

***Land south of Burford Road,
Minster Lovell***

Transport Assessment

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Minster Lovell**

Transport Assessment

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DN/NS/BM/23178-01c Transport Assessment_Final

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Table of Contents

Page

1.0	INTRODUCTION	1
2.0	NATIONAL AND LOCAL POLICY	3
2.1	National Policy	3
2.2	Local Policy	4
3.0	EXISTING TRANSPORT CONDITIONS	6
3.1	Site Location	6
3.2	Surrounding Road Network	6
3.3	Existing Traffic Flows	7
3.4	Personal Injury Collision Data	7
3.5	Pedestrian and Cycle Access	10
3.6	Public Transport Provision	10
3.7	Local Amenities	11
3.8	Accessibility	13
4.0	DEVELOPMENT PROPOSALS	15
4.1	Overview	15
4.2	Site Access	15
4.3	Refuse Collection	15
4.4	Pedestrian and Cycle Access	16
4.5	Car and Cycle Parking Provision	16
4.6	Travel Plan	16
5.0	TRAFFIC GENERATION AND DISTRIBUTION	18
5.1	Proposed Traffic Generation	18
5.2	Traffic Distribution	18
6.0	TRAFFIC IMPACT	19
6.1	Background Traffic Growth	19
6.2	Junction Assessments	19
7.0	SUMMARY AND CONCLUSION	22

Figures

Figure 1	Site Location and Local Amenities
Figure 2	AM Peak Site Traffic Flow Estimates
Figure 3	PM Peak Site Traffic Flow Estimates

Drawings

23178-02a-1	Proposed Site Access and Visibility Splays
23178-02a-2	Proposed Footway along Burford Road

Appendices

Appendix A	Indicative Site Masterplan
Appendix B	Existing Traffic Flows
Appendix C	PIC Data
Appendix D	Framework Travel Plan
Appendix E	Junction Modelling Results



1.0 INTRODUCTION

1.1 DTA Transportation (DTA) have been commissioned by Catesby Strategic Land to provide highways and transport advice and to prepare a Transport Assessment (TA) to support a planning application for a residential development on Land south of Burford Road, Minster Lovell, West Oxfordshire. The indicative site masterplan is included in **Appendix A**.

1.2 The development proposes the delivery of up to 140 residential dwellings.

1.3 This TA has been prepared in accordance with the National Planning Policy Framework (NPPF) July 2021. The NPPF document states that all developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment. It goes onto say:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

1.4 This report will also consider the Oxfordshire Local Transport Plan and the provision of Residential Travel Packs. This TA includes the following:

- Chapter 1: Introduction
- Chapter 2: Policy (Local and National)
- Chapter 3: Existing Conditions
- Chapter 4: Development Proposals
- Chapter 5: Traffic Generation, Distribution and Impact
- Chapter 6: Conclusions

1.5 Baseline traffic flow conditions have been established by newly commissioned traffic surveys on the local road network. A review of personal injury accident data has been undertaken which confirms that there are no significant existing road safety issues that would be affected by traffic from the development proposals.

1.6 The site is in an accessible location and within easy walking distance of a range of local services including local stores, schools, bus stops etc.



- 1.7 It is proposed that the site be served via an access road forming a new T-junction with Burford Road with pedestrian/ cycle links to the adjacent Bovis development scheme.
- 1.8 Overall, the proposed development provides suitable and safe access for all road users and is consistent with the objectives of local and national transport policy.



2.0 NATIONAL AND LOCAL POLICY

2.1 National Policy

National Planning Policy Framework

2.1.1 The revised National Planning Policy Framework (NPPF) was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied.

2.1.2 Paragraph 111 of the NPPF is clear that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

2.1.3 Within this context, the NPPF identifies in Paragraph 112 that applications for development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles;

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.1.4 Paragraph 113 of the NPPF goes on to state that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport



assessment so that the likely impacts of the proposal can be assessed".

2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is "...a presumption in favour of sustainable development".

2.1.6 With regards to parking, the NPPF states that if setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development.*
- b) the type, mix and use of development.*
- c) the availability of and opportunities for public transport.*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.2 Local Policy

2.2.1 The Oxfordshire Local Transport Plan (2015-2031) has been considered in the preparation of this report. The LTP has been developed with these over-arching transport goals:

- To support jobs and housing growth and economic vitality.*
- To support the transition to a low carbon future.*
- To support social inclusion and equality of opportunity.*
- To protect and where possible enhance Oxfordshire's environment and improve quality of health.*
- To improve public health, safety and individual wellbeing.*

2.2.2 Supporting growth and economic vitality

- Maintain and improve transport connections to support economic growth and vitality across the county through traditional and innovative solutions.*
- Make most effective use of all available transport capacity through innovative management of the network.*
- Increase journey time reliability and minimise end-to-end public transport journey times on main routes.*
- Develop a high quality, resilient integrated transport system that is attractive to customers and generates inward investment.*



2.2.3 Improving quality of life:

“Our aim is to increase the net positive impact on quality of life.” The goals for reducing emissions include:

- *Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment.*
- *Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties, and enabling inclusive access to jobs, education, training and services.*

2.2.4 The A40 is an important through route linking Gloucestershire and South Wales with London via M40. It is also critical in linking West Oxfordshire - particularly Witney and Carterton - to the areas encompassing Bicester, Oxford and Science Vale known as the “Knowledge Spine” through connections to the A44 and A34.

2.2.5 National Highways is undertaking a study into how the strategic gap in road transport between the M1 at Milton Keynes and the M40 near Oxford can be filled. Growth around Science Vale, Oxford, Bicester and Milton Keynes creates strong arguments for upgraded transport infrastructure in the area

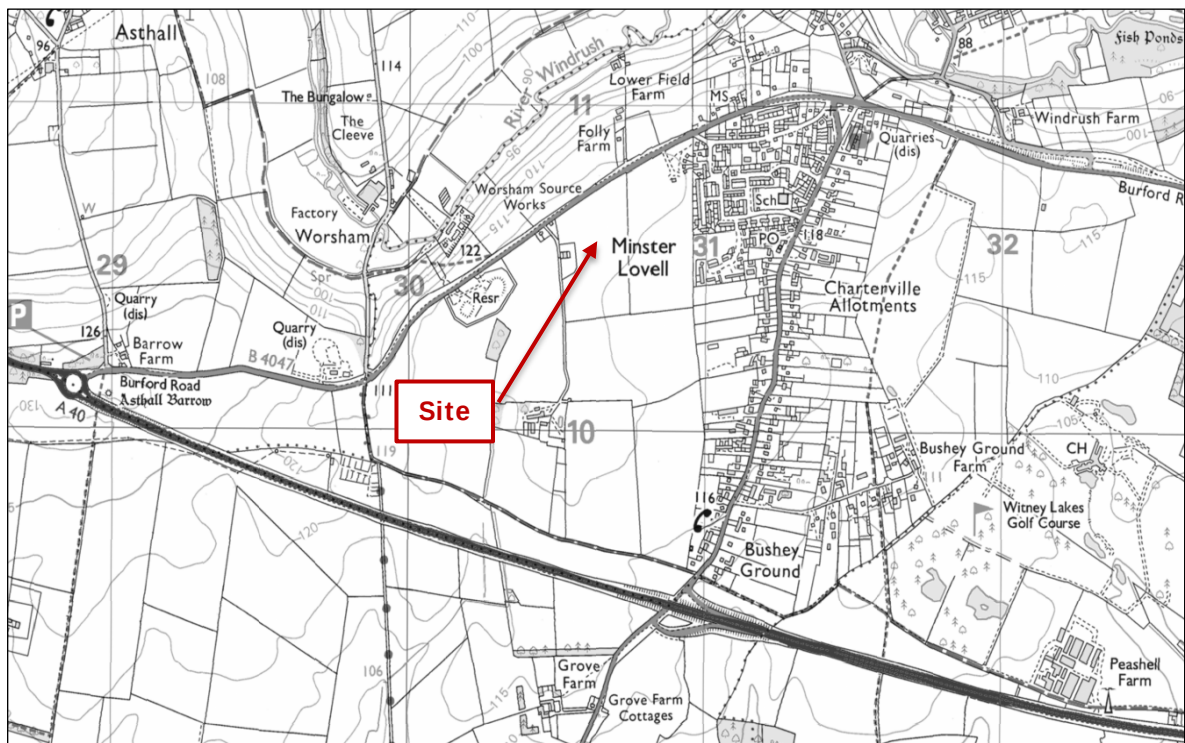


3.0 EXISTING TRANSPORT CONDITIONS

3.1 Site Location

- 3.1.1 The site is located within the western area of Minster Lovell and extends to approximately 10.07Ha. The northern boundary is set by the B4047 Burford Road, where the east boundary is made up from the residential construction site and extends round to the existing residential area. The southern boundary consists of agricultural fields enclosed by intermittent hedgerows and occasional trees and to the west by White Hall Cottages and Repeater House. The location of the proposed development is shown on **Figure 1**.

Figure 1 – Site Location



3.2 Surrounding Road Network

- 3.2.1 The B4047 Burford Road is a single carriageway subject to the national speed limit, it is ~7m wide with no street lighting, and a footway located on the north side. Burford Road connects to Witney heading east and the A40 west of the site. As highlighted in the local policy, the A40 is an important through route linking Gloucestershire and South Wales with London via M40, it is also critical in linking West Oxfordshire.



3.2.2 The B4477 Brize Norton Road is ~5m wide with street lighting and paved footways, it provides access on to the A40 heading eastbound and access to Carterton to the south of Minster Lovell through the junction with Burford Road, giving access to a larger local centre and more amenities.

3.3 Existing Traffic Flows

3.3.1 In order to establish existing flows in the vicinity of the site, manual classified turning counts ("CTC") and queues were undertaken at the following locations:

- B4047 / A40 roundabout.
- B4047 / Brize Norton Road.
- A40 / Brize Norton Road Slips.

3.3.2 The surveys took place on Thursday 16th June 2022.

3.3.3 A seven-day Automatic Traffic Counter (ATC) was also installed on the B4047 in the vicinity of the site from the 15th – 21st June 2022. A summary of the results from the ATC is available in **Table 1**, and the full set of survey results for the ATC and the manual turning count are attached at **Appendix B**.

Table 1 – ATC Daily Summary – Burford Road, Minster Lovell

Direction	AM Peak 08:00-09:00	PM Peak 17:00-18:00	Average 85 th ile (mph)	Average Mean (mph)
Northeast bound	236	210	56.1	49.6
Southwest bound	230	220	56.5	49.7
Two Way	466	430	-	-

3.4 Personal Injury Collision Data

3.4.1 Personal injury collisions were obtained from Oxfordshire Council for the latest five-year period from 01/01/2017 - 24/04/2022. A copy of the data is attached at **Appendix C**.

3.4.2 There were 19 recorded collisions in the study area with 1 Collision resulting in fatal injury 3 collisions resulting in a serious injury and the remaining 15 collisions resulting in slight injuries.



A40 / B4047 Asthall Barrow Roundabout Junctions

- 3.4.3 There were 7 recorded collisions at Asthall barrow roundabout ("ABR"), 1 collision being fatal, 1 collision being serious, and the remaining 5 being slight.
- 3.4.4 The Fatal collision occurred on the A40 ABR junction with Burford Road B4047, the report states the driver lost control of the vehicle and collided with a tree, there were no other vehicles involved in the collision.
- 3.4.5 The serious collision occurred approx. 200m west of the ABR. The collision was recorded as an HGV on offside overtaking broken down vehicle and colliding with an oncoming vehicle.
- 3.4.6 The remaining 5 slight collisions around the ABR are as follows:
- ABR junction with B4047 driver travelling at speed, failed to see / neglected roundabout, went onto central island, left north side of the carriageway, hit a tree and overturned.
 - B4047, 25m northeast of junction with ABR, driver braked hard approaching left hand bend towards ABR, skidded on loose chippings, went onto the opposite side and collided with oncoming vehicle.
 - ABR junction with B4047, intoxicated driver travelling southeast on A40 lost control on entry and overturned onto the central island of ABR.
 - Travelling northeast on A40 ABR, lost control due to snow, hit pedestrian waiting for recovery vehicle.
 - HGV travelling east on A40 100m west of ABR, intoxicated pedestrian walking east on the carriageway put hand into path of HGV and collided.

B4047 Burford Road

- 3.4.7 There were 6 collisions around Burford Road 1 being serious and 5 being slight. The serious collision was approximately 430m east of ABR, where an intoxicated driver went onto the opposite side of road and collided with an oncoming vehicle.
- 3.4.8 The remaining 5 collisions on Burford Road are only slight in severity as follows:



- A car travelling southwest on Burford Road collided with cyclist also travelling southwest, collision occurred due to glare from sun blocking vision.
- Two cars were travelling southwest on Burford Road, where the car behind attempted to overtake as the car in front was turning right, causing the passing car to swerve onto offside and hit a wall.
- Elderly driver turning right onto Burford Road from Brize Norton Road collided with car travelling west on Burford Road
- 2 cars were travelling west on Burford Road, where the following car hit the kerb attempting to overtake and left the carriage way and hit a wall
- A car turning right onto Burford Road from Brize Norton Road failed to judge the speed and distance of car approaching from the west resulting in a collision

3.4.9 Overall, none of the collisions on Burford Road were as a result of highway alignment or junction performance issues.

B4477 Brize Norton Road

3.4.10 There were 4 recorded collisions on Brize Norton Road, 1 being serious and 3 being slight.

3.4.11 The serious collision occurred due to an HGV failing to slow down when passing a ridden horse, spooking the horse, causing the rider to fall off, followed by the horse slipping and landing on the rider.

3.4.12 The remaining 3 slight collisions are reported as follows:

- Parked LGV opened car door without looking collided with car travelling northeast
- Car towing trailer travelling south, when trailer came loose and collided with stationary car on opposite side waiting in queue
- Car travelling south collided with pedestrian in dark clothing leaning into parked LGV.

3.4.13 A review of personal injury accident data for the last five-year period shows there are no existing highways safety issues which would need to be addressed in respect of the development proposals.



3.5 Pedestrian and Cycle Access

- 3.5.1 The site is located within walking and/ or cycling distance of a range of local facilities and services including education, health, and leisure facilities as well as bus stops served by regular services to larger local centres including Witney, Carterton, Burford, and Oxford.
- 3.5.2 The Bovis development consent on land adjacent to the development will provide a new footway link at the north-eastern corner of the development connecting to the Burford Road/ Upper Crescent junction.
- 3.5.3 There is an existing narrow footway on the northern side of the B4047 which it appears that due to low use has become overgrown narrowing the available space.
- 3.5.4 A lit hogging path will also be provided from the south-eastern corner of the Bovis development to Ripley Avenue play area.
- 3.5.5 The site also benefits from being in the vicinity of national cycle route 57 that connects Farmington in Gloucestershire and Welwyn Garden City in Hertfordshire, the route being only 1km to the east of the site
- 3.5.6 The need to travel by car outside of Minster Lovell is reduced by the facilities already available within close proximity of the site on foot and by cycling.

3.6 Public Transport Provision

Bus

- 3.6.1 The nearest bus stops are located on the B4047 Burford Road approximately 950m to the east, this provides access to the 853, 233, V20 and V25 bus services.
- 3.6.2 The 853 provides access to Gloucester, Cheltenham and Oxford providing three services per day during the week and a reduced service on the weekend. The 233 gives access to Burford, Witney, Woodstock and Long Hanborough hourly during the week and Saturday. The V20 and V25 provide limited services on Wednesday and Thursday to Oddington, Bedington, Milton under Wychwood, Shipton, Burford and Witney.

Rail



3.6.3 The nearest train station is Hanborough Train Station accessible by the 233 bus. The station provides access to Worcester and Great Malvern through to Oxford and London Paddington, with connections in Oxford up to Coventry and Birmingham.

3.6.4 Hanborough Train Station has a range of facilities including bicycle parking, seating, ticket machines and waiting areas and step free access. There is also parking provision for up to 246 vehicles (including accessible spaces). Parking is chargeable. A summary of the train frequencies is set out in **Table 2**.

Table 2 – Train Services and Frequencies

Destination	Frequency	Journey Time
Worcester	1 hour	1 hour
London Victoria	1 hour	1 hour 5 mins

3.7 Local Amenities

Essential Facilities

3.7.1 Within walking distance of the site, there are local facilities and services including a SPAR convenience store, post office, florist, hairdressers, furniture store, car garage, a primary school, bus stops and two pubs.

3.7.2 The SPAR convenience store is located 1km east of the site and the post office 1.2km east of the site, both on Brize Norton Road.

3.7.3 The hospital and local pharmacies are in Witney to the east of the site, accessible by bus 233 & 853, in addition to dental facilities and a range of eateries, pubs and retailers. The local primary school is within walking and cycle distance, being only 1km east of the site.

Education

3.7.4 The proposed residential development will most likely increase the demand for education with the resulting trips to access the local schools. Given the timing for educational trips, these will overlap with the network AM peak hour, education trips are significant factors influencing the vehicle trip generation of a residential site particularly given the apparent sensitivity to distance.



3.7.5 As shown by the 2020 NTS, for primary school trips, pupils are over four times more likely to travel to school by private car if their journey to school is 1.6 to 3.2 km compared to those whose journey is under 1.6 km as shown in **Table 3**. A similar relationship is also apparent for secondary school pupils although they are more likely to take the bus rather than be driven for the furthest journey lengths as shown in **Table 4**.

Table 3 – School trips by age, mode and length, 2020 Primary school: (5-10 years)

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	80	24	1	0	50
Bicycle	2	0	0	0	1
Car/van	17	74	95	83	47
Bus	0	1	4	11	2
Other	-	1	0	6	1
Total	100	100	100	100	100

Table 4 – Secondary school: 2020 (11-16 years)

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	93	69	10	0	44
Bicycle	2	3	9	0	4
Car/van	4	27	49	30	28
Bus	0	1	32	50	20
Other	1	0	-	20	5
Total	100	100	100	100	100

3.7.6 The nearest primary school to the site is St Kenelm's C of E School located 1km east of the site on Wenrisc Drive. As can be seen from the above table the door-to-door walking distance is well within the national average, and within the under 1.6 km category. Therefore, the propensity to walk should be high. The most direct route from the site to the primary school will be via the new lit hogging path from the south-eastern corner of the Bovis development into Ripley Avenue play area.

3.7.7 The nearest secondary school is Burford School, accessible off the A40 in Burford, 6.5km west of the site. Students could travel to school by bus, accessible via the 233 bus service, the 2020 NTS suggests 32% would take the bus. Other secondary school options are available in Witney also accessible via the 233 bus running every 30 minutes. A sixth form college is also available in Carterton 7.2km southwest from the site also accessible via the 233 service.



Employment

- 3.7.8 There are employment opportunities within walking or cycling distance of the site. The closest concentrated employment area is the Bromag Industrial Estate, 2.7km east of the site.
- 3.7.9 The 2011 Census Journey to Work data suggests that of those who live and work in the 'West Oxfordshire 007' Middle Super Output Area, 7.2% walk, 1.3% use the train, and 78.5% are car drivers. **Table 5** summarises the mode share for 'West Oxfordshire 007'.

Table 5 – Travel to Work Modal Splits

Method	Percentage
Driving a Car or Van	78.5%
On Foot	7.2%
Train	1.3%
Passenger in a Car or Van	4.7%
Bicycle	3.4%
Bus, minibus, or coach	2.4%
Other Method of Travel to Work	2.5%

- 3.7.10 In addition to local employment opportunities within Minster Lovell, good quality public transport links provide opportunities to access towns such as Witney, Carterton, Burford and Oxford, as well as direct train services linking to London Paddington.

3.8 Accessibility

- 3.8.1 Minster Lovell has good access to bus and rail links to adjacent communities and good road links to the principal road network. The need to travel is reduced by the local facilities available within walking and cycle distance of the site, this could further reduce with the addition of a footpath and cycle route to connect the site to the existing network.
- 3.8.2 The site is very well located with respect to accessing primary education. Perhaps more than any other category, the journey to school shows a high degree of sensitivity between distance and mode share. The proximity of the local primary school to the site affords residents and their children the flexibility and independence to travel to and from school without reliance on the private car.



- 3.8.3 Retail, health and leisure accessibility has been considered. Accessibility by all modes is viable for retail with a convenient grocery store and public houses are well within the average trip lengths from the NTS.
- 3.8.4 Access to health and leisure facilities can be accessed by trips to Witney or Carterton via cycling or public transport. After an initial cycle on Burford Road, an off-carriageway cycle route is available a short distance east of the junction with Brize Norton Road, which extends all the way to Witney to the east. Whilst Carterton is accessible within cycling distance of the site to the south, these two local centres provide a wider range of facilities to the local area around the site.



4.0 DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The current development proposals are for outline planning for residential development of up to 140 dwellings, a new internal access road and associated infrastructure.

4.2 Site Access

- 4.2.1 It is proposed that the site will be accessed in the form of a simple priority junction taken from the B4047, as shown on **DTA Drawing 23178-02a-1**. The access, which accords with Manual for Streets will be in the form of a 5.5m wide access road, with 8m entry/exit radii.
- 4.2.2 As part of the Bovis development scheme located next to the site, the existing 40mph speed limit was extended to a point approximately in line with the western Bovis site boundary. The extension of the 40mph speed limit included relocating the gateway feature, coloured surfacing at the start of the 40mph zone, an extension to the central hatch markings, which visually narrow the road, alongside additional 40mph carriageway roundels and two Vehicle Activated Signs (VAS).
- 4.2.3 It would be reasonable therefore, to extend the 40mph speed limit to the south of the proposed site access so that it extends along the site frontage.
- 4.2.4 Notwithstanding any potential changes to the speed limit, the visibility splays provided at the site access have been calculated using the recorded 85th percentile traffic speeds. Using the calculations in Manual for Streets 2 and the values for reaction and deceleration times for speeds in excess of 60kph, results in a desirable 'y' distance of 180m. This is shown on **Drawing 23178-02a-1**.
- #### 4.3 Refuse Collection
- 4.3.1 A tracking exercise has been undertaken using Oxfordshire's refuse vehicle at the site access to ensure the vehicle can enter and exit the site access in forward gear. This is shown on **DTA Drawing 23178-02a-1**.



4.4 Pedestrian and Cycle Access

- 4.4.1 As can be seen on the illustrative masterplan, various pedestrian connections will be provided through the site into the adjacent Bovis development. A 3m footway/ cycleway is provided from the north-eastern corner of the Bovis development connecting into the existing footway on Burford Road/ Upper Crescent junction.
- 4.4.2 This includes a new uncontrolled crossing point with dropped kerbs and tactile paving has been provided on Burford Road near to the Upper Crescent junction.
- 4.4.3 In addition to this, the development proposes a new 3m footway along Burford Road as shown on **Drawing 23178-02a-2**. Discussions will be held with OCC on whether this link is provided as a 3m footway/ cycleway or a wide footway. The internal layout has allowed for a 3m combined use link throughout the development in a north to south alignment along the eastern side of the main access road.

4.5 Car and Cycle Parking Provision

- 4.5.1 Car parking and cycle parking provision will be provided in accordance with OCC's Car Parking Standards for New Developments. Electric charging provision will also be provided for every dwelling.
- 4.5.2 As this application is outline, the final number of car parking spaces will be determined at the Reserved Matters stage.

4.6 Travel Plan

- 4.6.1 In order to help mitigate the effects of the new trips resulting from the development, a Framework Travel Plan has been prepared (found at **Appendix D**) and Travel Packs will be offered to all residents. The purpose of these packs is to encourage more sustainable modes of transport where possible and avoid excessive reliance on the private car.



4.6.2 Included in these travel packs will be details of public transport services including:

- Bus stop locations
- Bus timetables
- Links to bus information on the internet
- Train station locations
- Train timetables
- Links to train information on the internet
- Information (with maps) on Walking and cycling routes in the area.
- Contact details for further details/enquiries.



