	592	0.107	63	0.0	0.1	6.800	A
B-A	63	16	519	0.122	63	0.0	0.1	7.885	A
C-AB	40	10	604	0.067	40	0.0	0.1	6.385	A
C-A	49	12			49				
A-B	28	7			28				
A-C	21	5			21				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	661	0.114	75	0.1	0.1	6.144	A
B-A	76	19	450	0.168	75	0.1	0.2	9.594	A
C-AB	49	12	609	0.081	49	0.1	0.1	6.437	A
C-A	58	14			58				
A-B	33	8			33				
A-C	25	6			25				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	92	23	649	0.143	92	0.1	0.2	6.469	A
B-A	92	23	442	0.209	92	0.2	0.3	10.285	B
C-AB	62	15	615	0.100	62	0.1	0.1	6.506	A
C-A	69	17			69				
A-B	41	10			41				
A-C	31	8			31				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	92	23	648	0.143	92	0.2	0.2	6.475	A
B-A	92	23	442	0.209	92	0.3	0.3	10.300	B
C-AB	62	15	615	0.100	62	0.1	0.1	6.503	A
C-A	69	17			69				
A-B	41	10			41				
A-C	31	8			31				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	661	0.114	76	0.2	0.1	6.157	A
B-A	76	19	450	0.168	76	0.3	0.2	9.617	A
C-AB	49	12	609	0.081	49	0.1	0.1	6.434	A
C-A	58	14			58				
A-B	33	8			33				
A-C	25	6			25				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	63	16	669	0.095	63	0.1	0.1	5.945	A
B-A	63	16	456	0.139	63	0.2	0.2	9.171	A
C-AB	40	10	604	0.067	41	0.1	0.1	6.390	A
C-A	49	12			49				
A-B	28	7			28				
A-C	21	5			21				

(Default Analysis Set) - 2021 Test Case with 300, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Somerton Road_ Camp Road_Station Road	T-Junction	Two-way	4.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2021 Test Case with 300	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Somerton Road (N)		ONE HOUR	✓	118	100.000
B - Camp Road		ONE HOUR	✓	144	100.000
C - Somerton Road (S)		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	74	44
	B - Camp Road	33	0	111
	C - Somerton Road (S)	16	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	7	2
	B - Camp Road	12	0	6
	C - Somerton Road (S)	19	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.21	7.86	0.3	A	102	153
B-A	0.08	9.03	0.1	A	30	45
C-AB	0.15	7.20	0.2	A	71	106
C-A					13	19
A-B					68	102
A-C					40	61

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	84	21	592	0.141	83	0.0	0.2	7.068	A
B-A	25	6	454	0.055	25	0.0	0.1	8.383	A
C-AB	58	14	592	0.097	57	0.0	0.1	6.729	A
C-A	11	3			11				
A-B	56	14			56				
A-C	33	8			33				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	100	25	587	0.170	100	0.2	0.2	7.385	A
B-A	30	7	446	0.066	30	0.1	0.1	8.640	A
C-AB	69	17	589	0.117	69	0.1	0.1	6.922	A
C-A	13	3			13				
A-B	67	17			67				
A-C	40	10			40				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	122	31	580	0.211	122	0.2	0.3	7.847	A
B-A	36	9	435	0.083	36	0.1	0.1	9.019	A
C-AB	85	21	585	0.146	85	0.1	0.2	7.193	A
C-A	15	4			15				
A-B	81	20			81				
A-C	48	12			48				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	122	31	580	0.211	122	0.3	0.3	7.855	A
B-A	36	9	435	0.083	36	0.1	0.1	9.025	A
C-AB	85	21	585	0.146	85	0.2	0.2	7.203	A
C-A	15	4			15				
A-B	81	20			81				
A-C	48	12			48				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	100	25	587	0.170	100	0.3	0.2	7.396	A
B-A	30	7	446	0.067	30	0.1	0.1	8.647	A
C-AB	69	17	589	0.117	69	0.2	0.1	6.933	A
C-A	13	3			13				
A-B	67	17			67				
A-C	40	10			40				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	84	21	592	0.141	84	0.2	0.2	7.094	A
B-A	25	6	454	0.055	25	0.1	0.1	8.399	A
C-AB	58	14	592	0.097	58	0.1	0.1	6.748	A
C-A	11	3			11				
A-B	56	14			56				
A-C	33	8			33				

(Default Analysis Set) - 2021 Test Case with 300, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Somerton Road_ Camp Road_Station Road	T-Junction	Two-way	5.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2021 Test Case with 300	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Somerton Road (N)		ONE HOUR	✓	67	100.000
B - Camp Road		ONE HOUR	✓	174	100.000
C - Somerton Road (S)		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	39	28
	B - Camp Road	84	0	90
	C - Somerton Road (S)	70	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Somerton Road (N)	B - Camp Road	C - Somerton Road (S)
From	A - Somerton Road (N)	0	5	0
	B - Camp Road	4	0	3
	C - Somerton Road (S)	1	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	7.46	0.2	A	83	124
B-A	0.19	9.02	0.2	A	77	116
C-AB	0.12	6.60	0.2	A	61	91
C-A					58	87
A-B					36	54
A-C					26	39

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	68	17	598	0.113	67	0.0	0.1	6.771	A
B-A	63	16	509	0.124	63	0.0	0.1	8.051	A
C-AB	49	12	609	0.080	48	0.0	0.1	6.420	A
C-A	48	12			48				
A-B	29	7			29				
A-C	21	5			21				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	81	20	592	0.137	81	0.1	0.2	7.044	A
B-A	76	19	502	0.150	75	0.1	0.2	8.435	A
C-AB	59	15	613	0.096	59	0.1	0.1	6.497	A
C-A	57	14			57				
A-B	35	9			35				
A-C	25	6			25				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	99	25	582	0.170	99	0.2	0.2	7.450	A
B-A	92	23	492	0.188	92	0.2	0.2	9.012	A
C-AB	74	19	620	0.120	74	0.1	0.2	6.599	A
C-A	68	17			68				
A-B	43	11			43				
A-C	31	8			31				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	99	25	582	0.170	99	0.2	0.2	7.459	A
B-A	92	23	491	0.188	92	0.2	0.2	9.022	A
C-AB	74	19	620	0.120	74	0.2	0.2	6.600	A
C-A	68	17			68				
A-B	43	11			43				
A-C	31	8			31				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	81	20	592	0.137	81	0.2	0.2	7.054	A
B-A	76	19	502	0.150	76	0.2	0.2	8.448	A
C-AB	59	15	613	0.096	59	0.2	0.1	6.496	A
C-A	57	14			57				
A-B	35	9			35				
A-C	25	6			25				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	68	17	598	0.113	68	0.2	0.1	6.789	A
B-A	63	16	509	0.124	63	0.2	0.1	8.077	A
C-AB	49	12	609	0.080	49	0.1	0.1	6.430	A
C-A	48	12			48				
A-B	29	7			29				
A-C	21	5			21				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
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Filename: Camp Road_Minor Rd Priority.j9

Path: J:\33374 Heyford Park 400 dwelling application\Technical\Transport\Junction Assessments\PICADY\2016 App

Report generation date: 31/10/2016 15:30:36

- »(Default Analysis Set) - 2013 Base, AM
- »(Default Analysis Set) - 2013 Base, PM
- »(Default Analysis Set) - 2016 Base, AM
- »(Default Analysis Set) - 2016 Base, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2013 Base								
Stream B-C	0.0	6.61	0.02	A	0.0	6.33	0.01	A
Stream B-A	0.3	8.54	0.23	A	0.1	7.60	0.10	A
Stream C-AB	0.0	5.96	0.01	A	0.0	6.09	0.01	A
A1 - 2016 Base								
Stream B-C	0.0	7.26	0.02	A	0.0	6.64	0.01	A
Stream B-A	0.6	10.88	0.37	B	0.2	8.53	0.19	A
Stream C-AB	0.0	6.16	0.01	A	0.0	6.32	0.01	A

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

File summary

File Description

Title	Existing Camp Road/Minor Road
Location	Heyford Park
Site number	
Date	11/07/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	nkataria
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2013 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2013 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2016 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2021 Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D6	2021 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	✓	D1,D2,D3,D4	100.000	100.000

(Default Analysis Set) - 2013 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	2.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Camp Rd West		Major
B	Minor Rd		Minor
C	Camp Rd South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Camp Rd South	6.34			150.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Minor Rd	One lane plus flare	10.00	5.70	4.00	3.37	3.05	✓	1.00	200	33

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	620	0.111	0.281	0.177	0.401
1	B-C	635	0.096	0.242	-	-
1	C-B	661	0.252	0.252	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2013 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Rd West		ONE HOUR	✓	178	100.000
B - Minor Rd		ONE HOUR	✓	124	100.000
C - Camp Rd South		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Rd West	B - Minor Rd	C - Camp Rd South
From	A - Camp Rd West	0	65	113
	B - Minor Rd	114	0	10
	C - Camp Rd South	98	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Rd West	B - Minor Rd	C - Camp Rd South
From	A - Camp Rd West	0	5	4
	B - Minor Rd	1	0	0
	C - Camp Rd South	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.61	0.0	A	9	14
B-A	0.23	8.54	0.3	A	105	157
C-AB	0.01	5.96	0.0	A	6	8
C-A					90	135
A-B					60	89
A-C					104	156

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	584	0.013	7	0.0	0.0	6.247	A
B-A	86	21	568	0.151	85	0.0	0.2	7.443	A
C-AB	5	1	626	0.007	4	0.0	0.0	5.791	A
C-A	74	18			74				
A-B	49	12			49				
A-C	85	21			85				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	9	2	572	0.016	9	0.0	0.0	6.390	A
B-A	102	26	559	0.183	102	0.2	0.2	7.876	A
C-AB	5	1	619	0.009	5	0.0	0.0	5.862	A
C-A	88	22			88				
A-B	58	15			58				
A-C	102	25			102				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	11	3	555	0.020	11	0.0	0.0	6.611	A
B-A	126	31	547	0.230	125	0.2	0.3	8.532	A
C-AB	7	2	610	0.011	7	0.0	0.0	5.962	A
C-A	108	27			108				
A-B	72	18			72				
A-C	124	31			124				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	11	3	555	0.020	11	0.0	0.0	6.613	A
B-A	126	31	547	0.230	126	0.3	0.3	8.544	A
C-AB	7	2	610	0.011	7	0.0	0.0	5.962	A
C-A	108	27			108				
A-B	72	18			72				
A-C	124	31			124				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	9	2	572	0.016	9	0.0	0.0	6.393	A
B-A	102	26	559	0.183	103	0.3	0.2	7.892	A
C-AB	5	1	619	0.009	5	0.0	0.0	5.864	A
C-A	88	22			88				
A-B	58	15			58				
A-C	102	25			102				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	583	0.013	8	0.0	0.0	6.253	A
B-A	86	21	568	0.151	86	0.2	0.2	7.472	A
C-AB	5	1	626	0.007	5	0.0	0.0	5.791	A
C-A	74	18			74				
A-B	49	12			49				
A-C	85	21			85				

(Default Analysis Set) - 2013 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	1.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2013 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Rd West		ONE HOUR	✓	222	100.000
B - Minor Rd		ONE HOUR	✓	55	100.000
C - Camp Rd South		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Rd West	B - Minor Rd	C - Camp Rd South
From	A - Camp Rd West	0	104	118
	B - Minor Rd	48	0	7
	C - Camp Rd South	89	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Rd West	B - Minor Rd	C - Camp Rd South
From	A - Camp Rd West	0	6	2
	B - Minor Rd	4	0	0
	C - Camp Rd South	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.33	0.0	A	6	10
B-A	0.10	7.60	0.1	A	44	66
C-AB	0.01	6.09	0.0	A	6	8
C-A					82	122
A-B					95	143
A-C					108	162

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	595	0.009	5	0.0	0.0	6.103	A
B-A	36	9	548	0.066	36	0.0	0.1	7.025	A
C-AB	5	1	618	0.007	4	0.0	0.0	5.871	A
C-A	67	17			67				
A-B	78	20			78				
A-C	89	22			89				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	2	587	0.011	6	0.0	0.0	6.198	A
B-A	43	11	539	0.080	43	0.1	0.1	7.257	A
C-AB	5	1	609	0.009	5	0.0	0.0	5.959	A
C-A	80	20			80				
A-B	93	23			93				
A-C	106	27			106				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	576	0.013	8	0.0	0.0	6.335	A
B-A	53	13	527	0.100	53	0.1	0.1	7.594	A
C-AB	7	2	598	0.011	7	0.0	0.0	6.086	A
C-A	98	24			98				
A-B	115	29			115				
A-C	130	32			130				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	576	0.013	8	0.0	0.0	6.335	A
B-A	53	13	527	0.100	53	0.1	0.1	7.597	A
C-AB	7	2	598	0.011	7	0.0	0.0	6.086	A
C-A	98	24			98				
A-B	115	29			115				
A-C	130	32			130				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	2	587	0.011	6	0.0	0.0	6.198	A
B-A	43	11	539	0.080	43	0.1	0.1	7.260	A
C-AB	5	1	609	0.009	5	0.0	0.0	5.960	A
C-A	80	20			80				
A-B	93	23			93				
A-C	106	27			106				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	595	0.009	5	0.0	0.0	6.106	A
B-A	36	9	548	0.066	36	0.1	0.1	7.032	A
C-AB	5	1	618	0.007	5	0.0	0.0	5.871	A
C-A	67	17			67				
A-B	78	20			78				
A-C	89	22			89				