5.0 TRAFFIC GENERATION AND DISTRIBUTION

5.1 Proposed Traffic Generation

- 5.1.1 DTA has extracted the trip rates from the Transport Assessment undertaken by Glanville which were agreed with Oxfordshire County Council highways for the Land of Burton Road site adjacent to the proposed site. The vehicle trip rates and the resulting vehicle trips for 140 dwellings are presented in **Table 6** below.

Table 6 – Vehicle Trip Rates and Vehicle Trips – 140 dwellings

Time Range	Vehicle Trip Rates			Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.156	0.412	0.568	22	58	80
17:00-18:00	0.375	0.149	0.525	53	21	74
Daily Trip Rates:	2.384	2.341	4.725	334	328	662

5.2 Traffic Distribution

- 5.2.1 The development trips have been distributed based on the distribution in the Land off Burton Road Transport Assessment prepared by Glanville. The development trips were assigned to the network based on the 2011 Census Journey to Work data. The resulting distribution is shown in **Table 7** and presented in **Figure 2** and **Figure 3**.

Table 7 – Traffic Distribution

Destination	Percentage	Trips AM Peak	Trips PM Peak
B4047 Burford Road East	94 %	75	70
• Brize Norton Road	42%	34	21
• Burford Road (to Witney)	52%	41	38
B4047 Burford Road West	6 %	5	4
• A40 West	6%	5	4



6.0 TRAFFIC IMPACT

6.1 Background Traffic Growth

6.1.1 The 2022 base traffic data has been growthed using TEMPRO factors to provide future traffic flows 5 years following submission of the planning application. The 2022 base flows will therefore be growthed to 2027. These growth factors are summarised in **Table 8**.

Table 8 – Temprow Growth Factors for West Oxfordshire 007 2022-2027

Year	Local AM Growth Figure	Local PM Growth Figure
2022-2027	1.0190	1.0189

6.2 Junction Assessments

6.2.1 For the operational assessment of the junctions an industry standard software package has been used. The junctions identified below have been modelled within Junctions 9. The geometric parameters have been measured using OS detailed mapping and were confirmed on a site visit.

6.2.2 For robustness the junction assessments do not take account of any reduction in flows through travel planning measures.

6.2.3 The following scenarios have been modelled:

- 2022 Base.
- 2027 Base.
- 2027 Base + Development.

6.2.4 The following junctions have been assessed:

- Proposed Site Access.
- A40/ B4047.
- B4047 Burford Road/ Brize Norton Road/ Upper Crescent.



Proposed Site Access

6.2.5 This junction has been modelled as a standard Priority T-junction using the PICADY module of Junctions 10. The junction assessment outputs are attached at **Appendix E** and the results summarised in **Tables 9**.

Table 9 – Proposed Site Access Junction Modelling Results

Arm	AM Peak			PM Peak		
	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
2027 Base + Development						
B-AC	0.2	10.82	0.16	0.1	9.58	0.06
C-AB	0.0	5.05	0.00	0.0	5.14	0.01

*Arm A – Burford Road (east), Arm B – Site Access, Arm C – Burford Road (west).

6.2.6 The results of the junction modelling show that the junction operates within capacity on all arms in both of the AM and PM peaks in the future year 2027 base + development flows.

A40/ B4047 Roundabout

6.2.7 This junction has been modelled as a standard roundabout using the ARCADY module of Junctions 10. The junction assessment outputs are attached at **Appendix E** and the results summarised in **Table 10** below.

Table 10 – A40/ B4047 Roundabout Junction Modelling Results

Arm	AM			PM		
	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
2022 Base						
B4047	0.3	4.23	0.22	0.4	4.24	0.25
A40 East	0.3	1.90	0.23	0.4	1.90	0.27
A40 West	1.4	4.89	0.57	1.0	4.08	0.49
2027 Base						
B4047	0.3	4.28	0.22	0.4	4.29	0.26
A40 East	0.3	1.92	0.24	0.4	1.92	0.27
A40 West	1.5	5.02	0.58	1.1	4.16	0.50
2027 Base + Development						
B4047	0.3	4.30	0.22	0.4	4.30	0.26
A40 East	0.3	1.92	0.24	0.4	1.92	0.27
A40 West	1.5	5.02	0.58	1.1	4.17	0.51

6.2.8 The results of the junction modelling in the 2022 base scenario shows the junction operates within capacity on all arms of the junction in the AM and PM peaks. In the 2027



future scenario, the junction is forecast to operate within capacity on all arms during the AM and PM peaks.

6.2.9 With the addition of the development flows the roundabout will continue to operate within capacity with minimal increases in queueing and delay.

B4047 Burford Road/ Brize Norton Road/ Upper Crescent

6.2.10 This junction has been modelled as a standard Priority T-junction using the PICADY module of Junctions 10. The junction assessment outputs are attached at **Appendix E** and the results summarised in **Table 11** below.

Table 11 – B4047 Burford Road/ Brize Norton Road/ Upper Crescent Junction Modelling Results

Arm	AM			PM		
	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
2022 Base						
B-C	0.1	9.30	0.09	0.1	8.60	0.13
B-A	1.3	17.52	0.55	0.8	14.16	0.43
C-AB	0.1	7.52	0.09	0.1	7.97	0.09
2027 Base						
B-C	0.1	9.56	0.10	0.2	8.74	0.13
B-A	1.3	18.22	0.56	0.8	14.52	0.44
C-AB	0.1	7.55	0.09	0.1	8.02	0.09
2027 Base + Development						
B-C	0.1	10.48	0.11	0.2	9.91	0.14
B-A	1.6	21.41	0.61	1.1	17.68	0.52
C-AB	0.2	8.04	0.14	0.1	8.35	0.11

Arm A – Burford Road East, Arm B – Brize Norton Road, Arm C – Burford Road West

6.2.11 The results of the junction modelling in the 2022 base scenario shows the junction operates within capacity on all arms of the junction in the AM and PM peaks. In the 2027 future scenario, the junction is forecast to operate within capacity on all arms during the AM and PM peaks.

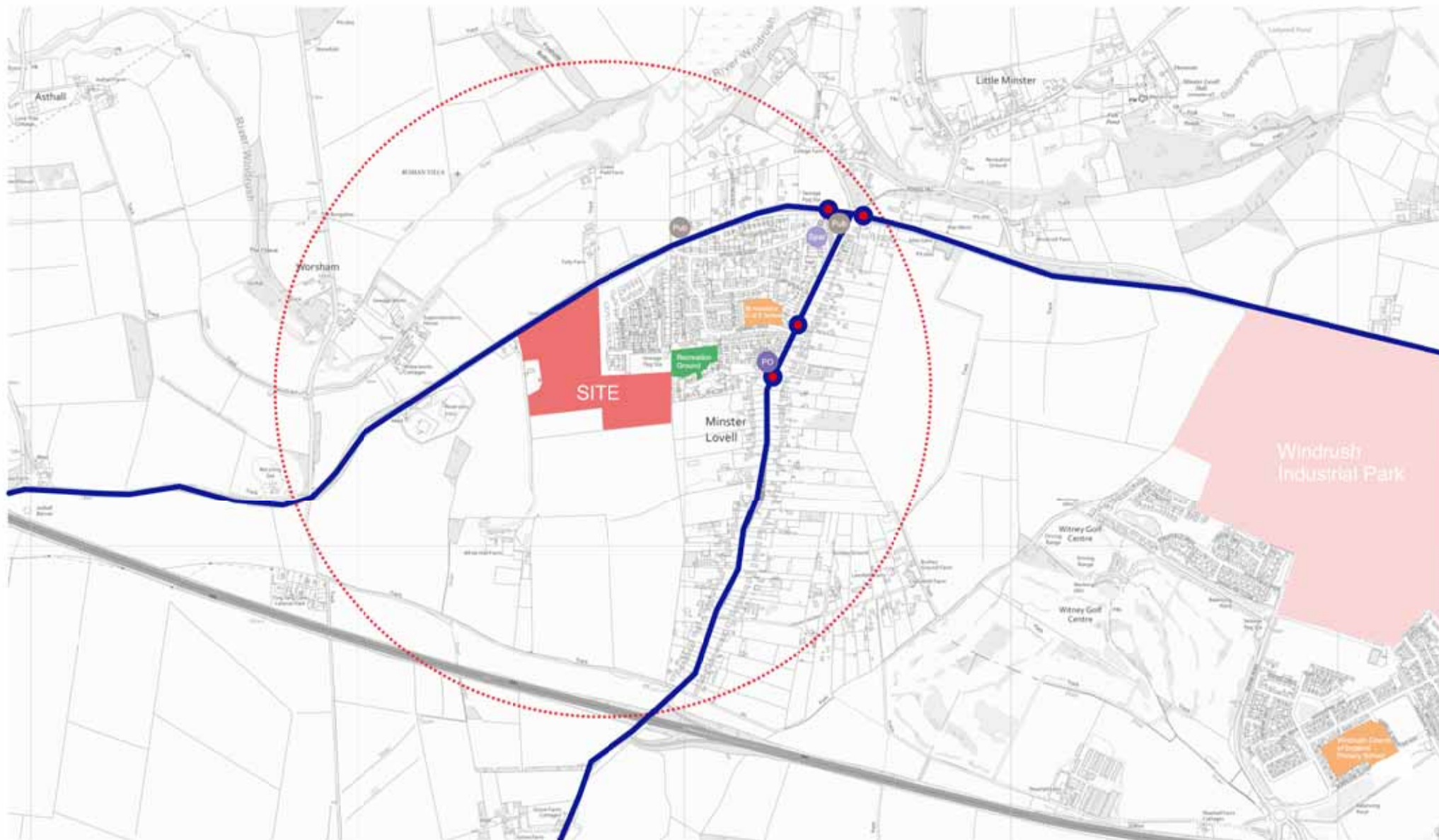
6.2.12 With the addition of the development traffic flows the junction will continue to operate within capacity on all arms during the AM and PM peak.



7.0 SUMMARY AND CONCLUSION

- 7.1 This Transport Assessment has reviewed the highways and transport implications of providing up to 140 residential dwellings at land off Burford Road, Minster Lovell.
- 7.2 The proposed site is located in an accessible location close to amenities and facilities within Minster Lovell. The main roads running through the area have walking/ cycling provision and access to bus services.
- 7.3 The traffic generation has been estimated using sites within the TRICS database and distributed onto the local network. Future year traffic forecasts also include wider development growth. This has informed the design of the access and the appraisal of the off-site impact. Accordingly, the operation of the site access has been modelled, which shows that there is adequate capacity to accommodate the additional traffic generation. Key junctions in the network have been similarly modelled, showing the development does not materially impact on the operation of the local road network.
- 7.4 It is proposed that the site be served via an access road forming a new T-junction with Burford Road with pedestrian/ cycle links to the adjacent Bovis development scheme.
- 7.5 Parking provision on site will be provided in accordance with parking standards set by the Local Authority at the reserved matters stage.
- 7.6 Overall, suitable access can be achieved and the impact on the local roads will not be severe in accordance with NPPF paragraph 111.

Figures



Transport Planning Consultants

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Fax: +44(0) 1564 793983

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- Notes:
- 1km isochrone
 - bus routes
 - bus stops



Drawing Title
Job Title
Client

Drawing No : 23178-01LF
Local Facilities
Land South of Burford Road, Minster Lovell
Catesby Strategic Land

Scale : NTS

Figure 2 : Adjacent Site Junction Percentage Distribution

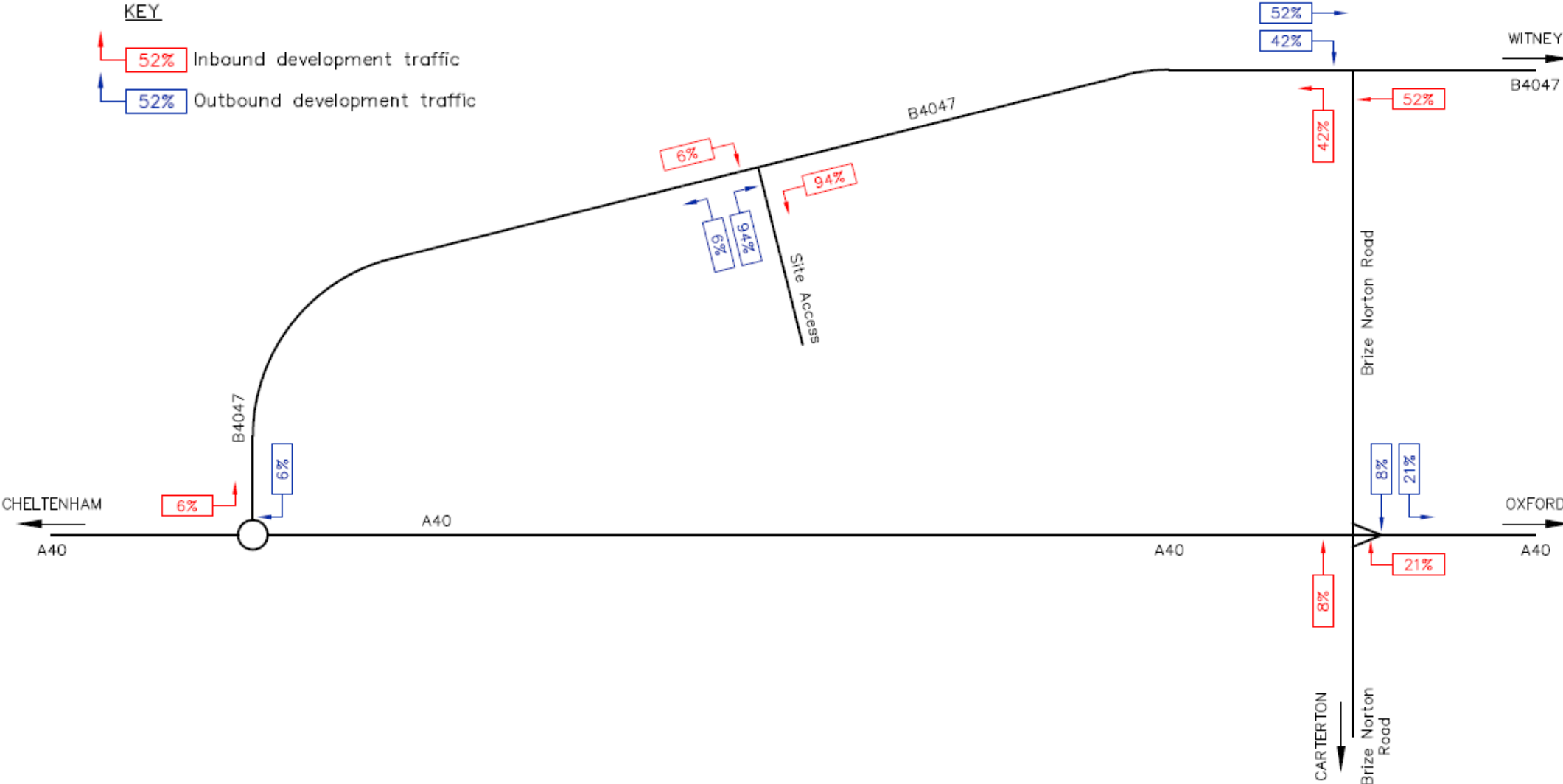


Figure 3: Development Traffic Distribution AM Peak Hours

AM Peak

- XX Inbound development traffic
- XX Outbound development traffic

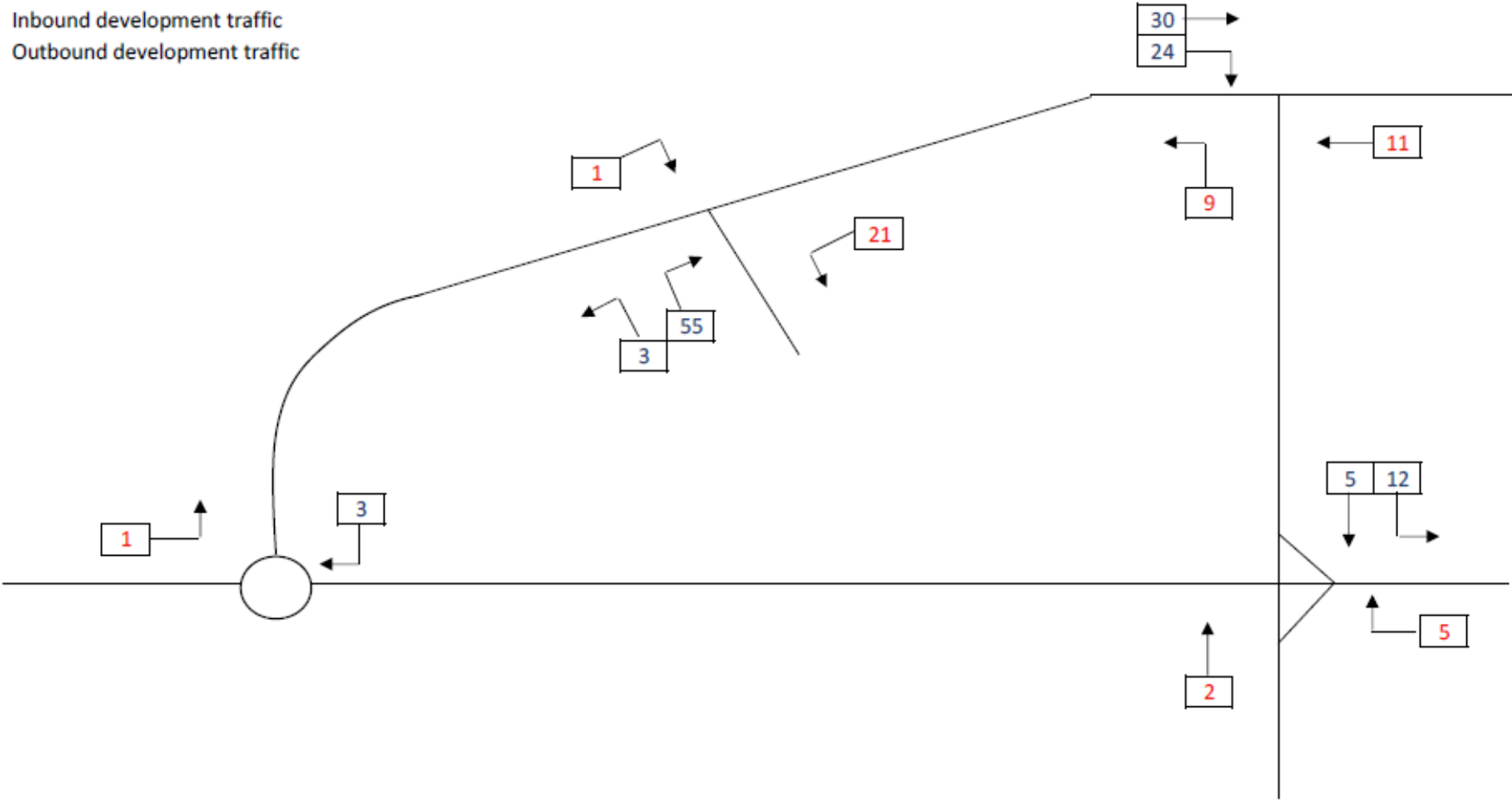
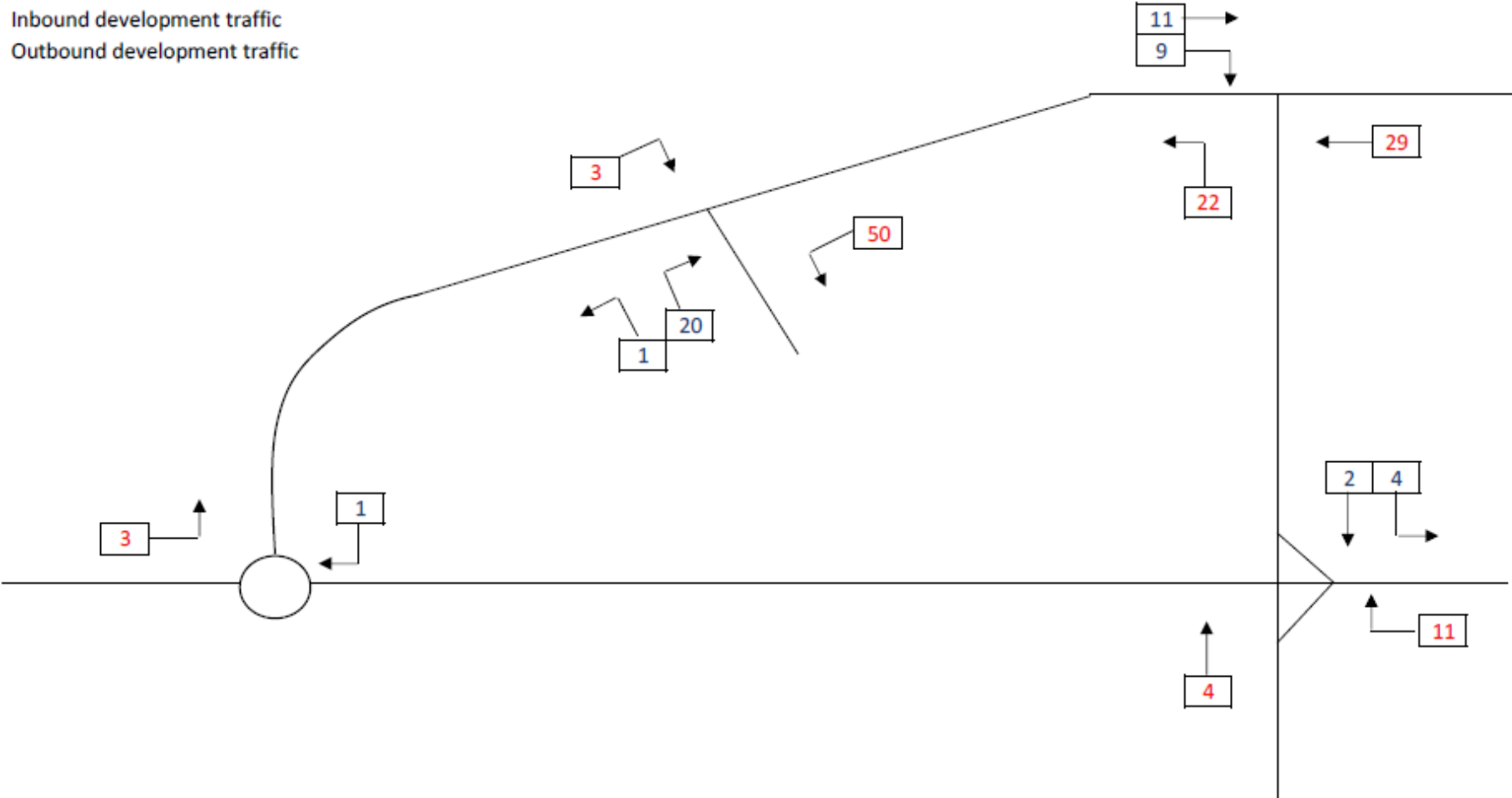


Figure 4:Development Traffic Distribution PM Peak Hours

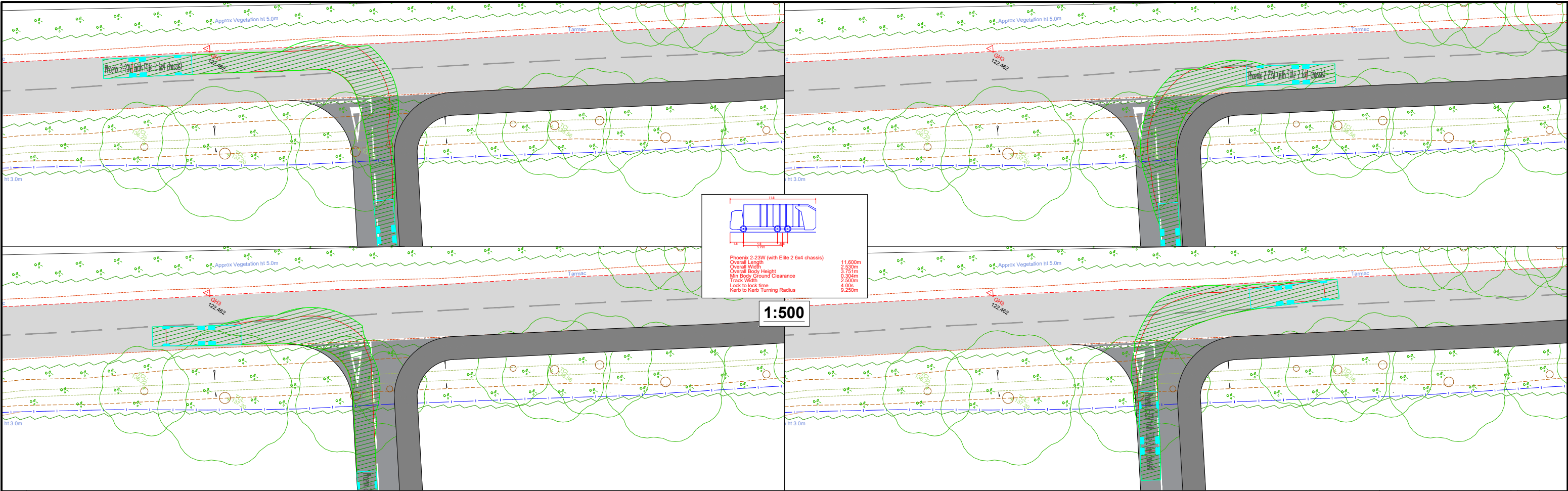
PM Peak

XX Inbound development traffic

XX Outbound development traffic

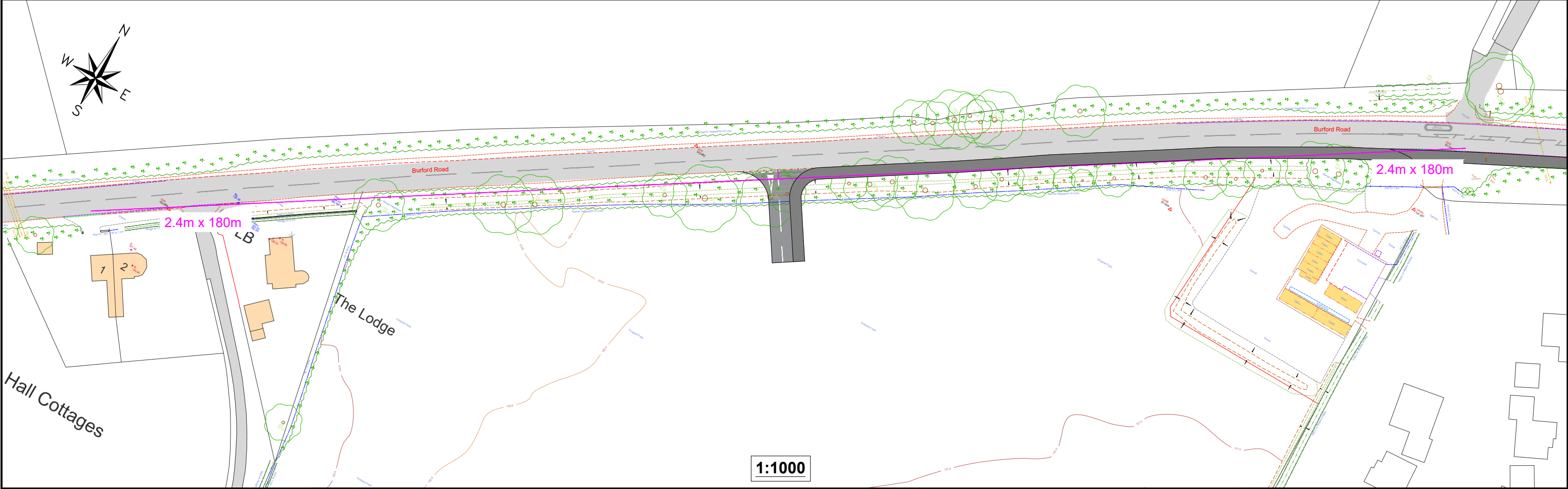


Drawings



Phoenix 2-23W (with Elite 2 6x4 chassis)	11.600m
Overall Length	2.530m
Overall Width	3.721m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

1:500



1:1000

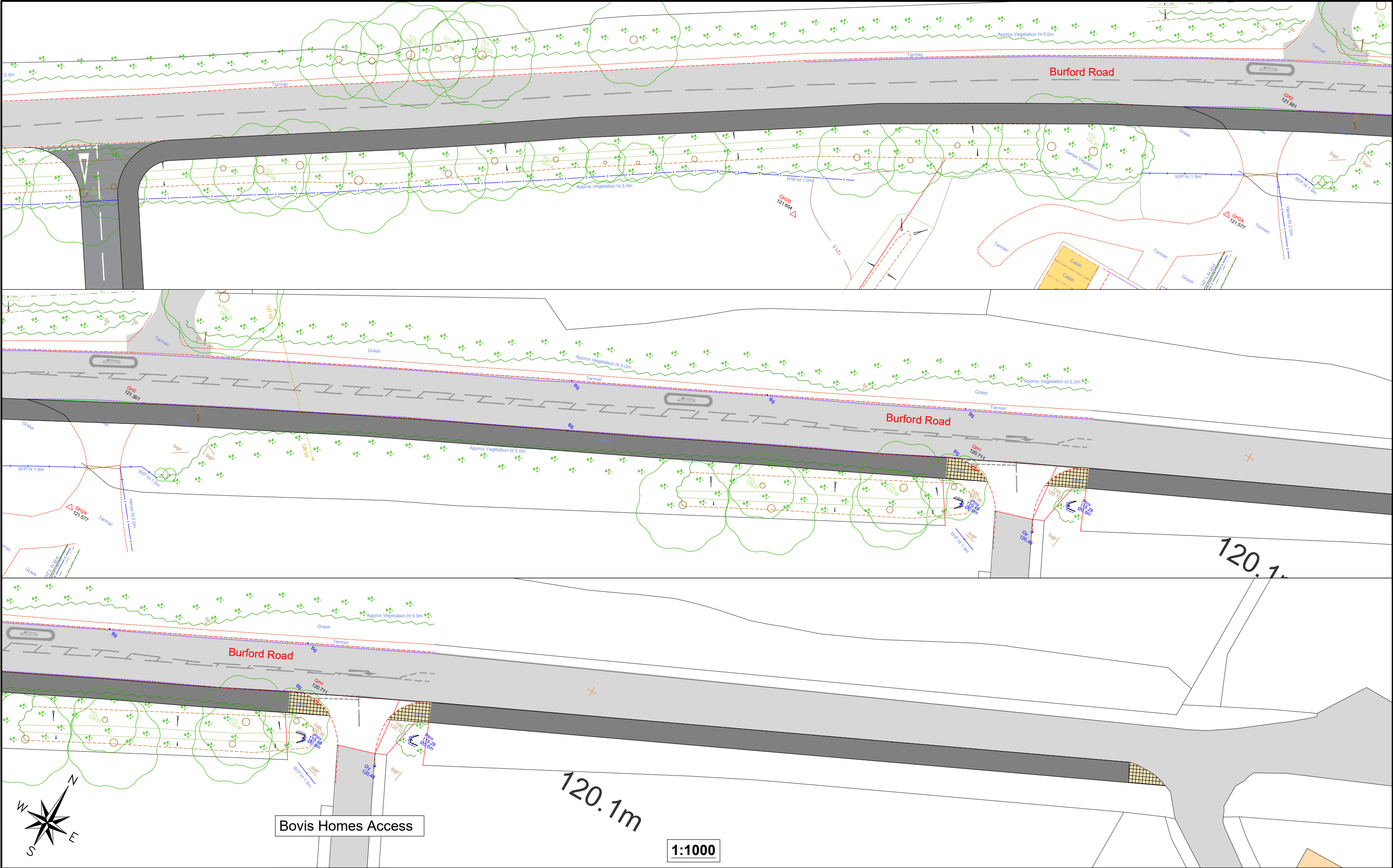
Based upon the ORDNANCE SURVEY MAPS with the permission of
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REV	DESCRIPTION	DRAWN	INITIALS	DATE

DTA
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Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
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JOB TITLE Burford Road, Minster Lovell		CLIENT Catesby	
DRAWING TITLE Proposed Site Access			
General Arrangement, Vehicle Tracking and Visibility Splays			
SCALE @A3	DRAWN BY DN	DATE Nov 22	DRAWING No 23178-02-1
REVISION A			



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REV	DESCRIPTION	DRAWN	INITIALS	DATE

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www.dtatransportation.co.uk

JOB TITLE		CLIENT	
Burford Road, Minster Lovell		Catesby	
DRAWING TITLE			
Proposed Footway			
SCALE	DRAWN BY	DATE	DRAWING No
1:500@A3	DN	Nov 22	23178-02-2
REVISION			
			A

Appendix A

Indicative Site Masterplan

PRELIMINARY

- | | |
|----|------------------------------|
| 1 | Proposed wetland delineation |
| 2 | Proposed wetland delineation |
| 3 | Proposed wetland delineation |
| 4 | Proposed wetland delineation |
| 5 | Proposed wetland delineation |
| 6 | Proposed wetland delineation |
| 7 | Proposed wetland delineation |
| 8 | Proposed wetland delineation |
| 9 | Proposed wetland delineation |
| 10 | Proposed wetland delineation |
| 11 | Proposed wetland delineation |
| 12 | Proposed wetland delineation |
| 13 | Proposed wetland delineation |

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523</
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Land to the west of
MINSTER LOVELL

Illustrative Masterplan

Job ref	Debiting number	Receiving
466	P03	D
12,500 @ A3	Date October 2022	



100

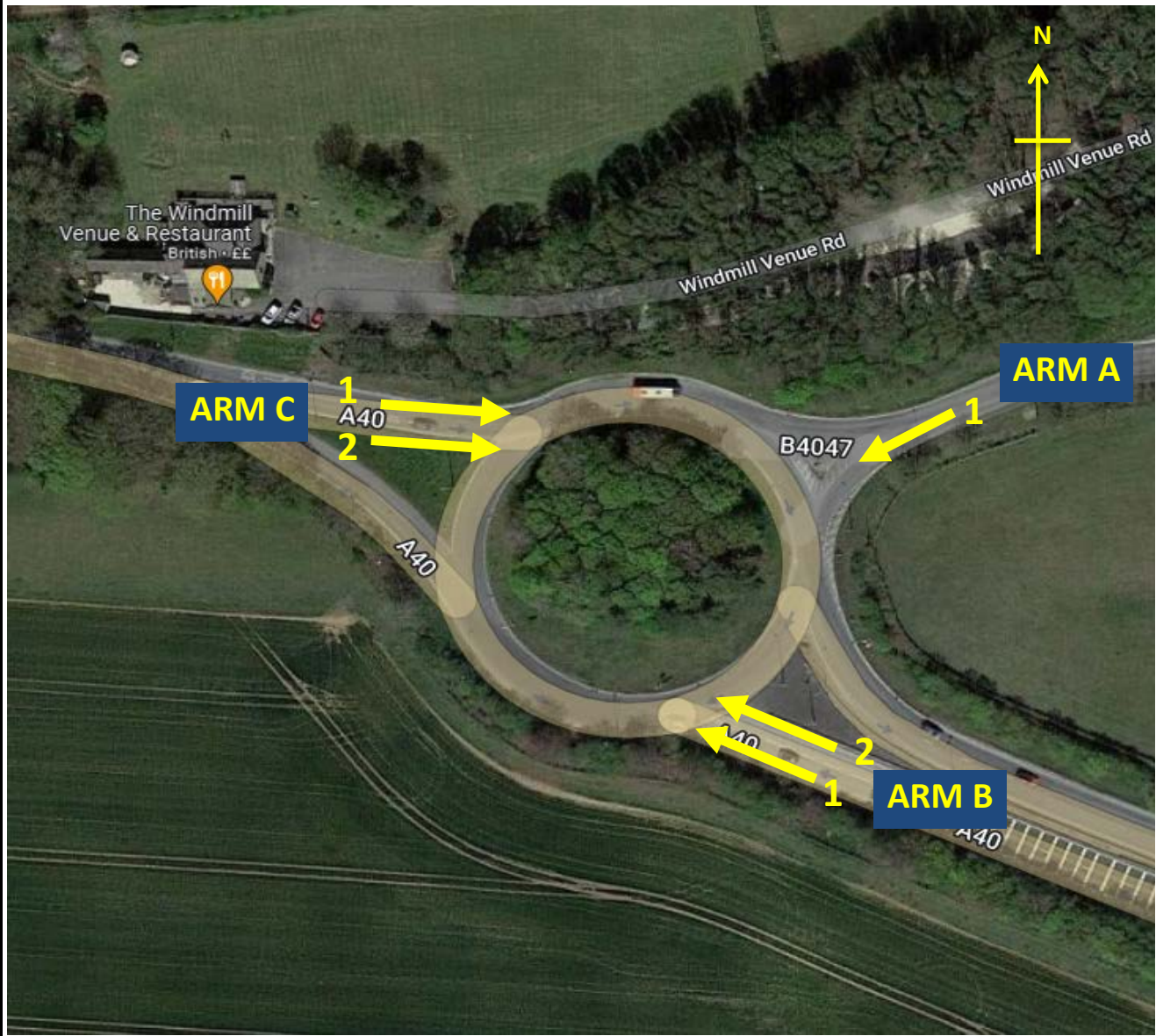
edoo Placemaking Group Ltd.



Appendix B

Existing Traffic Flows

SITE: 1		DATE: 16TH JUNE 2022
LOCATION: B4047 / A40 (SE) / A40 (W)		DAY: THURSDAY



JOB TITLE: MINSTER LOVELL	JOB NUMBER: 11419
------------------------------	-------------------

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	A TO A FROM B4047 TO B4047								A TO B FROM B4047 TO A40 (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	10	3	2	0	0	0	0	15
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	6	1	1	1	0	0	0	9
09:45	1	0	0	0	0	0	0	1	2	0	0	1	0	0	0	3
H/TOT	2	0	0	0	0	0	0	2	12	2	1	2	0	0	0	17
P/TOT	2	0	0	0	0	0	0	2	30	7	3	2	0	0	0	42

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	A TO A FROM B4047 TO B4047								A TO B FROM B4047 TO A40 (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
16:15	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
16:30	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10
16:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	1	0	0	0	0	0	0	1	25	3	1	0	0	0	0	29
17:00	0	0	0	0	0	0	0	0	10	1	1	0	0	0	0	12
17:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
17:30	1	0	0	0	0	0	0	1	2	0	1	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
H/TOT	1	0	0	0	0	0	0	1	23	2	2	0	0	0	0	27
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
18:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	3	0	0	0	0	0	0	3	11	0	0	0	0	0	0	11
P/TOT	5	0	0	0	0	0	0	5	59	5	3	0	0	0	0	67

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	A TO C FROM B4047 TO A40 (W)								B TO A FROM A40 (SE) TO B4047							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	18	1	1	0	0	0	41	2	0	0	0	0	0	0	2
07:15	24	15	4	2	1	0	0	46	3	0	0	0	0	0	0	3
07:30	28	10	2	4	2	0	0	46	3	1	0	0	0	0	0	4
07:45	40	8	2	0	3	0	0	53	0	0	0	0	0	0	0	0
H/TOT	113	51	9	7	6	0	0	186	8	1	0	0	0	0	0	9
08:00	42	9	0	0	0	2	0	53	1	0	0	0	0	0	0	1
08:15	34	8	3	3	1	0	0	49	5	0	0	1	0	0	0	6
08:30	32	7	1	0	1	1	0	42	3	2	0	0	0	0	0	5
08:45	23	4	3	1	1	0	0	32	6	0	0	0	0	0	0	6
H/TOT	131	28	7	4	3	3	0	176	15	2	0	1	0	0	0	18
09:00	16	6	3	1	0	1	0	27	5	0	0	0	0	0	0	5
09:15	35	8	2	0	0	0	0	45	4	0	0	0	0	0	0	4
09:30	28	8	2	0	1	1	0	40	2	0	0	1	0	0	0	3
09:45	24	4	0	0	1	1	0	30	1	0	0	0	0	0	0	1
H/TOT	103	26	7	1	2	3	0	142	12	0	0	1	0	0	0	13
P/TOT	347	105	23	12	11	6	0	504	35	3	0	2	0	0	0	40

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	A TO C FROM B4047 TO A40 (W)								B TO A FROM A40 (SE) TO B4047							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	47	11	1	0	0	0	0	59	2	0	0	0	0	0	0	2
16:15	43	10	1	0	1	1	1	57	2	1	2	0	0	0	0	5
16:30	31	11	4	0	1	0	0	47	8	1	0	0	0	0	0	9
16:45	32	8	1	2	0	0	0	43	0	0	0	0	0	0	0	0
H/TOT	153	40	7	2	2	1	1	206	12	2	2	0	0	0	0	16
17:00	64	12	1	0	0	0	0	77	2	0	0	0	0	0	0	2
17:15	37	5	1	0	0	0	0	43	5	0	0	0	0	0	0	5
17:30	39	4	1	0	1	0	0	45	3	0	0	0	0	0	0	3
17:45	46	4	0	0	1	0	0	51	3	0	0	0	0	0	0	3
H/TOT	186	25	3	0	2	0	0	216	13	0	0	0	0	0	0	13
18:00	37	6	0	0	0	0	1	44	5	0	0	0	0	0	0	5
18:15	27	5	1	0	1	1	0	35	4	0	0	0	0	0	0	4
18:30	19	2	0	0	1	0	0	22	2	0	0	0	0	0	0	2
18:45	33	3	0	0	1	0	0	37	3	0	0	0	0	0	0	3
H/TOT	116	16	1	0	3	1	1	138	14	0	0	0	0	0	0	14
P/TOT	455	81	11	2	7	2	2	560	39	2	2	0	0	0	0	43

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	B TO B FROM A40 (SE) TO A40 (SE)								B TO C FROM A40 (SE) TO A40 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	71	39	4	11	0	1	0	126
07:15	0	0	0	0	0	0	0	0	72	37	5	15	0	1	0	130
07:30	0	0	0	0	0	0	0	0	80	39	6	4	0	0	0	129
07:45	0	0	0	0	0	0	0	0	92	28	7	6	0	2	0	135
H/TOT	0	0	0	0	0	0	0	0	315	143	22	36	0	4	0	520
08:00	0	0	0	0	0	0	0	0	77	22	6	9	0	0	0	114
08:15	0	0	0	0	0	0	0	0	85	14	4	8	0	1	0	112
08:30	0	0	0	0	0	0	0	0	84	25	7	12	1	0	0	129
08:45	0	0	0	0	0	0	0	0	85	21	6	7	0	0	0	119
H/TOT	0	0	0	0	0	0	0	0	331	82	23	36	1	1	0	474
09:00	0	0	0	0	0	0	0	0	110	30	11	9	0	2	0	162
09:15	0	0	0	0	0	0	0	0	75	23	9	16	0	1	0	124
09:30	0	0	0	0	0	0	0	0	74	26	10	13	1	0	0	124
09:45	0	0	0	0	0	0	0	0	80	18	5	10	5	1	0	119
H/TOT	0	0	0	0	0	0	0	0	339	97	35	48	6	4	0	529
P/TOT	0	0	0	0	0	0	0	0	985	322	80	120	7	9	0	1523

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	B TO B FROM A40 (SE) TO A40 (SE)								B TO C FROM A40 (SE) TO A40 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	103	27	8	6	0	2	0	146
16:15	0	0	0	0	0	0	0	0	112	38	4	2	1	2	0	159
16:30	0	0	0	0	0	0	0	0	103	35	6	2	0	0	0	146
16:45	0	0	0	0	0	0	0	0	120	24	4	2	1	1	0	152
H/TOT	0	0	0	0	0	0	0	0	438	124	22	12	2	5	0	603
17:00	0	0	0	0	0	0	0	0	121	24	1	5	1	6	0	158
17:15	0	0	0	0	0	0	0	0	124	12	2	10	0	3	0	151
17:30	0	0	0	0	0	0	0	0	116	18	4	4	0	0	0	142
17:45	0	0	0	0	0	0	0	0	113	10	5	0	0	1	0	129
H/TOT	0	0	0	0	0	0	0	0	474	64	12	19	1	10	0	580
18:00	0	0	0	0	0	0	0	0	122	15	5	2	0	1	0	145
18:15	0	0	0	0	0	0	0	0	108	18	2	1	0	4	0	133
18:30	0	0	0	0	0	0	0	0	114	9	2	0	0	2	0	127
18:45	0	0	0	0	0	0	0	0	84	11	0	1	0	1	0	97
H/TOT	0	0	0	0	0	0	0	0	428	53	9	4	0	8	0	502
P/TOT	0	0	0	0	0	0	0	0	1340	241	43	35	3	23	0	1685

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	C TO A FROM A40 (W) TO B4047								C TO B FROM A40 (W) TO A40 (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	8	3	1	0	0	0	31	111	60	5	6	0	2	0	184
07:15	25	10	3	0	2	0	0	40	88	32	9	12	0	2	0	143
07:30	24	16	2	0	1	1	0	44	99	32	2	10	0	3	0	146
07:45	32	14	6	2	1	0	0	55	107	27	10	4	0	2	0	150
H/TOT	100	48	14	3	4	1	0	170	405	151	26	32	0	9	0	623
08:00	39	15	2	1	0	0	0	57	95	22	7	4	0	1	0	129
08:15	50	13	2	1	1	0	0	67	130	29	3	7	1	0	0	170
08:30	60	12	0	2	1	0	0	75	116	25	10	7	0	1	0	159
08:45	44	8	1	0	0	0	0	53	89	22	7	4	0	1	0	123
H/TOT	193	48	5	4	2	0	0	252	430	98	27	22	1	3	0	581
09:00	36	6	3	0	1	0	0	46	102	26	10	6	1	2	0	147
09:15	26	4	4	1	0	0	0	35	117	24	10	7	0	1	0	159
09:30	35	6	1	3	1	0	0	46	99	23	13	5	0	1	0	141
09:45	23	4	1	0	1	0	0	29	111	28	12	19	2	0	0	172
H/TOT	120	20	9	4	3	0	0	156	429	101	45	37	3	4	0	619
P/TOT	413	116	28	11	9	1	0	578	1264	350	98	91	4	16	0	1823

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	C TO A FROM A40 (W) TO B4047								C TO B FROM A40 (W) TO A40 (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	36	17	4	3	2	0	0	62	93	25	2	5	0	2	0	127
16:15	30	14	1	0	2	1	0	48	115	21	3	7	1	2	0	149
16:30	40	17	0	1	0	0	0	58	103	23	2	7	1	0	0	136
16:45	35	16	0	1	2	0	0	54	107	14	2	5	1	2	0	131
H/TOT	141	64	5	5	6	1	0	222	418	83	9	24	3	6	0	543
17:00	50	6	0	0	1	3	0	60	115	16	2	4	1	0	0	138
17:15	39	4	0	0	0	0	0	43	126	21	2	4	0	3	0	156
17:30	31	8	0	0	1	0	0	40	124	15	3	4	0	4	0	150
17:45	40	5	0	0	0	1	0	46	105	11	2	2	0	0	0	120
H/TOT	160	23	0	0	2	4	0	189	470	63	9	14	1	7	0	564
18:00	24	2	0	0	0	0	1	27	82	9	1	1	1	2	0	96
18:15	20	4	1	1	1	0	0	27	88	7	5	3	1	1	0	105
18:30	17	4	0	0	1	0	0	22	82	12	2	2	0	1	0	99
18:45	20	2	1	0	1	0	0	24	79	7	0	6	2	2	0	96
H/TOT	81	12	2	1	3	0	1	100	331	35	8	12	4	6	0	396
P/TOT	382	99	7	6	11	5	1	511	1219	181	26	50	8	19	0	1503