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	3.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2016 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Rd West		ONE HOUR	✓	247	100.000
B - Minor Rd		ONE HOUR	✓	184	100.000
C - Camp Rd South		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Rd West	B - Minor Rd	C - Camp Rd South
From	A - Camp Rd West	0	125	122
	B - Minor Rd	174	0	10
	C - Camp Rd South	114	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Rd West	B - Minor Rd	C - Camp Rd South
From	A - Camp Rd West	0	3	4
	B - Minor Rd	3	0	0
	C - Camp Rd South	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	7.26	0.0	A	9	14
B-A	0.37	10.88	0.6	B	160	239
C-AB	0.01	6.16	0.0	A	6	8
C-A					105	157
A-B					115	172
A-C					112	168

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	559	0.013	7	0.0	0.0	6.526	A
B-A	131	33	547	0.239	130	0.0	0.3	8.592	A
C-AB	5	1	613	0.007	4	0.0	0.0	5.917	A
C-A	86	21			86				
A-B	94	24			94				
A-C	92	23			92				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	9	2	539	0.017	9	0.0	0.0	6.790	A
B-A	156	39	537	0.291	156	0.3	0.4	9.441	A
C-AB	5	1	604	0.009	5	0.0	0.0	6.016	A
C-A	102	26			102				
A-B	112	28			112				
A-C	110	27			110				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	11	3	507	0.022	11	0.0	0.0	7.250	A
B-A	192	48	522	0.367	191	0.4	0.6	10.838	B
C-AB	7	2	591	0.011	7	0.0	0.0	6.158	A
C-A	126	31			126				
A-B	138	34			138				
A-C	134	34			134				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	11	3	507	0.022	11	0.0	0.0	7.256	A
B-A	192	48	522	0.367	192	0.6	0.6	10.879	B
C-AB	7	2	591	0.011	7	0.0	0.0	6.158	A
C-A	126	31			126				
A-B	138	34			138				
A-C	134	34			134				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	9	2	539	0.017	9	0.0	0.0	6.800	A
B-A	156	39	537	0.291	157	0.6	0.4	9.493	A
C-AB	5	1	604	0.009	5	0.0	0.0	6.019	A
C-A	102	26			102				
A-B	112	28			112				
A-C	110	27			110				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	558	0.013	8	0.0	0.0	6.538	A
B-A	131	33	547	0.239	131	0.4	0.3	8.660	A
C-AB	5	1	613	0.007	5	0.0	0.0	5.919	A
C-A	86	21			86				
A-B	94	24			94				
A-C	92	23			92				

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	1.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Camp Rd West		ONE HOUR	✓	300	100.000
B - Minor Rd		ONE HOUR	✓	95	100.000
C - Camp Rd South		ONE HOUR	✓	102	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Camp Rd West	B - Minor Rd	C - Camp Rd South
From	A - Camp Rd West	0	166	134
	B - Minor Rd	88	0	7
	C - Camp Rd South	96	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Camp Rd West	B - Minor Rd	C - Camp Rd South
From	A - Camp Rd West	0	4	2
	B - Minor Rd	3	0	0
	C - Camp Rd South	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.64	0.0	A	6	10
B-A	0.19	8.53	0.2	A	81	121
C-AB	0.01	6.32	0.0	A	6	8
C-A					88	132
A-B					152	228
A-C					123	184

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	579	0.009	5	0.0	0.0	6.278	A
B-A	66	17	545	0.122	66	0.0	0.1	7.501	A
C-AB	5	1	603	0.008	4	0.0	0.0	6.017	A
C-A	72	18			72				
A-B	125	31			125				
A-C	101	25			101				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	2	567	0.011	6	0.0	0.0	6.423	A
B-A	79	20	534	0.148	79	0.1	0.2	7.905	A
C-AB	5	1	592	0.009	5	0.0	0.0	6.140	A
C-A	86	22			86				
A-B	149	37			149				
A-C	120	30			120				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	550	0.014	8	0.0	0.0	6.641	A
B-A	97	24	519	0.187	97	0.2	0.2	8.518	A
C-AB	7	2	576	0.011	7	0.0	0.0	6.319	A
C-A	106	26			106				
A-B	183	46			183				
A-C	148	37			148				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	550	0.014	8	0.0	0.0	6.642	A
B-A	97	24	519	0.187	97	0.2	0.2	8.526	A
C-AB	7	2	576	0.011	7	0.0	0.0	6.319	A
C-A	106	26			106				
A-B	183	46			183				
A-C	148	37			148				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	2	567	0.011	6	0.0	0.0	6.427	A
B-A	79	20	534	0.148	79	0.2	0.2	7.919	A
C-AB	5	1	592	0.009	5	0.0	0.0	6.143	A
C-A	86	22			86				
A-B	149	37			149				
A-C	120	30			120				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	578	0.009	5	0.0	0.0	6.283	A
B-A	66	17	545	0.122	66	0.2	0.1	7.523	A
C-AB	5	1	603	0.008	5	0.0	0.0	6.017	A
C-A	72	18			72				
A-B	125	31			125				
A-C	101	25			101				

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
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Filename: Consented Camp Road - Chilgrove Drive Compact 28m.j9
Path: J:\33374 Heyford Park 400 dwelling application\Technical\Transport\Junction Assessments\ARCADY\2016 App
Report generation date: 31/10/2016 16:43:32

- »2021 Reference Case, AM
- »2021 Reference Case, PM
- »2021 Test Case, AM
- »2021 Test Case, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2021 Reference Case												
A - Chilgrove Drive	0.0	0.00	0.00	A	3.84	A	0.0	0.00	0.00	A	3.72	A
B - Minor Road	0.3	4.26	0.26	A			0.2	3.82	0.18	A		
C - Camp Road (south)	0.1	3.09	0.12	A			0.1	2.74	0.09	A		
D - Camp Road (west)	0.5	3.83	0.32	A			0.5	3.94	0.34	A		
2021 Test Case												
A - Chilgrove Drive	0.0	0.00	0.00	A	4.12	A	0.0	0.00	0.00	A	3.95	A
B - Minor Road	0.4	4.43	0.28	A			0.3	4.10	0.23	A		
C - Camp Road (south)	0.1	3.15	0.12	A			0.1	2.84	0.10	A		
D - Camp Road (west)	0.6	4.23	0.39	A			0.6	4.16	0.37	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	Camp Road / Chilgrove Drive Consented Roundabout
Location	
Site number	
Date	05/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\kkelland
Description	Arup 28m design August 2008