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	C TO C							
	FROM A40 (W) TO A40 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	2	1	0	0	0	0	0	3

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	C TO C							
	FROM A40 (W) TO A40 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
17:00	2	0	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	1
17:30	1	0	0	0	0	1	0	2
17:45	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	1	0	5
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3
P/TOT	8	0	0	0	0	1	0	9

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	TO ARM A B4047								FROM ARM A B4047							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	8	3	1	0	0	0	33	24	19	1	1	0	0	0	45
07:15	28	10	3	0	2	0	0	43	25	15	4	2	1	0	0	47
07:30	27	17	2	0	1	1	0	48	29	11	2	4	2	0	0	48
07:45	32	14	6	2	1	0	0	55	43	8	2	0	3	0	0	56
H/TOT	108	49	14	3	4	1	0	179	121	53	9	7	6	0	0	196
08:00	40	15	2	1	0	0	0	58	43	9	0	0	0	2	0	54
08:15	55	13	2	2	1	0	0	73	38	9	3	3	1	0	0	54
08:30	63	14	0	2	1	0	0	80	36	8	1	0	1	1	0	47
08:45	50	8	1	0	0	0	0	59	24	5	5	1	1	0	0	36
H/TOT	208	50	5	5	2	0	0	270	141	31	9	4	3	3	0	191
09:00	41	6	3	0	1	0	0	51	19	6	3	1	0	1	0	30
09:15	31	4	4	1	0	0	0	40	37	9	2	0	0	0	0	48
09:30	37	6	1	4	1	0	0	49	34	9	3	1	1	1	0	49
09:45	25	4	1	0	1	0	0	31	27	4	0	1	1	1	0	34
H/TOT	134	20	9	5	3	0	0	171	117	28	8	3	2	3	0	161
P/TOT	450	119	28	13	9	1	0	620	379	112	26	14	11	6	0	548

MANUAL CLASSIFIED COUNTS

JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

LOCATION: B4047 / A40 (SE) / A40 (W)



DATE: 16/06/2022

DAY: THURSDAY

TIME	TO ARM A B4047								FROM ARM A B4047							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	38	17	4	3	2	0	0	64	53	14	1	0	0	0	0	68
16:15	32	15	3	0	2	1	0	53	46	10	2	0	1	1	1	61
16:30	49	18	0	1	0	0	0	68	42	11	4	0	1	0	0	58
16:45	35	16	0	1	2	0	0	54	38	8	1	2	0	0	0	49
H/TOT	154	66	7	5	6	1	0	239	179	43	8	2	2	1	1	236
17:00	52	6	0	0	1	3	0	62	74	13	2	0	0	0	0	89
17:15	44	4	0	0	0	0	0	48	45	5	1	0	0	0	0	51
17:30	35	8	0	0	1	0	0	44	42	4	2	0	1	0	0	49
17:45	43	5	0	0	0	1	0	49	49	5	0	0	1	0	0	55
H/TOT	174	23	0	0	2	4	0	203	210	27	5	0	2	0	0	244
18:00	29	2	0	0	0	0	1	32	41	6	0	0	0	0	1	48
18:15	24	4	1	1	1	0	0	31	28	5	1	0	1	1	0	36
18:30	21	4	0	0	1	0	0	26	24	2	0	0	1	0	0	27
18:45	24	2	1	0	1	0	0	28	37	3	0	0	1	0	0	41
H/TOT	98	12	2	1	3	0	1	117	130	16	1	0	3	1	1	152
P/TOT	426	101	9	6	11	5	1	559	519	86	14	2	7	2	2	632

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	TO ARM B A40 (SE)								FROM ARM B A40 (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	114	61	5	6	0	2	0	188	73	39	4	11	0	1	0	128
07:15	89	32	9	12	0	2	0	144	75	37	5	15	0	1	0	133
07:30	100	33	2	10	0	3	0	148	83	40	6	4	0	0	0	133
07:45	110	27	10	4	0	2	0	153	92	28	7	6	0	2	0	135
H/TOT	413	153	26	32	0	9	0	633	323	144	22	36	0	4	0	529
08:00	96	22	7	4	0	1	0	130	78	22	6	9	0	0	0	115
08:15	134	30	3	7	1	0	0	175	90	14	4	9	0	1	0	118
08:30	120	26	10	7	0	1	0	164	87	27	7	12	1	0	0	134
08:45	90	23	9	4	0	1	0	127	91	21	6	7	0	0	0	125
H/TOT	440	101	29	22	1	3	0	596	346	84	23	37	1	1	0	492
09:00	105	26	10	6	1	2	0	150	115	30	11	9	0	2	0	167
09:15	118	25	10	7	0	1	0	161	79	23	9	16	0	1	0	128
09:30	105	24	14	6	0	1	0	150	76	26	10	14	1	0	0	127
09:45	113	28	12	20	2	0	0	175	81	18	5	10	5	1	0	120
H/TOT	441	103	46	39	3	4	0	636	351	97	35	49	6	4	0	542
P/TOT	1294	357	101	93	4	16	0	1865	1020	325	80	122	7	9	0	1563

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	TO ARM B A40 (SE)								FROM ARM B A40 (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	99	28	2	5	0	2	0	136	105	27	8	6	0	2	0	148
16:15	118	21	4	7	1	2	0	153	114	39	6	2	1	2	0	164
16:30	113	23	2	7	1	0	0	146	111	36	6	2	0	0	0	155
16:45	113	14	2	5	1	2	0	137	120	24	4	2	1	1	0	152
H/TOT	443	86	10	24	3	6	0	572	450	126	24	12	2	5	0	619
17:00	125	17	3	4	1	0	0	150	123	24	1	5	1	6	0	160
17:15	134	21	2	4	0	3	0	164	129	12	2	10	0	3	0	156
17:30	126	15	4	4	0	4	0	153	119	18	4	4	0	0	0	145
17:45	108	12	2	2	0	0	0	124	116	10	5	0	0	1	0	132
H/TOT	493	65	11	14	1	7	0	591	487	64	12	19	1	10	0	593
18:00	86	9	1	1	1	2	0	100	127	15	5	2	0	1	0	150
18:15	89	7	5	3	1	1	0	106	112	18	2	1	0	4	0	137
18:30	85	12	2	2	0	1	0	102	116	9	2	0	0	2	0	129
18:45	82	7	0	6	2	2	0	99	87	11	0	1	0	1	0	100
H/TOT	342	35	8	12	4	6	0	407	442	53	9	4	0	8	0	516
P/TOT	1278	186	29	50	8	19	0	1570	1379	243	45	35	3	23	0	1728

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	TO ARM C A40 (W)								FROM ARM C A40 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	92	57	5	12	0	1	0	167	130	68	8	7	0	2	0	215
07:15	96	53	9	17	1	1	0	177	113	43	12	12	2	2	0	184
07:30	108	49	8	8	2	0	0	175	123	48	4	10	1	4	0	190
07:45	132	36	9	6	3	2	0	188	139	41	16	6	1	2	0	205
H/TOT	428	195	31	43	6	4	0	707	505	200	40	35	4	10	0	794
08:00	119	31	6	9	0	2	0	167	134	37	9	5	0	1	0	186
08:15	120	22	7	11	1	1	0	162	181	42	5	8	2	0	0	238
08:30	117	32	8	12	2	1	0	172	177	37	10	9	1	1	0	235
08:45	108	25	9	8	1	0	0	151	133	30	8	4	0	1	0	176
H/TOT	464	110	30	40	4	4	0	652	625	146	32	26	3	3	0	835
09:00	126	36	14	10	0	3	0	189	138	32	13	6	2	2	0	193
09:15	110	31	11	16	0	1	0	169	143	28	14	8	0	1	0	194
09:30	102	34	12	13	2	1	0	164	134	29	14	8	1	1	0	187
09:45	104	22	5	10	6	2	0	149	134	32	13	19	3	0	0	201
H/TOT	442	123	42	49	8	7	0	671	549	121	54	41	6	4	0	775
P/TOT	1334	428	103	132	18	15	0	2030	1679	467	126	102	13	17	0	2404

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

TIME	TO ARM C A40 (W)								FROM ARM C A40 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	150	38	9	6	0	2	0	205	129	42	6	8	2	2	0	189
16:15	156	48	5	2	2	3	1	217	146	35	4	7	3	3	0	198
16:30	134	46	10	2	1	0	0	193	143	40	2	8	1	0	0	194
16:45	152	32	5	4	1	1	0	195	142	30	2	6	3	2	0	185
H/TOT	592	164	29	14	4	6	1	810	560	147	14	29	9	7	0	766
17:00	187	36	2	5	1	6	0	237	167	22	2	4	2	3	0	200
17:15	162	17	3	10	0	3	0	195	166	25	2	4	0	3	0	200
17:30	156	22	5	4	1	1	0	189	156	23	3	4	1	5	0	192
17:45	159	14	5	0	1	1	0	180	145	16	2	2	0	1	0	166
H/TOT	664	89	15	19	3	11	0	801	634	86	9	14	3	12	0	758
18:00	160	21	5	2	0	1	1	190	107	11	1	1	1	2	1	124
18:15	135	23	3	1	1	5	0	168	108	11	6	4	2	1	0	132
18:30	135	11	2	0	1	2	0	151	101	16	2	2	1	1	0	123
18:45	117	14	0	1	1	1	0	134	99	9	1	6	3	2	0	120
H/TOT	547	69	10	4	3	9	1	643	415	47	10	13	7	6	1	499
P/TOT	1803	322	54	37	10	26	2	2254	1609	280	33	56	19	25	1	2023

QUEUE LENGTHS

JOB REF: 11419



JOB NAME: MINSTER LOVELL

SITE: 1

DATE: 16/06/2022

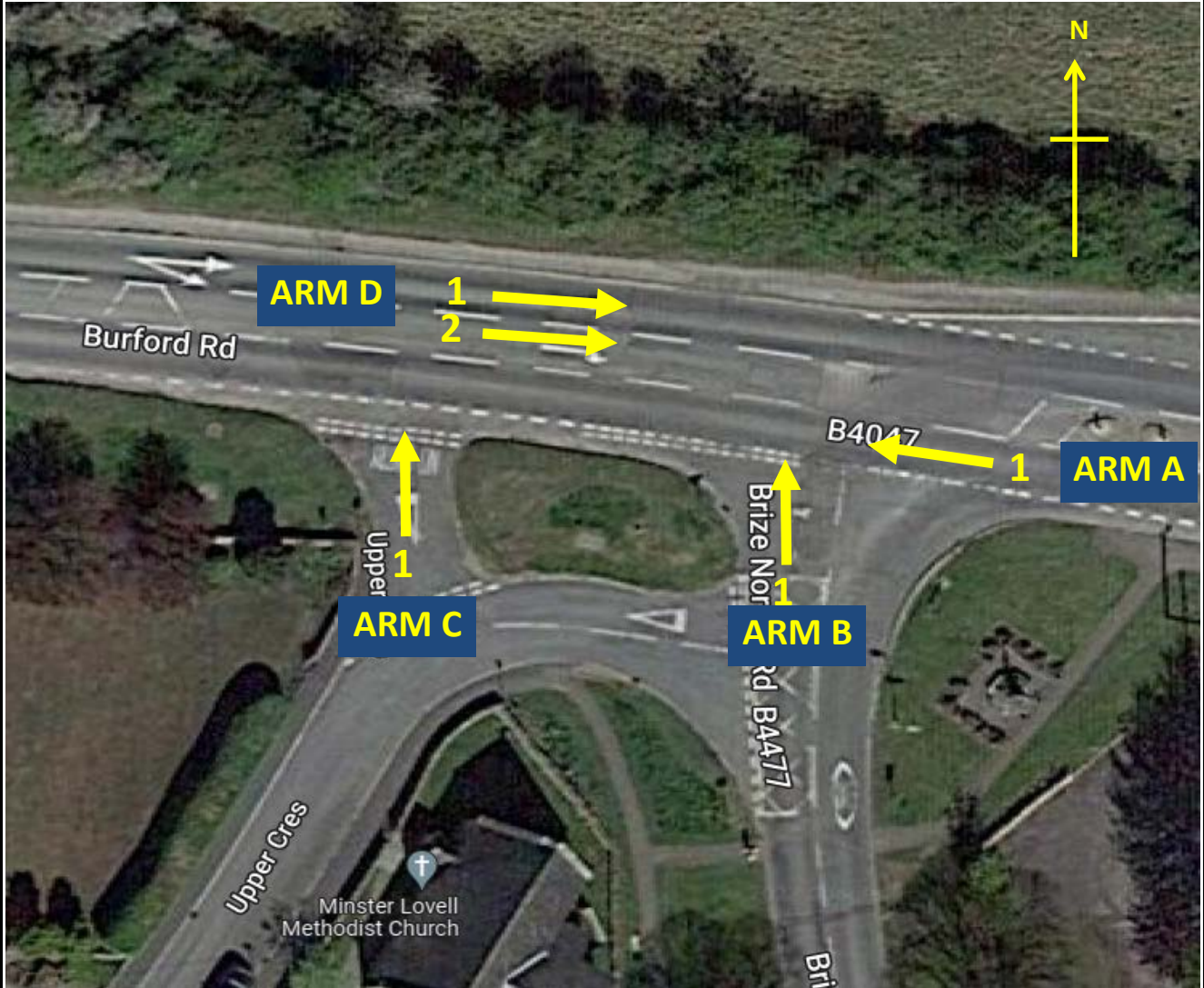
LOCATION: B4047 / A40 (SE) / A40 (W)

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A B4047	ARM B A40 (SE)		ARM C A40 (W)		TIME	ARM A B4047	ARM B A40 (SE)		ARM C A40 (W)	
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	16:00	2	0	0	0	0
07:05	1	0	0	0	0	16:05	0	1	0	0	0
07:10	0	0	0	0	0	16:10	0	0	0	0	0
07:15	0	0	0	0	0	16:15	1	0	0	0	0
07:20	0	0	0	0	0	16:20	0	0	0	0	0
07:25	0	0	0	0	0	16:25	0	0	0	0	0
07:30	0	0	0	0	0	16:30	0	1	0	0	0
07:35	0	0	0	0	0	16:35	0	0	0	0	0
07:40	0	0	0	0	0	16:40	0	0	0	0	0
07:45	0	0	0	0	0	16:45	0	0	0	0	0
07:50	1	0	0	0	0	16:50	0	0	0	0	0
07:55	0	0	0	0	0	16:55	0	0	0	0	0
08:00	0	0	0	0	0	17:00	0	0	0	0	0
08:05	0	0	0	0	0	17:05	0	0	0	0	0
08:10	0	0	0	0	0	17:10	0	0	0	0	0
08:15	1	0	0	0	0	17:15	1	2	0	0	0
08:20	1	0	0	0	0	17:20	0	0	0	0	0
08:25	3	0	0	0	0	17:25	0	0	0	0	0
08:30	0	0	0	0	0	17:30	0	0	0	0	0
08:35	0	0	0	0	0	17:35	0	0	0	0	0
08:40	0	0	0	0	0	17:40	0	0	0	0	0
08:45	0	0	0	0	0	17:45	0	0	0	0	0
08:50	0	0	0	0	0	17:50	0	0	0	0	0
08:55	0	0	0	0	0	17:55	0	0	0	0	0
09:00	0	0	0	0	0	18:00	0	0	0	0	0
09:05	0	0	0	0	0	18:05	0	0	0	0	0
09:10	0	0	0	0	0	18:10	0	0	0	0	0
09:15	0	0	0	0	0	18:15	0	1	0	0	0
09:20	0	0	0	0	0	18:20	0	0	0	0	0
09:25	0	0	0	0	0	18:25	0	0	0	0	0
09:30	0	0	0	0	0	18:30	0	0	0	0	0
09:35	0	0	0	0	0	18:35	0	0	0	0	0
09:40	0	0	0	0	0	18:40	0	0	0	0	0
09:45	0	0	0	0	0	18:45	0	0	0	0	0
09:50	0	0	0	0	0	18:50	0	0	0	0	0
09:55	1	0	0	0	0	18:55	0	0	0	0	0

SITE: 3		DATE: 16TH JUNE 2022
LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD		DAY: THURSDAY



JOB TITLE: MINSTER LOVELL	JOB NUMBER: 11419
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MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	A TO B FROM B4047 BURFORD ROAD (E) TO BRIZE NORTON ROAD								A TO C FROM B4047 BURFORD ROAD (E) TO UPPER CRESENT							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	8	2	1	0	0	0	24	0	0	0	0	0	0	0	0
07:15	14	5	1	0	0	1	0	21	0	0	0	0	0	0	0	0
07:30	20	12	1	0	0	1	2	36	1	0	0	0	0	0	0	1
07:45	25	5	0	0	0	1	0	31	1	0	0	0	0	0	0	1
H/TOT	72	30	4	1	0	3	2	112	2	0	0	0	0	0	0	2
08:00	17	8	1	0	1	0	0	27	0	0	0	0	0	0	0	0
08:15	28	11	0	0	0	0	0	39	0	0	0	0	0	0	0	0
08:30	22	3	0	0	0	0	0	25	2	0	0	0	0	0	0	2
08:45	28	7	2	0	0	0	0	37	1	1	0	0	0	0	0	2
H/TOT	95	29	3	0	1	0	0	128	3	1	0	0	0	0	0	4
09:00	27	5	1	0	1	0	3	37	0	0	0	0	0	0	0	0
09:15	22	6	2	0	0	0	0	30	2	1	1	0	0	0	0	4
09:30	27	5	3	1	0	0	0	36	2	0	0	0	0	0	0	2
09:45	19	5	3	0	1	0	0	28	1	0	0	0	0	0	0	1
H/TOT	95	21	9	1	2	0	3	131	5	1	1	0	0	0	0	7
P/TOT	262	80	16	2	3	3	5	371	10	2	1	0	0	0	0	13

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	A TO B FROM B4047 BURFORD ROAD (E) TO BRIZE NORTON ROAD								A TO C FROM B4047 BURFORD ROAD (E) TO UPPER CRESENT							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	39	17	1	0	1	2	0	60	1	1	0	0	0	0	0	2
16:15	30	8	2	0	0	0	0	40	1	0	0	0	0	0	0	1
16:30	43	19	2	0	0	1	1	66	1	1	0	0	0	0	0	2
16:45	58	6	0	0	0	1	0	65	1	0	0	0	0	0	0	1
H/TOT	170	50	5	0	1	4	1	231	4	2	0	0	0	0	0	6
17:00	52	10	0	0	1	1	1	65	1	1	0	0	0	0	0	2
17:15	58	6	4	0	0	0	0	68	0	0	0	0	0	0	0	0
17:30	47	14	0	0	0	0	1	62	2	1	0	0	0	0	0	3
17:45	35	9	1	0	0	1	0	46	1	0	0	0	0	0	0	1
H/TOT	192	39	5	0	1	2	2	241	4	2	0	0	0	0	0	6
18:00	39	8	0	0	1	2	0	50	3	0	0	0	0	0	0	3
18:15	32	7	1	0	0	1	1	42	1	1	0	0	0	0	0	2
18:30	26	7	0	0	0	2	0	35	0	2	0	0	0	0	1	3
18:45	35	2	0	0	0	1	3	41	1	0	0	0	0	0	0	1
H/TOT	132	24	1	0	1	6	4	168	5	3	0	0	0	0	1	9
P/TOT	494	113	11	0	3	12	7	640	13	7	0	0	0	0	1	21

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	A TO D								B TO A							
	FROM B4047 BURFORD ROAD (E) TO B4047 BURFORD ROAD (W)								FROM BRIZE NORTON ROAD TO B4047 BURFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	22	11	2	1	0	0	0	36	20	9	3	0	1	0	1	34
07:15	23	18	2	4	1	0	0	48	29	10	1	0	0	1	1	42
07:30	24	6	2	2	2	0	0	36	30	17	2	0	0	0	0	49
07:45	42	11	1	0	2	0	0	56	44	15	2	0	0	0	1	62
H/TOT	111	46	7	7	5	0	0	176	123	51	8	0	1	1	3	187
08:00	35	8	1	0	1	0	0	45	41	14	2	1	1	1	0	60
08:15	28	8	3	2	1	0	0	42	35	8	3	0	1	1	1	49
08:30	41	3	0	0	1	1	0	46	45	9	1	0	0	0	1	56
08:45	23	4	2	1	0	1	0	31	46	6	0	0	0	0	0	52
H/TOT	127	23	6	3	3	2	0	164	167	37	6	1	2	2	2	217
09:00	28	7	2	1	0	0	0	38	34	4	1	0	1	0	0	40
09:15	28	9	3	0	1	0	0	41	29	6	2	0	0	2	0	39
09:30	26	5	3	0	0	0	0	34	24	5	2	0	0	0	0	31
09:45	30	5	1	0	1	1	0	38	25	10	0	0	0	0	1	36
H/TOT	112	26	9	1	2	1	0	151	112	25	5	0	1	2	1	146
P/TOT	350	95	22	11	10	3	0	491	402	113	19	1	4	5	6	550

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	A TO D								B TO A							
	FROM B4047 BURFORD ROAD (E) TO B4047 BURFORD ROAD (W)								FROM BRIZE NORTON ROAD TO B4047 BURFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	45	10	0	0	1	1	0	57	24	6	1	0	1	0	0	32
16:15	49	14	1	0	0	0	0	64	31	2	0	0	1	1	0	35
16:30	36	10	1	0	1	0	0	48	24	10	0	0	0	0	0	34
16:45	48	8	0	1	0	0	0	57	33	14	0	0	0	2	0	49
H/TOT	178	42	2	1	2	1	0	226	112	32	1	0	2	3	0	150
17:00	54	12	0	0	0	1	0	67	41	7	1	0	0	1	0	50
17:15	40	6	1	0	0	0	0	47	31	4	1	0	1	0	0	37
17:30	47	6	1	0	1	0	0	55	24	7	0	0	0	1	1	33
17:45	40	5	0	0	0	0	0	45	25	2	1	0	0	0	0	28
H/TOT	181	29	2	0	1	1	0	214	121	20	3	0	1	2	1	148
18:00	39	6	1	0	1	0	0	47	34	4	0	0	0	1	0	39
18:15	33	3	1	0	0	0	1	38	22	3	0	0	1	4	0	30
18:30	32	4	0	0	1	0	0	37	28	2	0	0	0	1	0	31
18:45	35	4	1	0	1	0	0	41	31	1	0	0	0	0	0	32
H/TOT	139	17	3	0	3	0	1	163	115	10	0	0	1	6	0	132
P/TOT	498	88	7	1	6	2	1	603	348	62	4	0	4	11	1	430

MANUAL CLASSIFIED COUNTS

JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)



DATE: 16/06/2022

DAY: THURSDAY

TIME	B TO C FROM BRIZE NORTON ROAD TO UPPER CRESENT								B TO D FROM BRIZE NORTON ROAD TO B4047 BURFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	5
07:15	1	0	0	0	0	0	0	1	5	8	0	0	0	0	0	13
07:30	1	1	0	0	0	0	0	2	3	4	0	0	0	0	0	7
07:45	2	1	0	0	0	0	0	3	4	0	0	0	1	0	0	5
H/TOT	5	2	0	0	0	0	0	7	15	14	0	0	1	0	0	30
08:00	4	0	0	0	0	0	0	4	8	1	0	1	0	0	0	10
08:15	2	1	0	0	0	0	0	3	8	3	1	0	0	0	0	12
08:30	3	3	0	0	0	0	0	6	2	3	0	0	0	0	0	5
08:45	1	0	0	0	0	0	0	1	8	1	0	0	1	0	0	10
H/TOT	10	4	0	0	0	0	0	14	26	8	1	1	1	0	0	37
09:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
09:15	1	1	0	0	0	0	0	2	4	3	0	0	0	0	0	7
09:30	0	0	0	0	0	0	0	0	4	2	0	0	0	1	0	7
09:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
H/TOT	1	1	0	0	0	0	0	2	23	5	0	0	0	1	1	30
P/TOT	16	7	0	0	0	0	0	23	64	27	1	1	2	1	1	97

MANUAL CLASSIFIED COUNTS

JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)



DATE: 16/06/2022

DAY: THURSDAY

TIME	B TO C								B TO D							
	FROM BRIZE NORTON ROAD TO UPPER CRESENT								FROM BRIZE NORTON ROAD TO B4047 BURFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	5
16:15	1	2	0	0	0	0	0	3	4	2	0	0	0	1	0	7
16:30	1	0	0	0	0	0	0	1	9	2	2	0	0	0	0	13
16:45	4	0	0	0	0	0	0	4	11	1	0	1	0	0	0	13
H/TOT	7	2	0	0	0	0	0	9	27	7	2	1	0	1	0	38
17:00	1	0	0	0	0	0	0	1	8	2	1	0	0	0	0	11
17:15	2	0	0	0	0	0	0	2	9	0	2	0	0	0	0	11
17:30	2	0	0	0	0	0	0	2	11	1	0	0	0	0	0	12
17:45	4	0	0	0	0	0	0	4	7	1	0	0	0	0	0	8
H/TOT	9	0	0	0	0	0	0	9	35	4	3	0	0	0	0	42
18:00	2	1	1	0	0	0	0	4	5	0	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	7	2	0	0	0	1	0	10
18:30	2	1	0	0	0	0	0	3	6	1	0	0	0	0	0	7
18:45	2	1	0	0	0	0	0	3	5	0	0	0	0	0	0	5
H/TOT	6	3	1	0	0	0	0	10	23	3	0	0	0	1	0	27
P/TOT	22	5	1	0	0	0	0	28	85	14	5	1	0	2	0	107

MANUAL CLASSIFIED COUNTS

JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)



DATE: 16/06/2022

DAY: THURSDAY

TIME	C TO A								C TO B							
	FROM UPPER CRESENT TO B4047 BURFORD ROAD (E)								FROM UPPER CRESENT TO BRIZE NORTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	4	1	0	0	0	0	0	5	3	1	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
09:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:30	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4	4	2	0	0	0	0	0	6
P/TOT	10	2	0	0	0	0	0	12	11	3	0	0	0	0	0	14

MANUAL CLASSIFIED COUNTS

JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)



DATE: 16/06/2022

DAY: THURSDAY

TIME	C TO A FROM UPPER CRESENT TO B4047 BURFORD ROAD (E)								C TO B FROM UPPER CRESENT TO BRIZE NORTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	3	2	0	0	0	0	0	5	3	1	0	0	0	0	0	4
17:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	7	2	0	0	0	0	0	9	1	0	0	0	0	0	0	1
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
P/TOT	14	4	0	0	0	0	0	18	5	1	0	0	0	0	0	6

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	C TO D								D TO A							
	FROM UPPER CRESENT TO B4047 BURFORD ROAD (W)								FROM B4047 BURFORD ROAD (W) TO B4047 BURFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	15	8	2	0	0	1	0	26
07:15	1	1	0	0	0	0	0	2	28	8	1	1	1	0	0	39
07:30	0	0	0	0	0	0	0	0	29	13	4	0	1	0	0	47
07:45	1	0	0	0	0	0	0	1	36	11	2	1	1	1	0	52
H/TOT	2	1	0	0	0	0	0	3	108	40	9	2	3	2	0	164
08:00	0	0	0	0	0	0	0	0	40	16	3	1	0	0	0	60
08:15	0	0	0	0	0	0	0	0	41	9	3	0	1	0	0	54
08:30	0	0	0	0	0	0	0	0	67	9	1	2	1	0	0	80
08:45	0	0	0	0	0	0	0	0	51	6	0	0	0	0	0	57
H/TOT	0	0	0	0	0	0	0	0	199	40	7	3	2	0	0	251
09:00	0	0	0	0	0	0	0	0	40	5	2	0	1	0	0	48
09:15	0	0	0	0	0	0	0	0	28	6	2	1	0	1	0	38
09:30	0	0	0	0	0	0	0	0	35	8	2	3	0	0	0	48
09:45	0	0	0	0	0	0	0	0	24	4	0	0	2	0	0	30
H/TOT	0	0	0	0	0	0	0	0	127	23	6	4	3	1	0	164
P/TOT	2	1	0	0	0	0	0	3	434	103	22	9	8	3	0	579

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	C TO D								D TO A							
	FROM UPPER CRESENT TO B4047 BURFORD ROAD (W)								FROM B4047 BURFORD ROAD (W) TO B4047 BURFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	33	11	1	2	2	0	0	49
16:15	0	0	0	0	0	0	0	0	35	14	2	1	2	1	0	55
16:30	0	0	0	0	0	0	0	0	48	16	0	1	0	0	0	65
16:45	0	0	0	0	0	0	0	0	54	11	0	1	1	0	0	67
H/TOT	1	0	0	0	0	0	0	1	170	52	3	5	5	1	0	236
17:00	0	0	0	0	0	0	0	0	64	10	0	1	4	0	0	79
17:15	0	0	0	0	0	0	0	0	48	5	0	0	0	0	0	53
17:30	0	0	0	0	0	0	0	0	42	8	1	0	1	0	2	54
17:45	0	0	0	0	0	0	0	0	35	5	0	0	0	0	0	40
H/TOT	0	0	0	0	0	0	0	0	189	28	1	1	5	0	2	226
18:00	0	0	0	0	0	0	0	0	36	2	0	0	0	1	1	40
18:15	0	0	0	0	0	0	0	0	18	3	0	0	1	0	0	22
18:30	0	0	0	0	0	0	0	0	24	4	1	1	1	0	0	31
18:45	0	0	0	0	0	0	0	0	18	4	1	0	1	0	0	24
H/TOT	0	0	0	0	0	0	0	0	96	13	2	1	3	1	1	117
P/TOT	1	0	0	0	0	0	0	1	455	93	6	7	13	2	3	579

MANUAL CLASSIFIED COUNTS

JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)



DATE: 16/06/2022

DAY: THURSDAY

TIME	D TO B FROM B4047 BURFORD ROAD (W) TO BRIZE NORTON ROAD								D TO C FROM B4047 BURFORD ROAD (W) TO UPPER CRESENT							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:30	4	4	0	0	0	0	0	8	0	0	0	0	0	0	0	0
07:45	7	2	2	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	15	9	2	0	0	0	0	26	0	0	0	0	0	0	0	0
08:00	9	1	0	1	0	0	0	11	0	0	0	0	0	0	0	0
08:15	9	1	1	0	0	0	0	11	0	0	0	0	0	0	0	0
08:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45	5	6	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	28	8	1	1	0	0	0	38	0	0	0	0	0	0	0	0
09:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:15	5	2	1	0	0	0	0	8	0	0	0	0	0	0	0	0
09:30	7	0	2	0	0	0	0	9	0	0	0	0	0	0	0	0
09:45	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	23	3	4	0	0	0	0	30	0	0	0	0	0	0	0	0
P/TOT	66	20	7	1	0	0	0	94	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	D TO B FROM B4047 BURFORD ROAD (W) TO BRIZE NORTON ROAD								D TO C FROM B4047 BURFORD ROAD (W) TO UPPER CRESENT							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	1	3	0	0	0	0	11	0	0	0	0	0	0	0	0
16:15	9	5	0	0	0	0	0	14	0	0	0	0	0	0	0	0
16:30	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16:45	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
H/TOT	33	12	3	0	0	0	0	48	0	0	0	0	0	0	0	0
17:00	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
17:15	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:45	8	1	0	0	0	1	0	10	0	0	0	0	0	0	0	0
H/TOT	29	5	0	0	0	1	0	35	0	0	0	0	0	0	0	0
18:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:15	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
18:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	32	3	0	0	0	0	0	35	0	0	0	0	0	0	0	0
P/TOT	94	20	3	0	0	1	0	118	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	TO ARM A B4047 BURFORD ROAD (E)								FROM ARM A B4047 BURFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	17	5	0	1	1	1	60	35	19	4	2	0	0	0	60
07:15	59	19	2	1	1	1	1	84	37	23	3	4	1	1	0	69
07:30	60	30	6	0	1	0	0	97	45	18	3	2	2	1	2	73
07:45	81	26	4	1	1	1	1	115	68	16	1	0	2	1	0	88
H/TOT	235	92	17	2	4	3	3	356	185	76	11	8	5	3	2	290
08:00	81	30	5	2	1	1	0	120	52	16	2	0	2	0	0	72
08:15	77	17	6	0	2	1	1	104	56	19	3	2	1	0	0	81
08:30	112	18	2	2	1	0	1	136	65	6	0	0	1	1	0	73
08:45	99	12	0	0	0	0	0	111	52	12	4	1	0	1	0	70
H/TOT	369	77	13	4	4	2	2	471	225	53	9	3	4	2	0	296
09:00	75	9	3	0	2	0	0	89	55	12	3	1	1	0	3	75
09:15	57	12	4	1	0	3	0	77	52	16	6	0	1	0	0	75
09:30	60	14	4	3	0	0	0	81	55	10	6	1	0	0	0	72
09:45	50	14	0	0	2	0	1	67	50	10	4	0	2	1	0	67
H/TOT	242	49	11	4	4	3	1	314	212	48	19	2	4	1	3	289
P/TOT	846	218	41	10	12	8	6	1141	622	177	39	13	13	6	5	875

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	TO ARM A B4047 BURFORD ROAD (E)								FROM ARM A B4047 BURFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	59	18	2	2	3	0	0	84	85	28	1	0	2	3	0	119
16:15	66	16	2	1	3	2	0	90	80	22	3	0	0	0	0	105
16:30	73	27	0	1	0	0	0	101	80	30	3	0	1	1	1	116
16:45	87	25	0	1	1	2	0	116	107	14	0	1	0	1	0	123
H/TOT	285	86	4	5	7	4	0	391	352	94	7	1	3	5	1	463
17:00	106	18	1	1	4	1	0	131	107	23	0	0	1	2	1	134
17:15	81	9	1	0	1	0	0	92	98	12	5	0	0	0	0	115
17:30	66	16	1	0	1	1	3	88	96	21	1	0	1	0	1	120
17:45	64	7	1	0	0	0	0	72	76	14	1	0	0	1	0	92
H/TOT	317	50	4	1	6	2	3	383	377	70	7	0	2	3	2	461
18:00	72	6	0	0	0	2	1	81	81	14	1	0	2	2	0	100
18:15	40	6	0	0	2	4	0	52	66	11	2	0	0	1	2	82
18:30	53	6	1	1	1	1	0	63	58	13	0	0	1	2	1	75
18:45	50	5	1	0	1	0	0	57	71	6	1	0	1	1	3	83
H/TOT	215	23	2	1	4	7	1	253	276	44	4	0	4	6	6	340
P/TOT	817	159	10	7	17	13	4	1027	1005	208	18	1	9	14	9	1264

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	TO ARM B BRIZE NORTON ROAD								FROM ARM B BRIZE NORTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	14	11	2	1	0	0	0	28	24	11	3	0	1	0	1	40
07:15	17	6	1	0	0	1	0	25	35	18	1	0	0	1	1	56
07:30	24	16	1	0	0	1	2	44	34	22	2	0	0	0	0	58
07:45	35	7	2	0	0	1	0	45	50	16	2	0	1	0	1	70
H/TOT	90	40	6	1	0	3	2	142	143	67	8	0	2	1	3	224
08:00	28	9	1	1	1	0	0	40	53	15	2	2	1	1	0	74
08:15	38	12	1	0	0	0	0	51	45	12	4	0	1	1	1	64
08:30	28	3	0	0	0	0	0	31	50	15	1	0	0	0	1	67
08:45	33	13	2	0	0	0	0	48	55	7	0	0	1	0	0	63
H/TOT	127	37	4	1	1	0	0	170	203	49	7	2	3	2	2	268
09:00	33	5	1	0	1	0	3	43	45	4	1	0	1	0	0	51
09:15	29	9	3	0	0	0	0	41	34	10	2	0	0	2	0	48
09:30	35	6	5	1	0	0	0	47	28	7	2	0	0	1	0	38
09:45	25	6	4	0	1	0	0	36	29	10	0	0	0	0	2	41
H/TOT	122	26	13	1	2	0	3	167	136	31	5	0	1	3	2	178
P/TOT	339	103	23	3	3	3	5	479	482	147	20	2	6	6	7	670

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	TO ARM B BRIZE NORTON ROAD								FROM ARM B BRIZE NORTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	46	19	4	0	1	2	0	72	28	8	1	0	1	0	0	38
16:15	40	13	2	0	0	0	0	55	36	6	0	0	1	2	0	45
16:30	54	22	2	0	0	1	1	80	34	12	2	0	0	0	0	48
16:45	66	9	0	0	0	1	0	76	48	15	0	1	0	2	0	66
H/TOT	206	63	8	0	1	4	1	283	146	41	3	1	2	4	0	197
17:00	62	12	0	0	1	1	1	77	50	9	2	0	0	1	0	62
17:15	63	8	4	0	0	0	0	75	42	4	3	0	1	0	0	50
17:30	54	14	0	0	0	0	1	69	37	8	0	0	0	1	1	47
17:45	43	10	1	0	0	2	0	56	36	3	1	0	0	0	0	40
H/TOT	222	44	5	0	1	3	2	277	165	24	6	0	1	2	1	199
18:00	48	8	0	0	1	2	0	59	41	5	1	0	0	1	0	48
18:15	41	8	1	0	0	1	1	52	29	5	0	0	1	5	0	40
18:30	35	8	0	0	0	2	0	45	36	4	0	0	0	1	0	41
18:45	41	3	0	0	0	1	3	48	38	2	0	0	0	0	0	40
H/TOT	165	27	1	0	1	6	4	204	144	16	1	0	1	7	0	169
P/TOT	593	134	14	0	3	13	7	764	455	81	10	1	4	13	1	565

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	TO ARM C UPPER CRESENT								FROM ARM C UPPER CRESENT							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	5
07:30	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:45	3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5
H/TOT	7	2	0	0	0	0	0	9	9	3	0	0	0	0	0	12
08:00	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
08:15	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
08:30	5	3	0	0	0	0	0	8	1	0	0	0	0	0	0	1
08:45	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	13	5	0	0	0	0	0	18	7	0	0	0	0	0	0	7
09:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:15	3	2	1	0	0	0	0	6	2	1	0	0	0	0	0	3
09:30	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	4
09:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	6	2	1	0	0	0	0	9	7	3	0	0	0	0	0	10
P/TOT	26	9	1	0	0	0	0	36	23	6	0	0	0	0	0	29

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	TO ARM C UPPER CRESENT								FROM ARM C UPPER CRESENT							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	1	0	0	0	0	0	3	3	2	0	0	0	0	0	5
16:15	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1
16:30	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3
16:45	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
H/TOT	11	4	0	0	0	0	0	15	7	3	0	0	0	0	0	10
17:00	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3
17:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:30	4	1	0	0	0	0	0	5	0	1	0	0	0	0	0	1
17:45	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	13	2	0	0	0	0	0	15	8	2	0	0	0	0	0	10
18:00	5	1	1	0	0	0	0	7	2	0	0	0	0	0	0	2
18:15	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:30	2	3	0	0	0	0	1	6	1	0	0	0	0	0	0	1
18:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	11	6	1	0	0	0	1	19	5	0	0	0	0	0	0	5
P/TOT	35	12	1	0	0	0	1	49	20	5	0	0	0	0	0	25

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	TO ARM D B4047 BURFORD ROAD (W)								FROM ARM D B4047 BURFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	25	13	2	1	0	0	0	41	16	10	2	0	0	1	0	29
07:15	29	27	2	4	1	0	0	63	31	9	1	1	1	0	0	43
07:30	27	10	2	2	2	0	0	43	33	17	4	0	1	0	0	55
07:45	47	11	1	0	3	0	0	62	43	13	4	1	1	1	0	63
H/TOT	128	61	7	7	6	0	0	209	123	49	11	2	3	2	0	190
08:00	43	9	1	1	1	0	0	55	49	17	3	2	0	0	0	71
08:15	36	11	4	2	1	0	0	54	50	10	4	0	1	0	0	65
08:30	43	6	0	0	1	1	0	51	72	9	1	2	1	0	0	85
08:45	31	5	2	1	1	1	0	41	56	12	0	0	0	0	0	68
H/TOT	153	31	7	4	4	2	0	201	227	48	8	4	2	0	0	289
09:00	39	7	2	1	0	0	0	49	45	5	2	0	1	0	0	53
09:15	32	12	3	0	1	0	0	48	33	8	3	1	0	1	0	46
09:30	30	7	3	0	0	1	0	41	42	8	4	3	0	0	0	57
09:45	34	5	1	0	1	1	1	43	30	5	1	0	2	0	0	38
H/TOT	135	31	9	1	2	2	1	181	150	26	10	4	3	1	0	194
P/TOT	416	123	23	12	12	4	1	591	500	123	29	10	8	3	0	673

MANUAL CLASSIFIED COUNTS



JOB REF: 11419

JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

TIME	TO ARM D B4047 BURFORD ROAD (W)								FROM ARM D B4047 BURFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	49	12	0	0	1	1	0	63	40	12	4	2	2	0	0	60
16:15	53	16	1	0	0	1	0	71	44	19	2	1	2	1	0	69
16:30	45	12	3	0	1	0	0	61	58	19	0	1	0	0	0	78
16:45	59	9	0	2	0	0	0	70	61	14	0	1	1	0	0	77
H/TOT	206	49	4	2	2	2	0	265	203	64	6	5	5	1	0	284
17:00	62	14	1	0	0	1	0	78	73	12	0	1	4	0	0	90
17:15	49	6	3	0	0	0	0	58	53	7	0	0	0	0	0	60
17:30	58	7	1	0	1	0	0	67	49	8	1	0	1	0	2	61
17:45	47	6	0	0	0	0	0	53	43	6	0	0	0	1	0	50
H/TOT	216	33	5	0	1	1	0	256	218	33	1	1	5	1	2	261
18:00	44	6	1	0	1	0	0	52	45	2	0	0	0	1	1	49
18:15	40	5	1	0	0	1	1	48	26	4	0	0	1	0	0	31
18:30	38	5	0	0	1	0	0	44	33	5	1	1	1	0	0	41
18:45	40	4	1	0	1	0	0	46	24	5	1	0	1	0	0	31
H/TOT	162	20	3	0	3	1	1	190	128	16	2	1	3	1	1	152
P/TOT	584	102	12	2	6	4	1	711	549	113	9	7	13	3	3	697

QUEUE LENGTHS

JOB REF: 11419



JOB NAME: MINSTER LOVELL

SITE: 3

DATE: 16/06/2022

LOCATION: B4047 BURFORD ROAD (E) / BRIZE NORTON ROAD / UPPER CRESENT / B4047 BURFORD ROAD (W)

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	ARM D		TIME	ARM A	ARM B	ARM C	ARM D	
	B4047 BURFORD ROAD (E)	BRIZE NORTON ROAD	UPPER CRESENT	B4047 BURFORD ROAD (W)			B4047 BURFORD ROAD (E)	BRIZE NORTON ROAD	UPPER CRESENT	B4047 BURFORD ROAD (W)	
	LANE 1	LANE 1	LANE 1	LANE 1	LANE 2		LANE 1	LANE 1	LANE 1	LANE 1	LANE 2
07:00	0	0	0	0	0	16:00	0	0	0	0	0
07:05	0	0	0	0	0	16:05	0	0	0	0	0
07:10	0	1	0	0	0	16:10	0	0	0	0	0
07:15	0	3	0	0	0	16:15	0	1	0	0	0
07:20	0	1	0	0	0	16:20	0	0	0	0	0
07:25	0	0	1	0	0	16:25	0	0	0	0	0
07:30	0	0	0	0	0	16:30	0	0	0	0	0
07:35	0	0	0	0	0	16:35	0	0	0	0	0
07:40	0	0	0	0	0	16:40	0	0	0	0	0
07:45	0	0	0	0	0	16:45	0	0	0	0	0
07:50	0	0	0	0	0	16:50	0	0	0	0	0
07:55	0	0	0	0	0	16:55	0	0	0	0	0
08:00	0	1	0	0	0	17:00	0	0	0	0	0
08:05	0	0	0	0	0	17:05	0	2	0	0	0
08:10	0	1	0	0	0	17:10	0	1	0	0	0
08:15	0	0	0	0	0	17:15	0	3	0	0	0
08:20	0	0	0	0	0	17:20	0	1	0	0	0
08:25	0	0	0	0	0	17:25	0	0	0	0	0
08:30	0	0	0	0	0	17:30	0	0	0	0	0
08:35	0	0	0	0	0	17:35	0	0	0	0	0
08:40	0	0	0	0	0	17:40	0	0	0	0	0
08:45	0	1	0	0	0	17:45	0	0	0	0	0
08:50	0	0	0	0	0	17:50	0	1	0	0	0
08:55	0	1	0	0	1	17:55	0	0	0	0	0
09:00	0	0	0	0	0	18:00	0	0	0	0	0
09:05	0	0	0	0	0	18:05	0	0	0	0	0
09:10	0	0	0	0	0	18:10	0	1	0	0	0
09:15	0	2	0	0	0	18:15	0	1	0	0	0
09:20	0	0	0	0	0	18:20	0	0	0	0	0
09:25	0	2	0	0	0	18:25	0	0	0	0	0
09:30	0	2	0	0	0	18:30	0	0	0	0	0
09:35	0	0	0	0	0	18:35	0	0	0	0	0
09:40	0	0	0	0	0	18:40	0	0	0	0	0
09:45	0	0	0	0	0	18:45	0	0	0	0	0
09:50	0	1	0	0	0	18:50	0	0	0	0	0
09:55	0	0	0	0	0	18:55	0	0	0	0	0

11419		MINSTER LOVELL								
JUNE 2022					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 11419001	Burford Rd, Minster Lovell 51.79426, -1.55797	Channel: Northeastbound	Wed 15-Jun-22	Tue 21-Jun-22	NSL	16684	2552	2383	56.1	49.6
		Channel: Southwestbound	Wed 15-Jun-22	Tue 21-Jun-22		18830	2893	2690	56.5	49.7

11419		MINSTER LOVELL				Site No: 11419001		Location	Burford Rd, Minster Lovell						
JUNE 2022			Channel: Northeastbound												
			CARS OR									FIVE OR			
			CAR-	LIGHT		TWO AXLE,	THREE		FOUR OR	FOUR OR		SIX OR	LESS	SEVEN	
TIME	TOTAL	MOTOR-	BASED	GOODS	BUSES	SIX TYRE,	AXLE		MORE	LESS	FIVE	MORE	AXLE	OR	
PERIOD	VEHICLES	CYCLES	LGV	VEHICLES		RIGID/BUSES	RIGID		AXLE	AXLE	AXLE	AXLE	TRAILER	TRAILER	
									RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	
Wed 15-Jun-22															
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
01:00	2	0	1	0	0	0	1	0	0	0	0	0	0	0	
02:00	2	0	1	0	0	0	1	0	0	0	0	0	0	0	
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
04:00	13	0	11	1	0	0	0	0	0	0	0	0	1	0	
05:00	32	1	26	3	0	1	1	0	0	0	0	0	0	0	
06:00	83	1	65	11	2	1	0	0	1	0	2	0	0	0	
07:00	160	0	125	24	0	4	2	0	4	0	1	0	0	0	
08:00	229	0	183	32	2	6	1	0	1	3	0	1	0	0	
09:00	167	1	141	16	3	2	0	0	0	0	3	1	0	0	
10:00	164	1	129	29	3	1	0	0	1	0	0	0	0	0	
11:00	190	1	158	27	0	3	0	0	0	0	1	0	0	0	
12:00	173	4	129	29	3	1	0	0	2	0	3	2	0	0	
13:00	183	2	154	20	1	2	0	0	1	0	1	2	0	0	
14:00	162	4	124	26	1	1	0	0	1	0	0	5	0	0	
15:00	178	1	153	20	0	2	1	0	1	0	0	0	0	0	
16:00	280	3	238	33	3	2	0	0	1	0	0	0	0	0	
17:00	156	2	148	5	0	1	0	0	0	0	0	0	0	0	
18:00	126	3	111	10	1	1	0	0	0	0	0	0	0	0	
19:00	81	5	67	7	0	2	0	0	0	0	0	0	0	0	
20:00	65	3	55	6	0	1	0	0	0	0	0	0	0	0	
21:00	79	3	70	6	0	0	0	0	0	0	0	0	0	0	
22:00	23	2	20	1	0	0	0	0	0	0	0	0	0	0	
23:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2168	22	1793	271	17	26	4	0	12	3	9	11	0	0	
16H,6-22	2476	34	2050	301	19	30	4	0	13	3	11	11	0	0	
18H,6-24	2517	36	2087	303	19	30	4	0	13	3	11	11	0	0	
24H,0-24	2572	37	2131	308	19	31	7	0	13	3	11	12	0	0	