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Reference Case	AM	ONE HOUR	08:00	09:30	15	✓
D2	2021 Reference Case	PM	ONE HOUR	17:00	18:30	15	✓
D3	2021 Test Case	AM	ONE HOUR	08:00	09:30	15	✓
D4	2021 Test Case	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2021 Reference Case, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D	3.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Chilgrove Drive	
B	Minor Road	
C	Camp Road (south)	
D	Camp Road (west)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Chilgrove Drive	2.50	5.00	2.5	10.0	28.0	34.0	
B - Minor Road	3.25	5.00	4.5	21.0	28.0	22.5	
C - Camp Road (south)	3.00	6.50	18.5	16.0	28.0	25.0	
D - Camp Road (west)	3.25	6.00	8.0	20.0	28.0	23.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Chilgrove Drive	0.472	879
B - Minor Road	0.577	1256
C - Camp Road (south)	0.636	1578
D - Camp Road (west)	0.609	1415

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Reference Case	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chilgrove Drive		ONE HOUR	✓	0	100.000
B - Minor Road		ONE HOUR	✓	267	100.000
C - Camp Road (south)		ONE HOUR	✓	141	100.000
D - Camp Road (west)		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Chilgrove Drive	B - Minor Road	C - Camp Road (south)	D - Camp Road (west)
From	A - Chilgrove Drive	0	0	0	0
	B - Minor Road	0	0	10	257
	C - Camp Road (south)	0	6	0	135
	D - Camp Road (west)	0	253	142	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Chilgrove Drive	B - Minor Road	C - Camp Road (south)	D - Camp Road (west)
From	A - Chilgrove Drive	0	0	0	0
	B - Minor Road	0	0	0	2
	C - Camp Road (south)	0	0	0	6
	D - Camp Road (west)	0	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Chilgrove Drive	0.00	0.00	0.0	A	0	0
B - Minor Road	0.26	4.26	0.3	A	245	368
C - Camp Road (south)	0.12	3.09	0.1	A	129	194
D - Camp Road (west)	0.32	3.83	0.5	A	362	544

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	301	733	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	201	50	107	1169	0.172	200	194	0.0	0.2	3.711	A
C - Camp Road (south)	106	27	193	1374	0.077	106	114	0.0	0.1	2.839	A
D - Camp Road (west)	297	74	5	1375	0.216	296	294	0.0	0.3	3.334	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	360	705	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	240	60	128	1157	0.208	240	233	0.2	0.3	3.925	A
C - Camp Road (south)	127	32	231	1350	0.094	127	137	0.1	0.1	2.941	A
D - Camp Road (west)	355	89	5	1374	0.258	355	352	0.3	0.3	3.530	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	441	665	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	294	73	156	1140	0.258	294	285	0.3	0.3	4.252	A
C - Camp Road (south)	155	39	283	1318	0.118	155	167	0.1	0.1	3.094	A
D - Camp Road (west)	435	109	7	1374	0.317	434	431	0.3	0.5	3.830	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	442	665	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	294	73	156	1140	0.258	294	285	0.3	0.3	4.255	A
C - Camp Road (south)	155	39	283	1318	0.118	155	167	0.1	0.1	3.094	A
D - Camp Road (west)	435	109	7	1374	0.317	435	432	0.5	0.5	3.833	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	361	704	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	240	60	128	1157	0.208	240	233	0.3	0.3	3.930	A
C - Camp Road (south)	127	32	231	1350	0.094	127	137	0.1	0.1	2.943	A
D - Camp Road (west)	355	89	5	1374	0.258	356	353	0.5	0.4	3.533	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	302	733	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	201	50	107	1169	0.172	201	195	0.3	0.2	3.720	A
C - Camp Road (south)	106	27	194	1373	0.077	106	115	0.1	0.1	2.841	A
D - Camp Road (west)	297	74	5	1375	0.216	298	295	0.4	0.3	3.344	A

2021 Reference Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D	3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Reference Case	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chilgrove Drive		ONE HOUR	✓	0	100.000
B - Minor Road		ONE HOUR	✓	184	100.000
C - Camp Road (south)		ONE HOUR	✓	116	100.000
D - Camp Road (west)		ONE HOUR	✓	420	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Chilgrove Drive	B - Minor Road	C - Camp Road (south)	D - Camp Road (west)
From	A - Chilgrove Drive	0	0	0	0
	B - Minor Road	0	0	7	177
	C - Camp Road (south)	0	6	0	110
	D - Camp Road (west)	0	264	156	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Chilgrove Drive	B - Minor Road	C - Camp Road (south)	D - Camp Road (west)
From	A - Chilgrove Drive	0	0	0	0
	B - Minor Road	0	0	0	1
	C - Camp Road (south)	0	0	0	1
	D - Camp Road (west)	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Chilgrove Drive	0.00	0.00	0.0	A	0	0
B - Minor Road	0.18	3.82	0.2	A	169	253
C - Camp Road (south)	0.09	2.74	0.1	A	106	160
D - Camp Road (west)	0.34	3.94	0.5	A	385	578

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	320	724	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	139	35	117	1175	0.118	138	203	0.0	0.1	3.468	A
C - Camp Road (south)	87	22	133	1478	0.059	87	122	0.0	0.1	2.587	A
D - Camp Road (west)	316	79	5	1376	0.230	315	215	0.0	0.3	3.390	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	383	694	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	165	41	140	1162	0.142	165	243	0.1	0.2	3.611	A
C - Camp Road (south)	104	26	159	1462	0.071	104	146	0.1	0.1	2.651	A
D - Camp Road (west)	378	94	5	1376	0.274	377	258	0.3	0.4	3.606	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	469	652	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	203	51	172	1144	0.177	202	297	0.2	0.2	3.824	A
C - Camp Road (south)	128	32	195	1439	0.089	128	179	0.1	0.1	2.745	A
D - Camp Road (west)	462	116	7	1375	0.336	462	316	0.4	0.5	3.941	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	469	652	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	203	51	172	1143	0.177	203	297	0.2	0.2	3.825	A
C - Camp Road (south)	128	32	195	1439	0.089	128	179	0.1	0.1	2.745	A
D - Camp Road (west)	462	116	7	1375	0.336	462	316	0.5	0.5	3.944	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	383	693	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	165	41	140	1162	0.142	166	243	0.2	0.2	3.616	A
C - Camp Road (south)	104	26	159	1461	0.071	104	147	0.1	0.1	2.652	A
D - Camp Road (west)	378	94	5	1376	0.274	378	258	0.5	0.4	3.612	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	321	724	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	139	35	118	1175	0.118	139	203	0.2	0.1	3.475	A
C - Camp Road (south)	87	22	133	1478	0.059	87	123	0.1	0.1	2.590	A
D - Camp Road (west)	316	79	5	1376	0.230	317	216	0.4	0.3	3.397	A