11419		MINSTER LOVELL				Site No: 11419001		Location		Burford Rd, Minster Lovell					
JUNE 2022		Channel: Northeastbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES											
Thu 16-Jun-22															
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
02:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
04:00	15	0	12	1	0	1	0	0	0	0	0	1	0	0	0
05:00	25	0	19	4	0	1	0	0	1	0	0	0	0	0	0
06:00	72	0	54	13	1	2	0	0	0	0	0	2	0	0	0
07:00	165	2	125	26	1	7	2	0	1	0	1	0	0	0	0
08:00	256	0	212	36	2	3	0	0	1	0	1	1	0	0	0
09:00	167	1	138	17	3	3	1	0	2	0	1	1	0	0	0
10:00	146	2	108	30	1	0	1	0	1	0	1	2	0	0	0
11:00	166	4	127	26	0	4	1	0	1	0	1	2	0	0	0
12:00	156	2	133	16	2	1	1	0	0	0	1	0	0	0	0
13:00	173	7	137	21	0	3	2	0	0	0	0	3	0	0	0
14:00	172	3	139	23	1	2	2	0	0	0	1	1	0	0	0
15:00	191	2	161	20	0	3	2	0	1	0	0	2	0	0	0
16:00	268	1	220	38	3	3	0	0	0	0	0	3	0	0	0
17:00	242	5	207	26	0	2	0	0	1	0	1	0	0	0	0
18:00	130	2	111	13	1	2	0	0	0	0	0	1	0	0	0
19:00	91	2	79	8	0	2	0	0	0	0	0	0	0	0	0
20:00	71	0	68	3	0	0	0	0	0	0	0	0	0	0	0
21:00	62	6	53	3	0	0	0	0	0	0	0	0	0	0	0
22:00	41	0	36	5	0	0	0	0	0	0	0	0	0	0	0
23:00	15	0	13	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2232	31	1818	292	14	33	12	0	8	0	8	16	0	0	0
16H,6-22	2528	39	2072	319	15	37	12	0	8	0	8	18	0	0	0
18H,6-24	2584	39	2121	326	15	37	12	0	8	0	8	18	0	0	0
24H,0-24	2635	39	2160	333	15	40	12	0	9	0	8	19	0	0	0

11419		MINSTER LOVELL				Site No: 11419001		Location	Burford Rd, Minster Lovell						
JUNE 2022		Channel: Northeastbound													
			CARS OR									FIVE OR			
			CAR-	LIGHT								SIX OR	LESS	SIX AXLE	SEVEN
TIME	TOTAL	MOTOR-	BASED	GOODS	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE	SIX OR	AXLE	AXLE	AXLE	AXLE
PERIOD	VEHICLES	CYCLES	LGV	VEHICLES		SIX TYRE,	AXLE	MORE	LESS	AXLE	AXLE	TRAILER	TRAILER	TRAILER	OR
						RIGID/BUSES	RIGID	AXLE	AXLE	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Fri 17-Jun-22															
00:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0
04:00	14	0	13	0	0	0	0	0	0	0	0	0	1	0	0
05:00	34	1	27	5	1	0	0	0	0	0	0	0	0	0	0
06:00	65	0	47	12	1	3	1	0	0	0	1	0	0	0	0
07:00	144	3	111	22	0	3	2	0	0	0	2	1	0	0	0
08:00	220	0	177	29	2	5	1	0	2	2	0	2	0	0	0
09:00	160	1	136	16	2	2	0	0	0	0	2	1	0	0	0
10:00	168	1	134	29	2	1	0	0	1	0	0	0	0	0	0
11:00	176	2	146	24	0	3	0	0	0	0	1	0	0	0	0
12:00	175	4	130	31	3	1	0	0	2	0	2	2	0	0	0
13:00	189	3	153	26	1	2	0	0	1	0	1	2	0	0	0
14:00	170	5	133	24	1	2	0	0	1	0	0	4	0	0	0
15:00	194	1	162	26	0	3	1	0	1	0	0	0	0	0	0
16:00	261	3	221	31	2	3	0	0	1	0	0	0	0	0	0
17:00	173	4	159	9	0	1	0	0	0	0	0	0	0	0	0
18:00	120	3	100	14	1	1	0	0	0	0	1	0	0	0	0
19:00	98	1	91	4	0	2	0	0	0	0	0	0	0	0	0
20:00	71	2	62	7	0	0	0	0	0	0	0	0	0	0	0
21:00	62	5	51	4	0	0	2	0	0	0	0	0	0	0	0
22:00	32	1	29	2	0	0	0	0	0	0	0	0	0	0	0
23:00	24	0	23	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2150	30	1762	281	14	27	4	0	9	2	9	12	0	0	0
16H,6-22	2446	38	2013	308	15	32	7	0	9	2	10	12	0	0	0
18H,6-24	2502	39	2065	311	15	32	7	0	9	2	10	12	0	0	0
24H,0-24	2562	40	2115	317	16	32	7	0	9	2	10	14	0	0	0

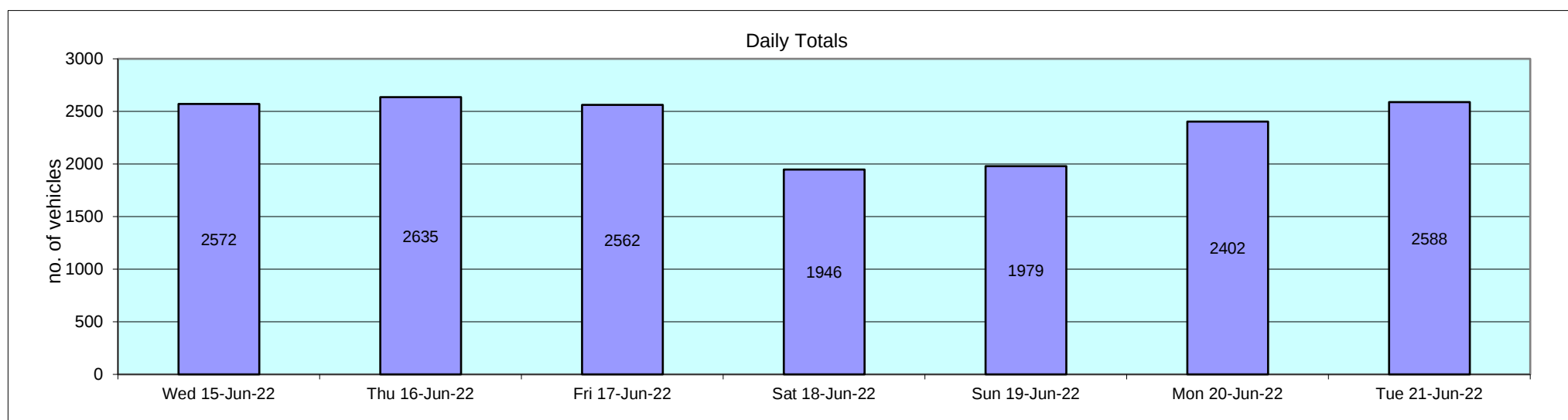
11419		MINSTER LOVELL				Site No: 11419001		Location	Burford Rd, Minster Lovell						
JUNE 2022		Channel: Northeastbound													
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-OR	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE AXLE	MORE	LESS	MULTI-	MULTI-	OR
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	ARTIC	AXLE	ARTIC	ARTIC	ARTIC	ARTIC
Sat 18-Jun-22															
00:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00	11	0	8	2	0	0	0	0	0	0	0	1	0	0	0
06:00	16	1	11	4	0	0	0	0	0	0	0	0	0	0	0
07:00	46	2	34	5	4	1	0	0	0	0	0	0	0	0	0
08:00	85	2	70	11	0	1	1	0	0	0	0	0	0	0	0
09:00	121	4	102	11	1	0	2	0	1	0	0	0	0	0	0
10:00	143	2	122	15	0	1	1	0	1	0	0	1	0	0	0
11:00	172	0	152	16	1	0	3	0	0	0	0	0	0	0	0
12:00	154	1	142	8	0	1	1	0	1	0	0	0	0	0	0
13:00	176	2	154	10	1	1	7	0	0	0	0	1	0	0	0
14:00	159	0	140	12	0	2	4	0	0	0	0	1	0	0	0
15:00	161	1	150	8	1	0	1	0	0	0	0	0	0	0	0
16:00	164	3	154	7	0	0	0	0	0	0	0	0	0	0	0
17:00	162	2	151	5	1	1	2	0	0	0	0	0	0	0	0
18:00	113	1	105	6	0	1	0	0	0	0	0	0	0	0	0
19:00	80	0	71	5	1	0	3	0	0	0	0	0	0	0	0
20:00	50	0	48	2	0	0	0	0	0	0	0	0	0	0	0
21:00	39	0	38	0	0	0	1	0	0	0	0	0	0	0	0
22:00	44	0	40	3	0	0	1	0	0	0	0	0	0	0	0
23:00	29	0	28	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1656	20	1476	114	9	9	22	0	3	0	0	3	0	0	0
16H,6-22	1841	21	1644	125	10	9	26	0	3	0	0	3	0	0	0
18H,6-24	1914	21	1712	129	10	9	27	0	3	0	0	3	0	0	0
24H,0-24	1946	21	1738	133	10	10	27	0	3	0	0	4	0	0	0

11419		MINSTER LOVELL				Site No: 11419001		Location		Burford Rd, Minster Lovell					
JUNE 2022		Channel: Northeastbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	VEHICLES									SIX AXLE TRAILER ARTIC	TRAILER ARTIC	
Sun 19-Jun-22															
00:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
02:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
03:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
06:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
07:00	22	0	21	1	0	0	0	0	0	0	0	0	0	0	0
08:00	35	0	32	3	0	0	0	0	0	0	0	0	0	0	0
09:00	77	1	66	9	1	0	0	0	0	0	0	0	0	0	0
10:00	127	4	111	9	0	1	1	0	0	0	1	0	0	0	0
11:00	182	3	161	16	1	0	0	0	1	0	0	0	0	0	0
12:00	184	3	167	11	0	2	0	0	1	0	0	0	0	0	0
13:00	198	3	176	14	1	1	0	0	2	1	0	0	0	0	0
14:00	166	1	154	10	0	1	0	0	0	0	0	0	0	0	0
15:00	208	3	197	6	1	0	0	0	1	0	0	0	0	0	0
16:00	207	8	186	11	0	1	0	0	1	0	0	0	0	0	0
17:00	173	0	161	11	1	0	0	0	0	0	0	0	0	0	0
18:00	140	4	131	4	0	1	0	0	0	0	0	0	0	0	0
19:00	75	0	69	6	0	0	0	0	0	0	0	0	0	0	0
20:00	63	0	59	3	0	1	0	0	0	0	0	0	0	0	0
21:00	55	0	52	3	0	0	0	0	0	0	0	0	0	0	0
22:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0	0
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1719	30	1563	105	5	7	1	0	6	1	1	0	0	0	0
16H,6-22	1922	30	1752	118	5	8	1	0	6	1	1	0	0	0	0
18H,6-24	1944	30	1773	119	5	8	1	0	6	1	1	0	0	0	0
24H,0-24	1979	31	1806	120	5	8	1	0	6	1	1	0	0	0	0

11419		MINSTER LOVELL				Site No: 11419001		Location	Burford Rd, Minster Lovell						
JUNE 2022		Channel: Northeastbound													
			CARS OR									FIVE OR			
			CAR-	LIGHT			TWO AXLE,	THREE		FOUR OR	FOUR OR		SIX OR	LESS	SEVEN
TIME	TOTAL	MOTOR-	BASED	GOODS			SIX TYRE,	AXLE		MORE	LESS	FIVE	MORE	AXLE	OR
PERIOD	VEHICLES	CYCLES	LGV	VEHICLES	BUSES		RIGID/BUSES	RIGID		AXLE	AXLE	AXLE	AXLE	TRAILER	TRAILER
										ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Mon 20-Jun-22															
00:00	11	0	11	0	0		0	0		0	0	0	0	0	0
01:00	4	0	3	1	0		0	0		0	0	0	0	0	0
02:00	1	0	1	0	0		0	0		0	0	0	0	0	0
03:00	6	0	5	1	0		0	0		0	0	0	0	0	0
04:00	11	0	10	0	0		0	0		0	0	0	1	0	0
05:00	32	0	24	5	0		1	1		0	0	0	0	1	0
06:00	71	0	55	13	0		1	1		0	1	0	0	0	0
07:00	134	1	106	18	1		4	2		0	0	0	1	1	0
08:00	222	0	183	31	2		1	1		0	2	1	1	0	0
09:00	158	0	116	28	3		1	1		0	5	1	1	2	0
10:00	135	1	103	25	0		2	2		0	2	0	0	0	0
11:00	145	1	107	28	2		3	1		0	2	0	1	0	0
12:00	169	0	144	20	1		1	1		0	2	0	0	0	0
13:00	137	0	112	19	1		0	1		0	1	0	1	2	0
14:00	180	1	144	29	2		0	0		0	1	0	1	2	0
15:00	166	2	136	21	2		3	0		0	0	0	0	2	0
16:00	235	4	190	36	1		2	0		0	0	0	0	2	0
17:00	221	0	186	32	1		1	0		0	1	0	0	0	0
18:00	153	1	135	11	1		2	2		1	0	0	0	0	0
19:00	80	1	68	9	1		0	0		0	1	0	0	0	0
20:00	49	1	47	1	0		0	0		0	0	0	0	0	0
21:00	42	1	39	2	0		0	0		0	0	0	0	0	0
22:00	21	1	16	4	0		0	0		0	0	0	0	0	0
23:00	19	0	19	0	0		0	0		0	0	0	0	0	0
12H,7-19	2055	11	1662	298	17		20	11		1	16	2	6	11	0
16H,6-22	2297	14	1871	323	18		21	12		1	18	2	6	11	0
18H,6-24	2337	15	1906	327	18		21	12		1	18	2	6	11	0
24H,0-24	2402	15	1960	334	18		22	13		1	18	2	6	13	0

11419		MINSTER LOVELL				Site No: 11419001		Location	Burford Rd, Minster Lovell						
JUNE 2022		Channel: Northeastbound													
			CARS OR									FIVE OR			
			CAR-	LIGHT		TWO AXLE,	THREE		FOUR OR	FOUR OR		SIX OR	LESS	SEVEN	
TIME	TOTAL	MOTOR-	BASED	GOODS	BUSES	SIX TYRE,	AXLE		MORE	LESS	FIVE	MORE	AXLE	OR	
PERIOD	VEHICLES	CYCLES	LGV	VEHICLES		RIGID/BUSES	RIGID		AXLE	AXLE	AXLE	AXLE	TRAILER	TRAILER	
									RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	
Tue 21-Jun-22															
00:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
01:00	3	1	1	0	0	0	1	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	9	0	8	0	0	0	0	0	0	0	0	0	1	0	
05:00	25	0	21	4	0	0	0	0	0	0	0	0	0	0	
06:00	79	1	68	5	0	3	2	0	0	0	0	0	0	0	
07:00	163	2	124	28	1	3	0	0	3	0	1	1	0	0	
08:00	254	2	192	50	3	3	1	0	2	0	0	1	0	0	
09:00	153	0	117	27	2	1	2	0	2	0	2	0	0	0	
10:00	128	0	107	16	0	1	1	0	1	0	0	2	0	0	
11:00	151	4	124	17	0	3	0	0	1	0	1	1	0	0	
12:00	148	4	118	16	1	2	2	0	0	0	2	3	0	0	
13:00	176	4	148	18	1	2	0	0	1	0	0	2	0	0	
14:00	158	1	123	23	1	5	0	0	1	0	3	1	0	0	
15:00	232	3	197	26	2	4	0	0	0	0	0	0	0	0	
16:00	226	4	183	34	2	3	0	0	0	0	0	0	0	0	
17:00	256	4	227	21	0	2	1	0	0	1	0	0	0	0	
18:00	160	4	144	8	2	2	0	0	0	0	0	0	0	0	
19:00	88	2	77	8	0	1	0	0	0	0	0	0	0	0	
20:00	70	8	61	0	0	0	0	0	1	0	0	0	0	0	
21:00	66	8	56	2	0	0	0	0	0	0	0	0	0	0	
22:00	28	1	23	4	0	0	0	0	0	0	0	0	0	0	
23:00	9	0	8	0	0	0	0	0	0	0	1	0	0	0	
12H,7-19	2205	32	1804	284	15	31	7	0	11	1	9	11	0	0	
16H,6-22	2508	51	2066	299	15	35	9	0	12	1	9	11	0	0	
18H,6-24	2545	52	2097	303	15	35	9	0	12	1	10	11	0	0	
24H,0-24	2588	53	2133	307	15	35	10	0	12	1	10	12	0	0	

11419		MINSTER LOVELL				Site No: 11419001		Location	Burford Rd, Minster Lovell						
JUNE 2022		Channel: Northeastbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE	
												AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
Daily Totals															
Wed 15-Jun-22	2572	37	2131	308	19	31	7	0	13	3	11	12	0	0	
Thu 16-Jun-22	2635	39	2160	333	15	40	12	0	9	0	8	19	0	0	
Fri 17-Jun-22	2562	40	2115	317	16	32	7	0	9	2	10	14	0	0	
Sat 18-Jun-22	1946	21	1738	133	10	10	27	0	3	0	0	4	0	0	
Sun 19-Jun-22	1979	31	1806	120	5	8	1	0	6	1	1	0	0	0	
Mon 20-Jun-22	2402	15	1960	334	18	22	13	1	18	2	6	13	0	0	
Tue 21-Jun-22	2588	53	2133	307	15	35	10	0	12	1	10	12	0	0	
Total Vehicles															
[--]	16684	236	14043	1852	98	178	77	1	70	9	46	74	0	0	



11419	MINSTER LOVELL	Site No: 11419001	Location	Burford Rd, Minster Lovell							
JUNE 2022	Channel: Northeastbound										

11419	MINSTER LOVELL	Site No: 11419001	Location	Burford Rd, Minster Lovell							
	JUNE 2022	Channel: Northeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 16-Jun-22											
00:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
02:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	15	0	0.0	12	80.0	1	6.7	2	13.3	0	0.0
05:00	25	0	0.0	19	76.0	4	16.0	2	8.0	0	0.0
06:00	72	0	0.0	54	75.0	13	18.1	4	5.6	1	1.4
07:00	165	2	1.2	125	75.8	26	15.8	11	6.7	1	0.6
08:00	256	0	0.0	212	82.8	36	14.1	6	2.3	2	0.8
09:00	167	1	0.6	138	82.6	17	10.2	8	4.8	3	1.8
10:00	146	2	1.4	108	74.0	30	20.6	5	3.4	1	0.7
11:00	166	4	2.4	127	76.5	26	15.7	9	5.4	0	0.0
12:00	156	2	1.3	133	85.3	16	10.3	3	1.9	2	1.3
13:00	173	7	4.1	137	79.2	21	12.1	8	4.6	0	0.0
14:00	172	3	1.7	139	80.8	23	13.4	6	3.5	1	0.6
15:00	191	2	1.1	161	84.3	20	10.5	8	4.2	0	0.0
16:00	268	1	0.4	220	82.1	38	14.2	6	2.2	3	1.1
17:00	242	5	2.1	207	85.5	26	10.7	4	1.7	0	0.0
18:00	130	2	1.5	111	85.4	13	10.0	3	2.3	1	0.8
19:00	91	2	2.2	79	86.8	8	8.8	2	2.2	0	0.0
20:00	71	0	0.0	68	95.8	3	4.2	0	0.0	0	0.0
21:00	62	6	9.7	53	85.5	3	4.8	0	0.0	0	0.0
22:00	41	0	0.0	36	87.8	5	12.2	0	0.0	0	0.0
23:00	15	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
6 hr								38	10		
12H,7-19	2232	31	1.4	1818	81.5	292	13.1	77	3.5	14	0.6
16H,6-22	2528	39	1.5	2072	82.0	319	12.6	83	3.3	15	0.6
18H,6-24	2584	39	1.5	2121	82.1	326	12.6	83	3.2	15	0.6
24H,0-24	2635	39	1.5	2160	82.0	333	12.6	88	3.3	15	0.6

11419	MINSTER LOVELL	Site No: 11419001	Location	Burford Rd, Minster Lovell							
JUNE 2022	Channel: Northeastbound										
							</				

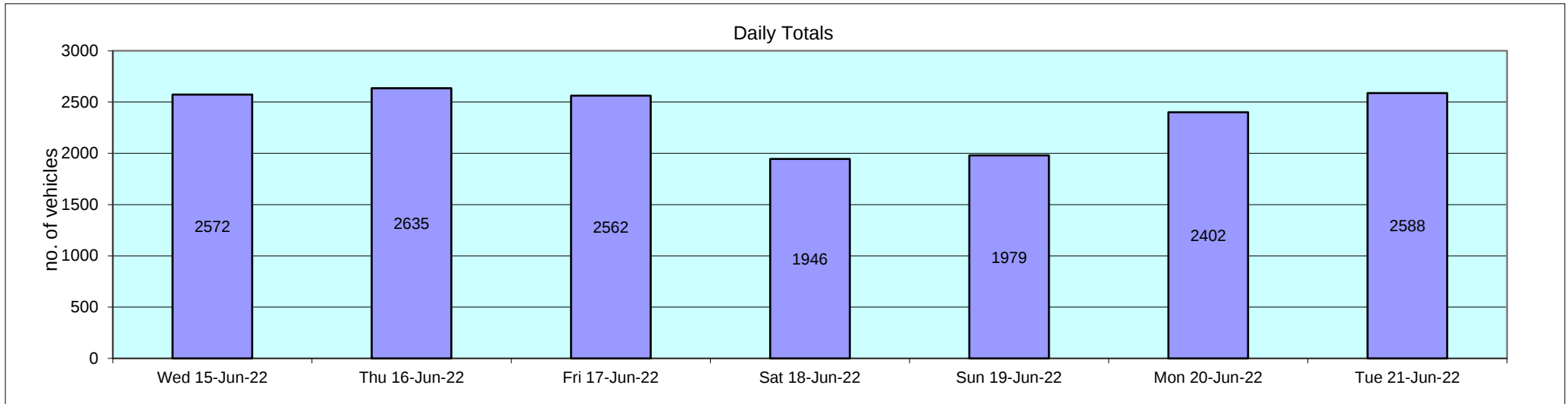
11419	MINSTER LOVELL	Site No: 11419001	Location	Burford Rd, Minster Lovell							
	JUNE 2022	Channel: Northeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 18-Jun-22											
00:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
05:00	11	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
06:00	16	1	6.3	11	68.8	4	25.0	0	0.0	0	0.0
07:00	46	2	4.4	34	73.9	5	10.9	1	2.2	4	8.7
08:00	85	2	2.4	70	82.4	11	12.9	2	2.4	0	0.0
09:00	121	4	3.3	102	84.3	11	9.1	3	2.5	1	0.8
10:00	143	2	1.4	122	85.3	15	10.5	4	2.8	0	0.0
11:00	172	0	0.0	152	88.4	16	9.3	3	1.7	1	0.6
12:00	154	1	0.7	142	92.2	8	5.2	3	2.0	0	0.0
13:00	176	2	1.1	154	87.5	10	5.7	9	5.1	1	0.6
14:00	159	0	0.0	140	88.1	12	7.6	7	4.4	0	0.0
15:00	161	1	0.6	150	93.2	8	5.0	1	0.6	1	0.6
16:00	164	3	1.8	154	93.9	7	4.3	0	0.0	0	0.0
17:00	162	2	1.2	151	93.2	5	3.1	3	1.9	1	0.6
18:00	113	1	0.9	105	92.9	6	5.3	1	0.9	0	0.0
19:00	80	0	0.0	71	88.8	5	6.3	3	3.8	1	1.3
20:00	50	0	0.0	48	96.0	2	4.0	0	0.0	0	0.0
21:00	39	0	0.0	38	97.4	0	0.0	1	2.6	0	0.0
22:00	44	0	0.0	40	90.9	3	6.8	1	2.3	0	0.0
23:00	29	0	0.0	28	96.6	1	3.5	0	0.0	0	0.0
12H,7-19	1656	20	1.2	1476	89.1	114	6.9	37	2.2	9	0.5
16H,6-22	1841	21	1.1	1644	89.3	125	6.8	41	2.2	10	0.5
18H,6-24	1914	21	1.1	1712	89.5	129	6.7	42	2.2	10	0.5
24H,0-24	1946	21	1.1	1738	89.3	133	6.8	44	2.3	10	0.5

11419	MINSTER LOVELL	Site No: 11419001	Location	Burford Rd, Minster Lovell							
	JUNE 2022	Channel: Northeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 19-Jun-22											
00:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
03:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
04:00	2	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
07:00	22	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
08:00	35	0	0.0	32	91.4	3	8.6	0	0.0	0	0.0
09:00	77	1	1.3	66	85.7	9	11.7	0	0.0	1	1.3
10:00	127	4	3.2	111	87.4	9	7.1	3	2.4	0	0.0
11:00	182	3	1.7	161	88.5	16	8.8	1	0.6	1	0.6
12:00	184	3	1.6	167	90.8	11	6.0	3	1.6	0	0.0
13:00	198	3	1.5	176	88.9	14	7.1	4	2.0	1	0.5
14:00	166	1	0.6	154	92.8	10	6.0	1	0.6	0	0.0
15:00	208	3	1.4	197	94.7	6	2.9	1	0.5	1	0.5
16:00	207	8	3.9	186	89.9	11	5.3	2	1.0	0	0.0
17:00	173	0	0.0	161	93.1	11	6.4	0	0.0	1	0.6
18:00	140	4	2.9	131	93.6	4	2.9	1	0.7	0	0.0
19:00	75	0	0.0	69	92.0	6	8.0	0	0.0	0	0.0
20:00	63	0	0.0	59	93.7	3	4.8	1	1.6	0	0.0
21:00	55	0	0.0	52	94.6	3	5.5	0	0.0	0	0.0
22:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
23:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1719	30	1.8	1563	90.9	105	6.1	16	0.9	5	0.3
16H,6-22	1922	30	1.6	1752	91.2	118	6.1	17	0.9	5	0.3
18H,6-24	1944	30	1.5	1773	91.2	119	6.1	17	0.9	5	0.3
24H,0-24	1979	31	1.6	1806	91.3	120	6.1	17	0.9	5	0.3

11419	MINSTER LOVELL	Site No: 11419001	Location	Burford Rd, Minster Lovell
JUNE 2022		Channel: Northeastbound		

11419	MINSTER LOVELL	Site No: 11419001	Location	Burford Rd, Minster Lovell							
	JUNE 2022	Channel: Northeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 21-Jun-22											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	3	1	33.3	1	33.3	0	0.0	1	33.3	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	9	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
05:00	25	0	0.0	21	84.0	4	16.0	0	0.0	0	0.0
06:00	79	1	1.3	68	86.1	5	6.3	5	6.3	0	0.0
07:00	163	2	1.2	124	76.1	28	17.2	8	4.9	1	0.6
08:00	254	2	0.8	192	75.6	50	19.7	7	2.8	3	1.2
09:00	153	0	0.0	117	76.5	27	17.7	7	4.6	2	1.3
10:00	128	0	0.0	107	83.6	16	12.5	5	3.9	0	0.0
11:00	151	4	2.7	124	82.1	17	11.3	6	4.0	0	0.0
12:00	148	4	2.7	118	79.7	16	10.8	9	6.1	1	0.7
13:00	176	4	2.3	148	84.1	18	10.2	5	2.8	1	0.6
14:00	158	1	0.6	123	77.9	23	14.6	10	6.3	1	0.6
15:00	232	3	1.3	197	84.9	26	11.2	4	1.7	2	0.9
16:00	226	4	1.8	183	81.0	34	15.0	3	1.3	2	0.9
17:00	256	4	1.6	227	88.7	21	8.2	4	1.6	0	0.0
18:00	160	4	2.5	144	90.0	8	5.0	2	1.3	2	1.3
19:00	88	2	2.3	77	87.5	8	9.1	1	1.1	0	0.0
20:00	70	8	11.4	61	87.1	0	0.0	1	1.4	0	0.0
21:00	66	8	12.1	56	84.9	2	3.0	0	0.0	0	0.0
22:00	28	1	3.6	23	82.1	4	14.3	0	0.0	0	0.0
23:00	9	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
6 hr								31	10		
12H,7-19	2205	32	1.5	1804	81.8	284	12.9	70	3.2	15	0.7
16H,6-22	2508	51	2.0	2066	82.4	299	11.9	77	3.1	15	0.6
18H,6-24	2545	52	2.0	2097	82.4	303	11.9	78	3.1	15	0.6
24H,0-24	2588	53	2.1	2133	82.4	307	11.9	80	3.1	15	0.6

11419		MINSTER LOVELL			Site No: 11419001		Location	Burford Rd, Minster Lovell			
JUNE 2022		Channel: Northeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 15-Jun-22	2572	37	1.4	2131	82.9	308	12.0	77	3.0	19	0.7
Thu 16-Jun-22	2635	39	1.5	2160	82.0	333	12.6	88	3.3	15	0.6
Fri 17-Jun-22	2562	40	1.6	2115	82.6	317	12.4	74	2.9	16	0.6
Sat 18-Jun-22	1946	21	1.1	1738	89.3	133	6.8	44	2.3	10	0.5
Sun 19-Jun-22	1979	31	1.6	1806	91.3	120	6.1	17	0.9	5	0.3
Mon 20-Jun-22	2402	15	0.6	1960	81.6	334	13.9	75	3.1	18	0.8
Tue 21-Jun-22	2588	53	2.1	2133	82.4	307	11.9	80	3.1	15	0.6
Total Vehicles											
[--]	16684	236	1.4	14043	84.6	1852	10.8	455	2.7	98	0.6



11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 15-Jun-22																
00:00	4	-	52.3	4.9	0	0	0	0	0	2	1	1	0	0	0	0
01:00	2	-	51	10.6	0	0	0	0	1	0	0	1	0	0	0	0
02:00	2	-	48.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
03:00	2	-	51	3.5	0	0	0	0	0	1	1	0	0	0	0	0
04:00	13	61.9	52.7	7.1	0	0	0	0	1	7	1	1	3	0	0	0
05:00	32	58.9	51.7	7.2	0	0	0	1	6	9	6	8	1	1	0	0
06:00	83	60.1	52.7	8	0	0	0	4	13	16	23	17	4	6	0	0
07:00	160	55.4	50.5	5.1	0	0	0	4	16	71	51	15	3	0	0	0
08:00	229	56.9	50.8	6.7	0	0	0	13	28	80	69	24	12	2	1	0
09:00	167	57.4	49.9	7.3	0	0	0	20	19	51	43	30	3	1	0	0
10:00	164	54.8	49.2	5.7	0	0	0	5	46	51	48	10	4	0	0	0
11:00	190	54.6	48.3	7	0	1	1	18	37	67	51	12	1	2	0	0
12:00	173	53.5	48	6.2	0	1	0	7	54	70	29	9	0	3	0	0
13:00	183	56	49	7.6	0	1	0	16	46	49	43	20	7	0	1	0
14:00	162	55	49.3	6.7	0	0	1	10	30	63	42	8	5	3	0	0
15:00	178	55.5	49.3	8.4	0	0	5	11	43	38	60	12	2	3	4	0
16:00	280	55.3	49	7.1	0	1	4	15	60	93	75	27	1	3	1	0
17:00	156	58.1	51.2	7.1	0	1	0	4	23	51	43	24	6	4	0	0
18:00	126	56.6	47.5	10.2	0	5	3	10	28	36	23	14	6	1	0	0
19:00	81	57.4	49.5	8.8	0	2	0	5	17	19	22	12	3	1	0	0
20:00	65	59.6	52.5	6.8	0	0	0	1	10	17	18	12	6	1	0	0
21:00	79	61.7	51.5	9.6	0	1	1	2	18	18	15	10	12	1	0	1
22:00	23	60.1	53.3	7.4	0	0	0	0	2	10	3	5	2	0	1	0
23:00	18	59.5	52.3	9.8	0	0	0	1	4	4	3	4	1	0	0	1
12H,7-19	2168	55.6	49.4	7.2	0	10	14	133	430	720	577	205	50	22	7	0
16H,6-22	2476	56	49.6	7.4	0	13	15	145	488	790	655	256	75	31	7	1
18H,6-24	2517	56.1	49.7	7.4	0	13	15	146	494	804	661	265	78	31	8	2
24H,0-24	2572	56.2	49.7	7.4	0	13	15	147	502	825	670	276	82	32	8	2

11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 16-Jun-22																
00:00	4	-	53.5	8.2	0	0	0	0	1	0	2	0	1	0	0	0
01:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	3	-	53.5	10	0	0	0	0	1	0	1	0	1	0	0	0
03:00	3	-	55.2	5.9	0	0	0	0	0	1	0	2	0	0	0	0
04:00	15	59.8	53	7.7	0	0	0	1	1	5	0	7	1	0	0	0
05:00	25	60.1	54.1	7.7	0	0	0	0	3	7	5	7	1	1	1	0
06:00	72	62.2	54.6	8	0	0	0	0	10	13	23	13	7	3	2	1
07:00	165	56.2	50.1	6.6	0	0	1	7	30	56	45	17	9	0	0	0
08:00	256	55.8	50.6	6.5	0	0	0	10	36	99	75	22	9	3	1	1
09:00	167	55.2	48.9	6.8	0	1	0	8	45	57	36	13	6	1	0	0
10:00	146	53.7	47.4	6.7	0	0	0	18	39	53	25	7	3	1	0	0
11:00	166	54.8	47.9	7.4	0	1	0	17	44	55	31	15	1	1	0	1
12:00	156	55.4	48.8	7.1	0	0	0	12	43	50	31	13	4	2	1	0
13:00	173	55.2	49.2	6	0	0	0	9	42	54	50	15	3	0	0	0
14:00	172	54	47.9	5.9	0	0	0	16	39	67	40	10	0	0	0	0
15:00	191	53.9	47.7	6.8	0	0	0	23	43	77	33	11	2	1	0	1
16:00	268	54.3	47.9	6.9	0	0	0	24	85	91	41	19	2	5	0	1
17:00	242	56	50.6	6.4	0	0	1	8	44	67	86	27	7	1	1	0
18:00	130	54.2	47.8	7.3	0	1	0	17	24	46	34	4	3	1	0	0
19:00	91	58.9	51.2	9	0	2	0	2	12	32	23	10	6	3	0	1
20:00	71	58.7	52.5	6.1	0	0	0	0	8	23	23	11	4	2	0	0
21:00	62	61.3	53.5	9.7	0	0	1	2	6	20	11	12	3	3	3	1
22:00	41	57.7	50.5	8.9	0	0	0	4	7	14	8	4	0	3	1	0
23:00	15	67.3	53.7	14.3	0	0	1	2	0	3	3	2	1	1	1	1
12H,7-19	2232	55.1	48.9	6.8	0	3	2	169	514	772	527	173	49	16	3	4
16H,6-22	2528	55.6	49.3	7.1	0	5	3	173	550	860	607	219	69	27	8	7
18H,6-24	2584	55.6	49.4	7.2	0	5	4	179	557	877	618	225	70	31	10	8
24H,0-24	2635	55.8	49.4	7.2	0	5	4	180	564	890	626	241	74	32	11	8

11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 17-Jun-22																
00:00	5	-	56.5	5.8	0	0	0	0	0	1	1	2	1	0	0	0
01:00	4	-	53.5	10.8	0	0	0	0	1	1	1	0	0	1	0	0
02:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	2	-	53.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
04:00	14	66.7	56.5	9.6	0	0	0	1	0	3	3	2	2	3	0	0
05:00	34	60.3	54.9	6.9	0	0	0	1	2	4	12	11	3	0	1	0
06:00	65	62.5	54.4	8.6	0	0	0	1	7	17	17	11	6	3	1	2
07:00	144	57.2	50.2	7.9	0	0	5	9	16	36	50	24	3	1	0	0
08:00	220	56.1	50.4	6.7	0	0	0	13	32	76	65	23	8	2	1	0
09:00	160	57.4	49.8	7.4	0	0	0	18	22	51	37	26	5	1	0	0
10:00	168	55.3	49.3	6.5	0	0	0	9	43	54	42	12	7	1	0	0
11:00	176	54.7	48.5	6.8	0	1	1	10	42	67	38	13	2	2	0	0
12:00	175	54.4	48.3	6.5	0	1	0	9	51	63	36	12	0	3	0	0
13:00	189	56.9	49.4	7.6	0	1	0	15	42	57	41	23	9	0	1	0
14:00	170	55.1	49.1	6.6	0	0	1	8	42	62	38	10	7	2	0	0
15:00	194	55.6	49.2	8	0	0	4	13	48	45	59	16	3	3	3	0
16:00	261	55.1	48.9	7.1	0	1	3	15	56	89	70	21	1	4	1	0
17:00	173	58.2	51	7.5	0	1	0	6	31	51	47	24	8	4	1	0
18:00	120	57.7	49.5	9.2	0	1	0	10	30	39	17	13	4	2	2	2
19:00	98	58.3	52.3	6.6	0	0	0	0	15	29	29	21	0	1	3	0
20:00	71	55.1	49.5	6.3	0	0	0	5	12	25	22	4	3	0	0	0
21:00	62	63.3	53.4	9.6	0	0	0	3	7	22	10	6	9	1	2	2
22:00	32	60.6	50.5	9	0	0	0	3	8	7	7	2	4	0	1	0
23:00	24	58.9	52.5	6.1	0	0	0	0	3	8	6	5	2	0	0	0
12H,7-19	2150	55.9	49.4	7.3	0	6	14	135	455	690	540	217	57	25	9	2
16H,6-22	2446	56.3	49.8	7.4	0	6	14	144	496	783	618	259	75	30	15	6
18H,6-24	2502	56.4	49.8	7.5	0	6	14	147	507	798	631	266	81	30	16	6
24H,0-24	2562	56.7	50	7.5	0	6	14	149	511	808	648	281	88	34	17	6

11419		MINSTER LOVELL			Site No: 11419001			Location Burford Rd, Minster Lovell								
JUNE 2022					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 18-Jun-22																
00:00	12	60.3	51	7.4	0	0	0	0	4	2	4	0	2	0	0	0
01:00	2	-	58.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
02:00	4	-	58.5	10.8	0	0	0	0	0	1	1	1	0	0	1	0
03:00	2	-	53.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
04:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	11	60.6	49.6	8.9	0	0	0	1	3	4	0	1	2	0	0	0
06:00	16	55.4	52.4	9.4	0	0	0	1	2	3	8	0	1	0	0	1
07:00	46	57.6	51.6	6.6	0	0	0	1	2	25	8	8	1	0	0	1
08:00	85	55.7	50.2	6.9	0	0	0	3	17	33	20	6	3	2	1	0
09:00	121	55.4	49	6.9	0	1	0	9	21	44	31	14	1	0	0	0
10:00	143	54.6	48.7	7	0	1	0	7	38	50	35	7	2	2	1	0
11:00	172	53.8	47.3	6.1	0	0	0	17	58	48	41	6	2	0	0	0
12:00	154	55.5	48.9	6.5	0	0	0	12	37	48	37	17	3	0	0	0
13:00	176	54.4	48.6	7.2	0	1	0	7	54	70	25	8	8	1	1	1
14:00	159	54	47.9	6.9	0	0	0	19	34	63	31	8	2	1	0	1
15:00	161	54	48.4	6.4	0	1	0	9	36	73	29	8	4	1	0	0
16:00	164	55.1	48.4	7.7	0	1	1	15	32	71	23	14	4	1	2	0
17:00	162	55.4	49.4	6.4	0	0	0	11	34	48	50	16	2	1	0	0
18:00	113	56.2	50.1	7.8	0	1	1	7	16	34	36	12	4	2	0	0
19:00	80	57.6	51.5	7	0	0	0	1	17	20	26	11	2	1	2	0
20:00	50	58.5	51.8	7.5	0	0	0	3	6	13	17	6	4	0	1	0
21:00	39	53.7	44.5	8.1	0	0	0	14	9	7	5	4	0	0	0	0
22:00	44	52.9	46.7	7.1	0	0	0	8	10	17	5	3	1	0	0	0
23:00	29	58.6	52.6	8.4	0	0	0	1	5	6	9	6	0	1	0	1
12H,7-19	1656	55	48.8	6.9	0	6	2	117	379	607	366	124	36	11	5	3
16H,6-22	1841	55.2	48.9	7.1	0	6	2	136	413	650	422	145	43	12	8	4
18H,6-24	1914	55.3	48.9	7.1	0	6	2	145	428	673	436	154	44	13	8	5
24H,0-24	1946	55.3	49	7.1	0	6	2	146	436	681	442	156	50	13	9	5

11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 19-Jun-22																
00:00	12	-	57.3	11.8	0	0	0	0	3	0	2	5	0	0	0	2
01:00	3	-	56.8	5.9	0	0	0	0	0	0	2	0	1	0	0	0
02:00	8	-	48.8	11.6	0	0	1	0	2	1	2	1	1	0	0	0
03:00	6	-	55.2	7.6	0	0	0	0	0	2	2	1	0	1	0	0
04:00	2	-	53.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
05:00	4	-	46.6	7.5	0	0	0	1	0	2	1	0	0	0	0	0
06:00	10	61	56.3	11.1	0	0	0	1	0	2	1	4	1	0	0	1
07:00	22	65	56.1	10.3	0	0	1	0	1	4	4	5	4	2	1	0
08:00	35	62.3	55.5	7.3	0	0	0	0	3	6	11	9	1	5	0	0
09:00	77	58.1	50	9.9	1	0	2	9	7	12	28	14	3	1	0	0
10:00	127	55.6	48.1	10.9	0	7	3	4	20	43	33	12	2	1	0	2
11:00	182	54.6	48	7.6	0	3	0	14	43	69	35	14	1	3	0	0
12:00	184	54.8	48.6	6.5	0	1	0	9	50	67	38	14	5	0	0	0
13:00	198	55.4	49.3	8	0	2	2	8	43	70	49	16	4	1	0	3
14:00	166	54.6	48.4	6.3	0	0	0	15	36	61	40	11	3	0	0	0
15:00	208	54.6	48.2	7	0	1	0	17	55	69	48	14	1	1	2	0
16:00	207	54.4	48.3	7	0	1	0	16	51	81	39	13	4	0	1	1
17:00	173	56.1	49.8	6.6	0	0	0	11	37	50	48	23	2	2	0	0
18:00	140	55.8	49.7	6.8	0	1	0	6	26	52	35	14	6	0	0	0
19:00	75	58.8	53	6.2	0	0	0	0	7	22	26	15	2	2	1	0
20:00	63	57.9	51.6	6.9	0	0	0	2	8	22	18	8	3	1	1	0
21:00	55	58.3	49.7	9.2	0	0	0	6	18	7	12	7	2	2	0	1
22:00	16	61.5	55.4	7.4	0	0	0	0	1	4	4	4	1	2	0	0
23:00	6	-	54.3	12.1	0	0	0	0	0	4	1	0	0	0	0	1
12H,7-19	1719	55.5	49	7.7	1	16	8	109	372	584	408	159	36	16	4	6
16H,6-22	1922	55.8	49.3	7.7	1	16	8	118	405	637	465	193	44	21	6	8
18H,6-24	1944	55.9	49.3	7.8	1	16	8	118	406	645	470	197	45	23	6	9
24H,0-24	1979	56	49.4	7.8	1	16	9	119	412	650	479	204	48	24	6	11

11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 20-Jun-22																
00:00	11	59.1	53.3	8.6	0	0	0	1	1	1	4	3	0	1	0	0
01:00	4	-	51	8.7	0	0	0	0	1	2	0	0	1	0	0	0
02:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	6	-	55.2	9.9	0	0	0	0	2	0	1	0	3	0	0	0
04:00	11	59.1	53.5	7.5	0	0	0	0	2	2	3	3	0	1	0	0
05:00	32	58.6	53	6.5	0	0	0	1	3	6	13	7	1	1	0	0
06:00	71	58.8	52.4	5.9	0	0	0	1	7	22	21	16	4	0	0	0
07:00	134	59.3	53	6.5	0	0	0	2	11	42	37	32	7	1	2	0
08:00	222	56.4	50.3	6.5	0	0	0	11	40	73	62	26	8	2	0	0
09:00	158	55.7	49.4	6.6	0	0	0	9	38	50	39	17	4	0	1	0
10:00	135	56.1	50	6	0	0	0	4	25	57	28	15	6	0	0	0
11:00	145	55.9	49.9	7.1	0	0	0	10	30	42	42	13	6	0	2	0
12:00	169	56	48.1	7.6	0	0	1	23	36	56	27	21	4	0	1	0
13:00	137	55.1	49.7	6.1	0	0	0	6	26	51	40	9	4	0	1	0
14:00	180	55.5	49.4	6.7	0	0	0	14	31	70	42	17	3	2	1	0
15:00	166	54.4	48.3	6.3	0	1	0	11	43	52	49	9	1	0	0	0
16:00	235	55.1	48.4	7.3	0	2	0	20	58	72	58	18	6	1	0	0
17:00	221	57.4	50.5	7	0	0	4	5	32	86	53	27	12	2	0	0
18:00	153	56.4	49.6	7.1	0	1	1	7	29	54	36	20	5	0	0	0
19:00	80	55.3	49.9	7.1	0	0	1	5	10	30	25	6	0	3	0	0
20:00	49	62.8	53.9	8.9	0	0	1	0	8	10	10	10	6	3	1	0
21:00	42	63.3	54.4	8.5	0	0	0	1	8	7	5	11	7	3	0	0
22:00	21	60.2	53.3	7.8	0	0	0	0	4	5	5	4	1	2	0	0
23:00	19	57.1	49.9	8.7	0	0	0	3	2	5	5	3	0	1	0	0
12H,7-19	2055	56	49.7	6.9	0	4	6	122	399	705	513	224	66	8	8	0
16H,6-22	2297	56.6	49.9	7	0	4	8	129	432	774	574	267	83	17	9	0
18H,6-24	2337	56.7	50	7	0	4	8	132	438	784	584	274	84	20	9	0
24H,0-24	2402	56.8	50	7	0	4	8	134	448	795	605	287	89	23	9	0