2021 Test Case, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D	4.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Test Case	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chilgrove Drive		ONE HOUR	✓	0	100.000
B - Minor Road		ONE HOUR	✓	290	100.000
C - Camp Road (south)		ONE HOUR	✓	144	100.000
D - Camp Road (west)		ONE HOUR	✓	485	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Chilgrove Drive	B - Minor Road	C - Camp Road (south)	D - Camp Road (west)
From	A - Chilgrove Drive	0	0	0	0
	B - Minor Road	0	0	10	280
	C - Camp Road (south)	0	6	0	138
	D - Camp Road (west)	0	332	153	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Chilgrove Drive	B - Minor Road	C - Camp Road (south)	D - Camp Road (west)
From	A - Chilgrove Drive	0	0	0	0
	B - Minor Road	0	0	0	2
	C - Camp Road (south)	0	0	0	6
	D - Camp Road (west)	0	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Chilgrove Drive	0.00	0.00	0.0	A	0	0
B - Minor Road	0.28	4.43	0.4	A	266	399
C - Camp Road (south)	0.12	3.15	0.1	A	132	198
D - Camp Road (west)	0.39	4.23	0.6	A	445	668

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	368	702	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	218	55	115	1164	0.188	217	253	0.0	0.2	3.798	A
C - Camp Road (south)	108	27	210	1363	0.080	108	122	0.0	0.1	2.868	A
D - Camp Road (west)	365	91	5	1385	0.264	364	313	0.0	0.4	3.519	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	441	667	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	261	65	137	1151	0.227	260	304	0.2	0.3	4.042	A
C - Camp Road (south)	129	32	251	1338	0.097	129	146	0.1	0.1	2.979	A
D - Camp Road (west)	436	109	5	1385	0.315	436	375	0.4	0.5	3.790	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	540	619	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	319	80	168	1133	0.282	319	372	0.3	0.4	4.421	A
C - Camp Road (south)	159	40	308	1303	0.122	158	179	0.1	0.1	3.145	A
D - Camp Road (west)	534	133	7	1384	0.386	533	460	0.5	0.6	4.227	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	541	619	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	319	80	168	1133	0.282	319	372	0.4	0.4	4.426	A
C - Camp Road (south)	159	40	308	1303	0.122	159	179	0.1	0.1	3.145	A
D - Camp Road (west)	534	133	7	1384	0.386	534	460	0.6	0.6	4.234	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	442	666	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	261	65	138	1151	0.227	261	304	0.4	0.3	4.049	A
C - Camp Road (south)	129	32	252	1337	0.097	130	147	0.1	0.1	2.983	A
D - Camp Road (west)	436	109	5	1385	0.315	437	376	0.6	0.5	3.798	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	370	701	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	218	55	115	1164	0.188	219	255	0.3	0.2	3.808	A
C - Camp Road (south)	108	27	211	1362	0.080	108	123	0.1	0.1	2.870	A
D - Camp Road (west)	365	91	5	1385	0.264	366	315	0.5	0.4	3.533	A

2021 Test Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D	3.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 Test Case	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chilgrove Drive		ONE HOUR	✓	0	100.000
B - Minor Road		ONE HOUR	✓	238	100.000
C - Camp Road (south)		ONE HOUR	✓	123	100.000
D - Camp Road (west)		ONE HOUR	✓	462	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Chilgrove Drive	B - Minor Road	C - Camp Road (south)	D - Camp Road (west)
From	A - Chilgrove Drive	0	0	0	0
	B - Minor Road	0	0	7	231
	C - Camp Road (south)	0	6	0	117
	D - Camp Road (west)	0	301	161	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Chilgrove Drive	B - Minor Road	C - Camp Road (south)	D - Camp Road (west)
From	A - Chilgrove Drive	0	0	0	0
	B - Minor Road	0	0	0	1
	C - Camp Road (south)	0	0	0	1
	D - Camp Road (west)	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Chilgrove Drive	0.00	0.00	0.0	A	0	0
B - Minor Road	0.23	4.10	0.3	A	218	328
C - Camp Road (south)	0.10	2.84	0.1	A	113	169
D - Camp Road (west)	0.37	4.16	0.6	A	424	636

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	351	709	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	179	45	121	1173	0.153	178	230	0.0	0.2	3.618	A
C - Camp Road (south)	93	23	173	1453	0.064	92	126	0.0	0.1	2.646	A
D - Camp Road (west)	348	87	5	1376	0.253	346	261	0.0	0.3	3.492	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	420	675	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	214	53	145	1159	0.185	214	276	0.2	0.2	3.807	A
C - Camp Road (south)	111	28	207	1431	0.077	111	151	0.1	0.1	2.726	A
D - Camp Road (west)	415	104	5	1375	0.302	415	313	0.3	0.4	3.746	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	515	630	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	262	66	177	1140	0.230	262	338	0.2	0.3	4.097	A
C - Camp Road (south)	135	34	254	1401	0.097	135	185	0.1	0.1	2.843	A
D - Camp Road (west)	509	127	7	1375	0.370	508	383	0.4	0.6	4.152	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	515	630	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	262	66	177	1140	0.230	262	338	0.3	0.3	4.099	A
C - Camp Road (south)	135	34	254	1401	0.097	135	185	0.1	0.1	2.844	A
D - Camp Road (west)	509	127	7	1375	0.370	509	383	0.6	0.6	4.156	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	421	675	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	214	53	145	1159	0.185	214	276	0.3	0.2	3.813	A
C - Camp Road (south)	111	28	208	1430	0.077	111	151	0.1	0.1	2.729	A
D - Camp Road (west)	415	104	5	1375	0.302	416	313	0.6	0.4	3.753	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Chilgrove Drive	0	0	353	708	0.000	0	0	0.0	0.0	0.000	A
B - Minor Road	179	45	121	1173	0.153	179	231	0.2	0.2	3.623	A
C - Camp Road (south)	93	23	174	1452	0.064	93	127	0.1	0.1	2.650	A
D - Camp Road (west)	348	87	5	1376	0.253	348	262	0.4	0.3	3.506	A

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
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Filename: B430 Ardley Road_Minor Road.j9
Path: J:\33374 Heyford Park 400 dwelling application\Technical\Transport\Junction Assessments\PICADY\2016 App
Report generation date: 31/10/2016 15:28:30

- »(Default Analysis Set) - 2013 Base, AM
- »(Default Analysis Set) - 2013 Base, PM
- »(Default Analysis Set) - 2016 Base, AM
- »(Default Analysis Set) - 2016 Base, PM
- »(Default Analysis Set) - 2021 Reference Case , AM
- »(Default Analysis Set) - 2021 Reference Case, PM
- »(Default Analysis Set) - 2021 Test Case with 300, AM
- »(Default Analysis Set) - 2021 Test Case with 300, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A2 - 2013 Base								
Stream B-C	0.2	7.06	0.15	A	0.2	7.22	0.20	A
Stream B-A	0.0	9.63	0.01	A	0.0	8.22	0.01	A
Stream C-AB	0.4	8.43	0.28	A	0.1	6.99	0.13	A
A2 - 2016 Base								
Stream B-C	0.3	7.51	0.22	A	0.3	7.89	0.26	A
Stream B-A	0.1	10.71	0.06	B	0.0	8.90	0.04	A
Stream C-AB	0.5	9.12	0.34	A	0.2	7.31	0.18	A
A2 - 2021 Reference Case								
Stream B-C	0.6	9.70	0.39	A	0.6	9.81	0.39	A
Stream B-A	0.3	13.83	0.21	B	0.2	10.68	0.13	B
Stream C-AB	0.8	10.84	0.45	B	0.4	8.54	0.29	A
A2 - 2021 Test Case with 300								
Stream B-C	1.0	12.09	0.49	B	0.8	10.88	0.44	B
Stream B-A	0.4	16.55	0.31	C	0.2	11.80	0.18	B
Stream C-AB	0.9	11.48	0.48	B	0.6	9.42	0.36	A

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

File summary

File Description

Title	B430 Ardley Road / Minor Road
Location	Upper Heyford
Site number	
Date	11/07/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ekeen
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2013 Base	AM	ONE HOUR	07:15	08:45	15	✓
D6	2013 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2016 Base	AM	ONE HOUR	07:15	08:45	15	✓
D8	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓
D21	2021 Reference Case	AM	ONE HOUR	07:15	08:45	15	✓
D22	2021 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D23	2021 Test Case with 300	AM	ONE HOUR	07:15	08:45	15	✓
D24	2021 Test Case with 300	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2013 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B430 / Minor Raod	T-Junction	Two-way	1.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B430 Ardley Road (S)		Major
B	Minor Road		Minor
C	B430 Ardley Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B430 Ardley Road (N)	9.77		✓	2.33	250.0	✓	17.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Minor Road	One lane plus flare	10.00	10.00	6.45	3.80	2.72	✓	2.00	133	63

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	598	0.091	0.230	0.145	0.329
1	B-C	750	0.096	0.243	-	-
1	C-B	729	0.236	0.236	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2013 Base	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B430 Ardley Road (S)		ONE HOUR	✓	226	100.000
B - Minor Road		ONE HOUR	✓	87	100.000
C - B430 Ardley Road (N)		ONE HOUR	✓	722	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B430 Ardley Road (S)	B - Minor Road	C - B430 Ardley Road (N)
From	A - B430 Ardley Road (S)	0	3	223
	B - Minor Road	3	0	84
	C - B430 Ardley Road (N)	568	154	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B430 Ardley Road (S)	B - Minor Road	C - B430 Ardley Road (N)
From	A - B430 Ardley Road (S)	0	100	13
	B - Minor Road	0	0	13
	C - B430 Ardley Road (N)	4	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	7.06	0.2	A	77	116
B-A	0.01	9.63	0.0	A	3	4
C-AB	0.28	8.43	0.4	A	141	212
C-A					521	782
A-B					3	4
A-C					205	307

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	63	16	622	0.102	63	0.0	0.1	6.437	A
B-A	2	0.56	447	0.005	2	0.0	0.0	8.085	A
C-AB	116	29	616	0.188	115	0.0	0.2	7.180	A
C-A	428	107			428				
A-B	2	1			2				
A-C	168	42			168				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	613	0.123	75	0.1	0.1	6.689	A
B-A	3	0.67	418	0.006	3	0.0	0.0	8.670	A
C-AB	138	35	608	0.228	138	0.2	0.3	7.667	A
C-A	511	128			511				
A-B	3	1			3				
A-C	200	50			200				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	92	23	602	0.154	92	0.1	0.2	7.061	A
B-A	3	0.83	377	0.009	3	0.0	0.0	9.626	A
C-AB	170	42	596	0.284	169	0.3	0.4	8.417	A
C-A	625	156			625				
A-B	3	1			3				
A-C	246	61			246				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	92	23	602	0.154	92	0.2	0.2	7.064	A
B-A	3	0.83	377	0.009	3	0.0	0.0	9.630	A
C-AB	170	42	596	0.284	170	0.4	0.4	8.432	A
C-A	625	156			625				
A-B	3	1			3				
A-C	246	61			246				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	613	0.123	76	0.2	0.1	6.698	A
B-A	3	0.67	418	0.006	3	0.0	0.0	8.677	A
C-AB	138	35	608	0.228	139	0.4	0.3	7.688	A
C-A	511	128			511				
A-B	3	1			3				
A-C	200	50			200				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	63	16	622	0.102	63	0.1	0.1	6.449	A
B-A	2	0.56	447	0.005	2	0.0	0.0	8.093	A
C-AB	116	29	616	0.188	116	0.3	0.2	7.212	A
C-A	428	107			428				
A-B	2	1			2				
A-C	168	42			168				

(Default Analysis Set) - 2013 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B430 / Minor Raod	T-Junction	Two-way	1.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2013 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B430 Ardley Road (S)		ONE HOUR	✓	389	100.000
B - Minor Road		ONE HOUR	✓	113	100.000
C - B430 Ardley Road (N)		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A - B430 Ardley Road (S)	B - Minor Road	C - B430 Ardley Road (N)
From			
A - B430 Ardley Road (S)	0	4	385
B - Minor Road	2	0	111
C - B430 Ardley Road (N)	185	68	0

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A - B430 Ardley Road (S)	B - Minor Road	C - B430 Ardley Road (N)
From			
A - B430 Ardley Road (S)	0	0	3
B - Minor Road	0	0	4
C - B430 Ardley Road (N)	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	7.22	0.2	A	102	153
B-A	0.01	8.22	0.0	A	2	3
C-AB	0.13	6.99	0.1	A	62	94
C-A					170	255
A-B					4	6
A-C					353	530

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	84	21	653	0.128	83	0.0	0.1	6.305	A
B-A	2	0.38	491	0.003	1	0.0	0.0	7.359	A
C-AB	51	13	621	0.082	51	0.0	0.1	6.309	A
C-A	139	35			139				
A-B	3	0.75			3				
A-C	290	72			290				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	100	25	640	0.156	100	0.1	0.2	6.666	A
B-A	2	0.45	469	0.004	2	0.0	0.0	7.697	A
C-AB	61	15	608	0.101	61	0.1	0.1	6.582	A
C-A	166	42			166				
A-B	4	0.90			4				
A-C	346	87			346				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	122	31	620	0.197	122	0.2	0.2	7.218	A
B-A	2	0.55	440	0.005	2	0.0	0.0	8.218	A
C-AB	75	19	590	0.127	75	0.1	0.1	6.986	A
C-A	204	51			204				
A-B	4	1			4				
A-C	424	106			424				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	122	31	620	0.197	122	0.2	0.2	7.224	A
B-A	2	0.55	440	0.005	2	0.0	0.0	8.219	A
C-AB	75	19	590	0.127	75	0.1	0.1	6.989	A
C-A	204	51			204				
A-B	4	1			4				
A-C	424	106			424				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	100	25	640	0.156	100	0.2	0.2	6.677	A
B-A	2	0.45	469	0.004	2	0.0	0.0	7.698	A
C-AB	61	15	608	0.101	61	0.1	0.1	6.588	A
C-A	166	42			166				
A-B	4	0.90			4				
A-C	346	87			346				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	84	21	653	0.128	84	0.2	0.1	6.324	A
B-A	2	0.38	490	0.003	2	0.0	0.0	7.365	A
C-AB	51	13	621	0.082	51	0.1	0.1	6.321	A
C-A	139	35			139				
A-B	3	0.75			3				
A-C	290	72			290				

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B430 / Minor Raod	T-Junction	Two-way	2.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2016 Base	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B430 Ardley Road (S)		ONE HOUR	✓	240	100.000
B - Minor Road		ONE HOUR	✓	144	100.000
C - B430 Ardley Road (N)		ONE HOUR	✓	754	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B430 Ardley Road (S)	B - Minor Road	C - B430 Ardley Road (N)
From	A - B430 Ardley Road (S)	0	17	223
	B - Minor Road	21	0	123
	C - B430 Ardley Road (N)	569	185	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B430 Ardley Road (S)	B - Minor Road	C - B430 Ardley Road (N)
From	A - B430 Ardley Road (S)	0	22	13
	B - Minor Road	1	0	9
	C - B430 Ardley Road (N)	4	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.22	7.51	0.3	A	113	169
B-A	0.06	10.71	0.1	B	19	29
C-AB	0.34	9.12	0.5	A	170	255
C-A					522	783
A-B					16	23
A-C					205	307

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	93	23	639	0.145	92	0.0	0.2	6.573	A
B-A	16	4	434	0.036	16	0.0	0.0	8.606	A
C-AB	139	35	619	0.225	138	0.0	0.3	7.472	A
C-A	428	107			428				
A-B	13	3			13				
A-C	168	42			168				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	111	28	629	0.176	110	0.2	0.2	6.943	A
B-A	19	5	403	0.047	19	0.0	0.0	9.381	A
C-AB	166	42	610	0.273	166	0.3	0.4	8.098	A
C-A	512	128			512				
A-B	15	4			15				
A-C	200	50			200				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	135	34	614	0.220	135	0.2	0.3	7.507	A
B-A	23	6	360	0.064	23	0.0	0.1	10.695	B
C-AB	204	51	598	0.340	203	0.4	0.5	9.095	A
C-A	626	157			626				
A-B	19	5			19				
A-C	246	61			246				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	135	34	614	0.220	135	0.3	0.3	7.514	A
B-A	23	6	359	0.064	23	0.1	0.1	10.706	B
C-AB	204	51	598	0.340	204	0.5	0.5	9.120	A
C-A	626	157			626				
A-B	19	5			19				
A-C	246	61			246				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	111	28	629	0.176	111	0.3	0.2	6.953	A
B-A	19	5	402	0.047	19	0.1	0.0	9.396	A
C-AB	166	42	610	0.273	167	0.5	0.4	8.131	A
C-A	512	128			512				
A-B	15	4			15				
A-C	200	50			200				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	93	23	639	0.145	93	0.2	0.2	6.597	A
B-A	16	4	433	0.036	16	0.0	0.0	8.626	A
C-AB	139	35	619	0.225	140	0.4	0.3	7.518	A
C-A	428	107			428				
A-B	13	3			13				
A-C	168	42			168				

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B430 / Minor Raod	T-Junction	Two-way	2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B430 Ardley Road (S)		ONE HOUR	✓	403	100.000
B - Minor Road		ONE HOUR	✓	162	100.000
C - B430 Ardley Road (N)		ONE HOUR	✓	281	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B430 Ardley Road (S)	B - Minor Road	C - B430 Ardley Road (N)
From	A - B430 Ardley Road (S)	0	16	387
	B - Minor Road	17	0	145
	C - B430 Ardley Road (N)	186	95	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B430 Ardley Road (S)	B - Minor Road	C - B430 Ardley Road (N)
From	A - B430 Ardley Road (S)	0	0	3
	B - Minor Road	1	0	3
	C - B430 Ardley Road (N)	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.26	7.89	0.3	A	133	200
B-A	0.04	8.90	0.0	A	16	23
C-AB	0.18	7.31	0.2	A	87	131
C-A					171	256
A-B					15	22
A-C					355	533

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	109	27	652	0.167	108	0.0	0.2	6.613	A
B-A	13	3	478	0.027	13	0.0	0.0	7.740	A
C-AB	72	18	630	0.114	71	0.0	0.1	6.435	A
C-A	140	35			140				
A-B	12	3			12				
A-C	291	73			291				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	130	33	637	0.205	130	0.2	0.3	7.099	A
B-A	15	4	455	0.034	15	0.0	0.0	8.187	A
C-AB	85	21	616	0.139	85	0.1	0.2	6.779	A
C-A	167	42			167				
A-B	14	4			14				
A-C	348	87			348				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	160	40	616	0.259	159	0.3	0.3	7.873	A
B-A	19	5	423	0.044	19	0.0	0.0	8.896	A
C-AB	105	26	597	0.175	104	0.2	0.2	7.302	A
C-A	205	51			205				
A-B	18	4			18				
A-C	426	107			426				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	160	40	616	0.259	160	0.3	0.3	7.885	A
B-A	19	5	423	0.044	19	0.0	0.0	8.900	A
C-AB	105	26	597	0.175	105	0.2	0.2	7.307	A
C-A	205	51			205				
A-B	18	4			18				
A-C	426	107			426				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	130	33	637	0.205	131	0.3	0.3	7.115	A
B-A	15	4	455	0.034	15	0.0	0.0	8.191	A
C-AB	85	21	616	0.139	86	0.2	0.2	6.789	A
C-A	167	42			167				
A-B	14	4			14				
A-C	348	87			348				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	109	27	652	0.167	109	0.3	0.2	6.639	A
B-A	13	3	477	0.027	13	0.0	0.0	7.750	A
C-AB	72	18	630	0.114	72	0.2	0.1	6.451	A
C-A	140	35			140				
A-B	12	3			12				
A-C	291	73			291				

(Default Analysis Set) - 2021 Reference Case , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B430 / Minor Raod	T-Junction	Two-way	4.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2021 Reference Case	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B430 Ardley Road (S)		ONE HOUR	✓	271	100.000
B - Minor Road		ONE HOUR	✓	273	100.000
C - B430 Ardley Road (N)		ONE HOUR	✓	829	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B430 Ardley Road (S)	B - Minor Road	C - B430 Ardley Road (N)
From	A - B430 Ardley Road (S)	0	42	229
	B - Minor Road	62	0	211
	C - B430 Ardley Road (N)	584	245	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B430 Ardley Road (S)	B - Minor Road	C - B430 Ardley Road (N)
From	A - B430 Ardley Road (S)	0	10	13
	B - Minor Road	0	0	6
	C - B430 Ardley Road (N)	4	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.39	9.70	0.6	A	194	290
B-A	0.21	13.83	0.3	B	57	85
C-AB	0.45	10.84	0.8	B	225	337
C-A					536	804
A-B					39	58
A-C					210	315

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	159	40	642	0.248	158	0.0	0.3	7.419	A
B-A	47	12	417	0.112	46	0.0	0.1	9.688	A
C-AB	184	46	625	0.295	183	0.0	0.4	8.114	A
C-A	440	110			440				
A-B	32	8			32				
A-C	172	43			172				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	190	47	626	0.303	189	0.3	0.4	8.227	A
B-A	56	14	381	0.146	56	0.1	0.2	11.072	B
C-AB	220	55	615	0.358	220	0.4	0.5	9.090	A
C-A	525	131			525				
A-B	38	9			38				
A-C	206	51			206				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	232	58	603	0.385	232	0.4	0.6	9.660	A
B-A	68	17	329	0.208	68	0.2	0.3	13.775	B
C-AB	270	67	602	0.448	269	0.5	0.8	10.779	B
C-A	643	161			643				
A-B	46	12			46				
A-C	252	63			252				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	232	58	603	0.385	232	0.6	0.6	9.703	A
B-A	68	17	329	0.208	68	0.3	0.3	13.831	B
C-AB	270	67	602	0.448	270	0.8	0.8	10.842	B
C-A	643	161			643				
A-B	46	12			46				
A-C	252	63			252				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	190	47	626	0.303	190	0.6	0.4	8.276	A
B-A	56	14	380	0.147	56	0.3	0.2	11.128	B
C-AB	220	55	615	0.358	221	0.8	0.6	9.159	A
C-A	525	131			525				
A-B	38	9			38				
A-C	206	51			206				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	159	40	641	0.248	159	0.4	0.3	7.479	A
B-A	47	12	416	0.112	47	0.2	0.1	9.747	A
C-AB	184	46	625	0.295	185	0.6	0.4	8.194	A
C-A	440	110			440				
A-B	32	8			32				
A-C	172	43			172				

(Default Analysis Set) - 2021 Reference Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B430 / Minor Raod	T-Junction	Two-way	3.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2021 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B430 Ardley Road (S)		ONE HOUR	✓	442	100.000
B - Minor Road		ONE HOUR	✓	261	100.000
C - B430 Ardley Road (N)		ONE HOUR	✓	347	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B430 Ardley Road (S)	B - Minor Road	C - B430 Ardley Road (N)
From	A - B430 Ardley Road (S)	0	45	397
	B - Minor Road	47	0	214
	C - B430 Ardley Road (N)	191	156	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B430 Ardley Road (S)	B - Minor Road	C - B430 Ardley Road (N)
From	A - B430 Ardley Road (S)	0	0	3
	B - Minor Road	1	0	2
	C - B430 Ardley Road (N)	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.39	9.81	0.6	A	196	295
B-A	0.13	10.68	0.2	B	43	65
C-AB	0.29	8.54	0.4	A	143	215
C-A					175	263
A-B					41	62
A-C					364	546

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	161	40	646	0.249	160	0.0	0.3	7.383	A
B-A	35	9	457	0.077	35	0.0	0.1	8.529	A
C-AB	117	29	629	0.187	117	0.0	0.2	7.010	A
C-A	144	36			144				
A-B	34	8			34				
A-C	299	75			299				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	192	48	628	0.306	192	0.3	0.4	8.247	A
B-A	42	11	429	0.098	42	0.1	0.1	9.297	A
C-AB	140	35	614	0.228	140	0.2	0.3	7.590	A
C-A	172	43			172				
A-B	40	10			40				
A-C	357	89			357				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	236	59	603	0.391	235	0.4	0.6	9.768	A
B-A	52	13	389	0.133	52	0.1	0.2	10.661	B
C-AB	172	43	593	0.290	171	0.3	0.4	8.528	A
C-A	210	53			210				
A-B	50	12			50				
A-C	437	109			437				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	236	59	602	0.391	236	0.6	0.6	9.811	A
B-A	52	13	389	0.133	52	0.2	0.2	10.680	B
C-AB	172	43	593	0.290	172	0.4	0.4	8.545	A
C-A	210	53			210				
A-B	50	12			50				
A-C	437	109			437				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	192	48	628	0.306	193	0.6	0.4	8.295	A
B-A	42	11	429	0.099	42	0.2	0.1	9.318	A
C-AB	140	35	614	0.228	141	0.4	0.3	7.613	A
C-A	172	43			172				
A-B	40	10			40				
A-C	357	89			357				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	161	40	646	0.249	162	0.4	0.3	7.440	A
B-A	35	9	457	0.077	35	0.1	0.1	8.548	A
C-AB	117	29	629	0.187	118	0.3	0.2	7.042	A
C-A	144	36			144				
A-B	34	8			34				
A-C	299	75			299				