11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 21-Jun-22																
00:00	5	-	52.5	6.6	0	0	0	0	1	1	1	2	0	0	0	0
01:00	3	-	60.2	16.1	0	0	0	0	0	1	1	0	0	0	0	1
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	53.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	9	-	54.3	12.1	0	0	0	1	1	1	3	1	1	0	0	1
05:00	25	62.9	54.8	8.4	0	0	0	1	3	3	7	6	2	3	0	0
06:00	79	58.8	52.6	7.6	1	0	0	0	8	19	29	17	3	2	0	0
07:00	163	56	50.9	6.4	0	0	1	3	24	58	52	20	1	3	0	1
08:00	254	55.2	50	5.7	0	0	0	11	34	105	77	21	5	1	0	0
09:00	153	54.9	48.6	6.6	0	0	1	10	40	51	35	11	4	1	0	0
10:00	128	55.3	48.8	6.7	0	0	0	8	36	43	25	11	3	2	0	0
11:00	151	54.7	47.3	8.9	0	5	3	9	29	67	20	15	2	1	0	0
12:00	148	55.5	48.8	7.7	1	1	0	8	32	57	29	15	3	2	0	0
13:00	176	55.1	48.8	6.5	0	0	0	11	52	46	49	15	2	0	0	1
14:00	158	54.1	47.7	7.1	0	1	0	18	36	61	29	8	4	1	0	0
15:00	232	54.5	47.7	7.5	0	1	1	35	39	85	51	14	4	1	1	0
16:00	226	56.1	50	8	0	2	0	16	37	72	64	21	8	4	1	1
17:00	256	55.6	50.1	7.1	0	1	0	15	34	103	69	24	5	0	4	1
18:00	160	55.9	49.5	7.7	0	1	1	14	27	42	52	18	2	3	0	0
19:00	88	57.4	50.6	8.4	0	1	0	3	17	29	22	8	5	1	1	1
20:00	70	61	53	9.1	0	0	0	3	9	22	14	11	6	1	2	2
21:00	66	62.3	52.5	11.2	0	1	0	6	7	20	8	12	6	2	1	3
22:00	28	62.6	51.5	12.9	0	1	0	3	3	8	4	3	4	0	0	2
23:00	9	-	49.9	7.7	0	0	0	1	1	3	3	0	1	0	0	0
12H,7-19	2205	55.4	49.1	7.2	1	12	7	158	420	790	552	193	43	19	6	4
16H,6-22	2508	55.8	49.5	7.5	2	14	7	170	461	880	625	241	63	25	10	10
18H,6-24	2545	55.8	49.5	7.6	2	15	7	174	465	891	632	244	68	25	10	12
24H,0-24	2588	55.9	49.6	7.7	2	15	7	176	470	897	645	253	71	28	10	14

11419 MINSTER LOVELL Site No: 11419001 Location Burford Rd, Minster Lovell
JUNE 2022 Channel: Northeastbound

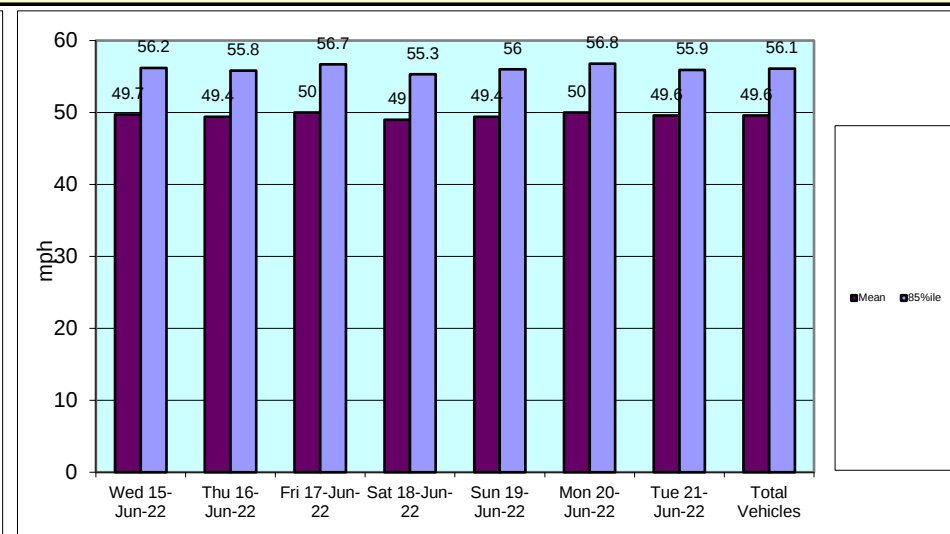
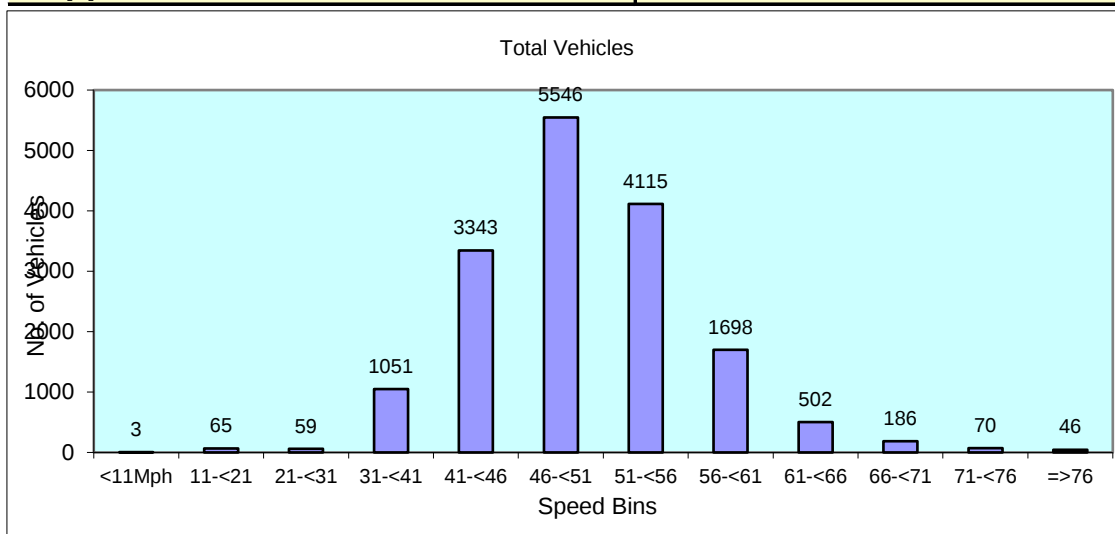
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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Daily Totals

Wed 15-Jun-22	2572	56.2	49.7	7.4	0	13	15	147	502	825	670	276	82	32	8	2
Thu 16-Jun-22	2635	55.8	49.4	7.2	0	5	4	180	564	890	626	241	74	32	11	8
Fri 17-Jun-22	2562	56.7	50	7.5	0	6	14	149	511	808	648	281	88	34	17	6
Sat 18-Jun-22	1946	55.3	49	7.1	0	6	2	146	436	681	442	156	50	13	9	5
Sun 19-Jun-22	1979	56	49.4	7.8	1	16	9	119	412	650	479	204	48	24	6	11
Mon 20-Jun-22	2402	56.8	50	7	0	4	8	134	448	795	605	287	89	23	9	0
Tue 21-Jun-22	2588	55.9	49.6	7.7	2	15	7	176	470	897	645	253	71	28	10	14

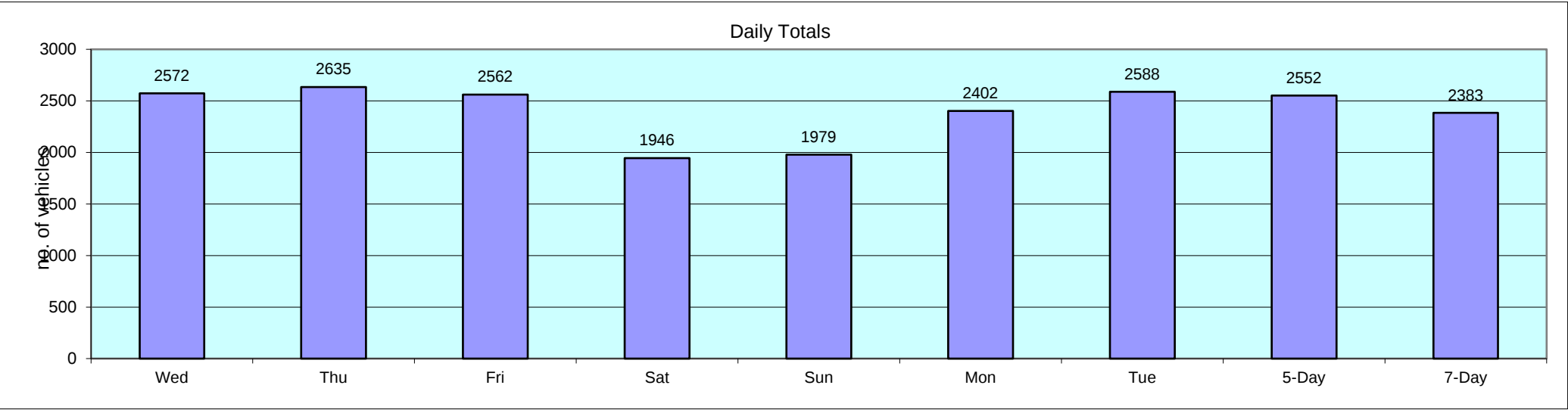
Total Vehicles

[--]	16684	56.1	49.6	7.4	3	65	59	1051	3343	5546	4115	1698	502	186	70	46
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11419	MINSTER LOVELL			Site No: 11419001	Location	Burford Rd, Minster Lovell			
	JUNE 2022			Channel: Northeastbound					
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	15/06/2022	16/06/2022	17/06/2022	18/06/2022	19/06/2022	20/06/2022	21/06/2022	Av	Av
Week Begin: 15-Jun-22									
00:00	4	4	5	12	12	11	5	6	8
01:00	2	1	4	2	3	4	3	3	3
02:00	2	3	1	4	8	1	0	1	3
03:00	2	3	2	2	6	6	1	3	3
04:00	13	15	14	1	2	11	9	12	9
05:00	32	25	34	11	4	32	25	30	23
06:00	83	72	65	16	10	71	79	74	57
07:00	160	165	144	46	22	134	163	153	119
08:00	229	256	220	85	35	222	254	236	186
09:00	167	167	160	121	77	158	153	161	143
10:00	164	146	168	143	127	135	128	148	144
11:00	190	166	176	172	182	145	151	166	169
12:00	173	156	175	154	184	169	148	164	166
13:00	183	173	189	176	198	137	176	172	176
14:00	162	172	170	159	166	180	158	168	167
15:00	178	191	194	161	208	166	232	192	190
16:00	280	268	261	164	207	235	226	254	234
17:00	156	242	173	162	173	221	256	210	198
18:00	126	130	120	113	140	153	160	138	135
19:00	81	91	98	80	75	80	88	88	85
20:00	65	71	71	50	63	49	70	65	63
21:00	79	62	62	39	55	42	66	62	58
22:00	23	41	32	44	16	21	28	29	29
23:00	18	15	24	29	6	19	9	17	17
6H	1118	1228	1078	691	654	1123	1212	1152	1015
12H,7-19	2168	2232	2150	1656	1719	2055	2205	2162	2026
16H,6-22	2476	2528	2446	1841	1922	2297	2508	2451	2288
18H,6-24	2517	2584	2502	1914	1944	2337	2545	2497	2335
24H,0-24	2572	2635	2562	1946	1979	2402	2588	2552	2383
Am	08:00	08:00	08:00	11:00	11:00	08:00	08:00		
Peak	229	256	220	172	182	222	254		
Pm	16:00	16:00	16:00	13:00	15:00	16:00	17:00		
Peak	280	268	261	176	208	235	256		

11419	MINSTER LOVELL			Site No: 11419001	Location	Burford Rd, Minster Lovell			
	JUNE 2022			Channel: Northeastbound					
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	15/06/2022	16/06/2022	17/06/2022	18/06/2022	19/06/2022	20/06/2022	21/06/2022	Av	Av



11419		MINSTER LOVELL				Site No: 11419001		Location		Burford Rd, Minster Lovell					
JUNE 2022		Channel: Southwestbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER		
Wed 15-Jun-22															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
02:00	7	0	6	0	0	0	0	0	0	0	1	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:00	10	0	5	3	0	0	1	0	1	0	0	0	0	0	0
05:00	44	1	38	3	0	1	1	0	0	0	0	0	0	0	0
06:00	123	1	91	25	1	2	0	0	0	0	2	1	0	0	0
07:00	224	5	177	30	3	4	3	0	0	0	1	1	0	0	0
08:00	223	6	192	18	0	1	3	1	1	0	0	1	0	0	0
09:00	203	7	174	17	0	1	4	0	0	0	0	0	0	0	0
10:00	187	10	159	14	1	1	2	0	0	0	0	0	0	0	0
11:00	189	2	154	14	1	3	13	0	0	0	1	1	0	0	0
12:00	229	6	194	17	1	1	8	0	1	0	0	1	0	0	0
13:00	204	1	184	11	1	1	6	0	0	0	0	0	0	0	0
14:00	237	4	200	20	2	1	5	0	1	1	1	2	0	0	0
15:00	262	1	223	22	0	1	11	0	2	0	1	1	0	0	0
16:00	218	2	194	15	1	0	5	0	1	0	0	0	0	0	0
17:00	216	7	194	4	0	1	9	0	1	0	0	0	0	0	0
18:00	125	3	109	3	0	2	7	0	0	0	0	1	0	0	0
19:00	88	2	80	3	0	1	1	0	0	0	1	0	0	0	0
20:00	74	1	62	6	0	1	3	0	1	0	0	0	0	0	0
21:00	39	1	35	1	0	0	2	0	0	0	0	0	0	0	0
22:00	38	1	35	0	0	0	2	0	0	0	0	0	0	0	0
23:00	41	1	40	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2517	54	2154	185	10	17	76	1	7	1	4	8	0	0	0
16H,6-22	2841	59	2422	220	11	21	82	1	8	1	7	9	0	0	0
18H,6-24	2920	61	2497	220	11	21	84	1	8	1	7	9	0	0	0
24H,0-24	2987	62	2550	227	11	22	86	1	9	2	7	10	0	0	0

11419		MINSTER LOVELL				Site No: 11419001		Location	Burford Rd, Minster Lovell						
JUNE 2022		Channel: Southwestbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
Thu 16-Jun-22															
00:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	2	2	0	1	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	18	0	17	0	0	0	0	0	0	0	1	0	0	0	0
05:00	46	4	36	3	0	0	2	0	0	0	0	1	0	0	0
06:00	103	5	83	8	1	1	3	0	1	0	0	1	0	0	0
07:00	217	3	168	24	1	2	16	0	0	0	0	3	0	0	0
08:00	217	4	184	11	2	3	9	0	2	0	0	2	0	0	0
09:00	178	3	142	22	0	2	8	0	0	0	0	1	0	0	0
10:00	179	3	144	20	0	1	8	1	0	0	1	1	0	0	0
11:00	218	3	182	16	0	4	12	0	0	0	1	0	0	0	0
12:00	181	4	148	17	1	4	6	0	0	0	0	1	0	0	0
13:00	156	3	127	13	1	1	10	0	0	0	0	1	0	0	0
14:00	190	1	144	26	3	3	9	0	1	0	1	2	0	0	0
15:00	222	2	183	27	0	0	10	0	0	0	0	0	0	0	0
16:00	245	2	209	18	0	2	14	0	0	0	0	0	0	0	0
17:00	233	0	207	17	0	1	6	1	1	0	0	0	0	0	0
18:00	151	1	132	8	0	2	8	0	0	0	0	0	0	0	0
19:00	96	3	85	7	0	0	1	0	0	0	0	0	0	0	0
20:00	54	1	49	2	1	0	1	0	0	0	0	0	0	0	0
21:00	46	1	43	1	0	0	1	0	0	0	0	0	0	0	0
22:00	31	0	29	1	0	0	1	0	0	0	0	0	0	0	0
23:00	25	0	22	1	0	0	2	0	0	0	0	0	0	0	0
12H,7-19	2387	29	1970	219	8	25	116	2	4	0	3	11	0	0	0
16H,6-22	2686	39	2230	237	10	26	122	2	5	0	3	12	0	0	0
18H,6-24	2742	39	2281	239	10	26	125	2	5	0	3	12	0	0	0
24H,0-24	2831	43	2354	246	10	27	127	2	5	0	4	13	0	0	0

11419		MINSTER LOVELL				Site No: 11419001		Location	Burford Rd, Minster Lovell						
JUNE 2022		Channel: Southwestbound													
			CARS OR									FIVE OR			
			CAR-	LIGHT			TWO AXLE,	THREE		FOUR OR	FOUR OR		SIX OR	LESS	SEVEN
TIME	TOTAL	MOTOR-	BASED	GOODS	BUSES		SIX TYRE,	AXLE		MORE	LESS	FIVE	MORE	AXLE	OR
PERIOD	VEHICLES	CYCLES	LGV	VEHICLES			RIGID/BUSES	RIGID		AXLE	AXLE	AXLE	AXLE	TRAILER	TRAILER
										ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Fri 17-Jun-22															
00:00	5	0	5	0	0		0	0		0	0	0	0	0	0
01:00	2	0	2	0	0		0	0		0	0	0	0	0	0
02:00	6	0	3	2	0		0	0		0	0	0	1	0	0
03:00	2	0	1	1	0		0	0		0	0	0	0	0	0
04:00	15	1	13	0	0		0	1		0	0	0	0	0	0
05:00	59	3	50	4	0		0	1		0	0	0	1	0	0
06:00	105	3	79	13	1		0	5		0	0	0	4	0	0
07:00	192	1	143	25	2		3	11		0	2	0	2	3	0
08:00	227	4	192	21	0		1	6		1	1	0	0	1	0
09:00	196	5	167	19	0		1	4		0	0	0	0	0	0
10:00	196	7	165	18	1		2	3		0	0	0	0	0	0
11:00	202	4	167	17	1		2	9		0	0	0	1	1	0
12:00	221	6	188	15	1		1	8		0	1	0	0	1	0
13:00	214	1	191	11	1		2	8		0	0	0	0	0	0
14:00	239	5	193	26	2		1	6		0	1	1	2	2	0
15:00	263	1	226	21	0		1	10		0	2	0	1	1	0
16:00	207	2	182	12	1		0	9		0	1	0	0	0	0
17:00	205	5	180	8	0		1	10		0	1	0	0	0	0
18:00	124	4	107	4	2		1	6		0	0	0	0	0	0
19:00	103	3	94	3	0		0	3		0	0	0	0	0	0
20:00	60	2	52	3	0		1	2		0	0	0	0	0	0
21:00	43	0	42	1	0		0	0		0	0	0	0	0	0
22:00	31	1	26	2	0		0	1		0	1	0	0	0	0
23:00	31	0	30	0	0		0	1		0	0	0	0	0	0
12H,7-19	2486	45	2101	197	11		16	90		1	9	1	6	9	0
16H,6-22	2797	53	2368	217	12		17	100		1	9	1	6	13	0
18H,6-24	2859	54	2424	219	12		17	102		1	10	1	6	13	0
24H,0-24	2948	58	2498	226	12		17	104		1	10	1	6	15	0

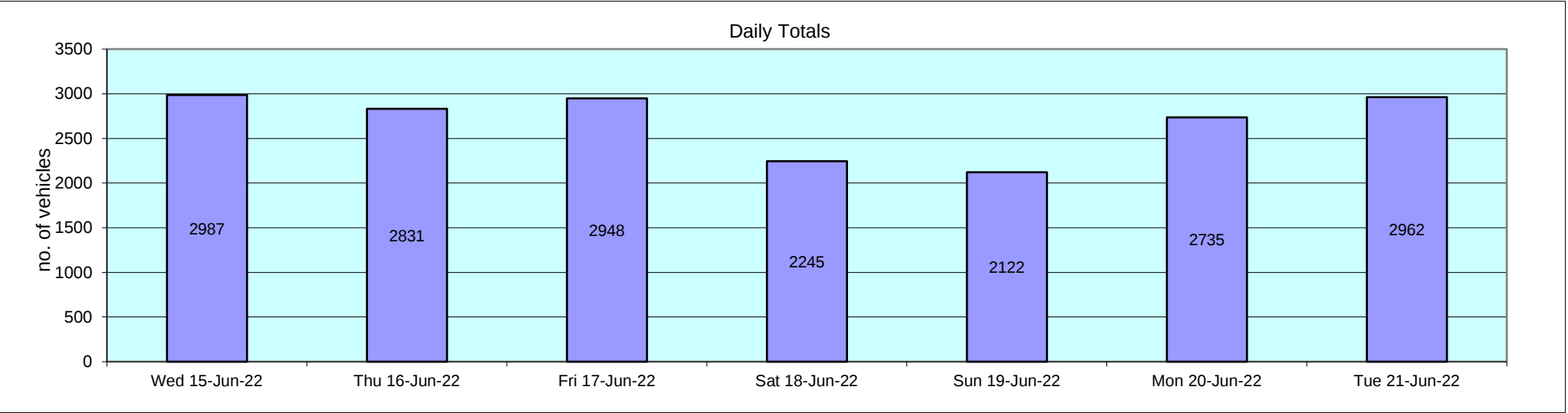
11419		MINSTER LOVELL				Site No: 11419001		Location		Burford Rd, Minster Lovell					
JUNE 2022		Channel: Southwestbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES											
Sat 18-Jun-22															
00:00	9	0	8	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
03:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00	30	4	21	2	0	0	2	0	0	0	1	0	0	0	0
06:00	37	1	29	4	0	2	1	0	0	0	0	0	0	0	0
07:00	73	1	62	7	0	1	2	0	0	0	0	0	0	0	0
08:00	143	0	129	9	0	1	4	0	0	0	0	0	0	0	0
09:00	201	0	178	15	0	1	7	0	0	0	0	0	0	0	0
10:00	201	1	186	6	0	1	7	0	0	0	0	0	0	0	0
11:00	188	1	169	10	0	0	8	0	0	0	0	0	0	0	0
12:00	190	1	173	12	0	1	3	0	0	0	0	0	0	0	0
13:00	200	0	185	8	0	1	4	0	2	0	0	0	0	0	0
14:00	150	1	141	5	0	0	3	0	0	0	0	0	0	0	0
15:00	155	2	138	10	0	2	2	0	0	0	1	0	0	0	0
16:00	143	1	130	5	0	1	6	0	0	0	0	0	0	0	0
17:00	129	0	125	2	0	1	1	0	0	0	0	0	0	0	0
18:00	93	1	81	7	0	1	3	0	0	0	0	0	0	0	0
19:00	85	1	79	3	1	0	1	0	0	0	0	0	0	0	0
20:00	80	0	73	4	0	0	3	0	0	0	0	0	0	0	0
21:00	42	0	40	1	0	1	0	0	0	0	0	0	0	0	0
22:00	49	0	46	2	0	0	1	0	0	0	0	0	0	0	0
23:00	29	0	24	2	0	0	3	0	0	0	0	0	0	0	0
12H,7-19	1866	9	1697	96	0	11	50	0	2	0	1	0	0	0	0
16H,6-22	2110	11	1918	108	1	14	55	0	2	0	1	0	0	0	0
18H,6-24	2188	11	1988	112	1	14	59	0	2	0	1	0	0	0	0
24H,0-24	2245	15	2033	116	1	14	62	0	2	0	2	0	0	0	0

11419		MINSTER LOVELL				Site No: 11419001		Location	Burford Rd, Minster Lovell						
JUNE 2022			Channel: Southwestbound												
			CARS OR						FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN
TIME	TOTAL	MOTOR-	CAR-	LIGHT		TWO AXLE,	THREE	MORE	LESS	FIVE	MORE	AXLE	AXLE	TRAILER	OR
PERIOD	VEHICLES	CYCLES	BASED	GOODS	BUSES	SIX TYRE,	AXLE	AXLE	AXLE	AXLE	AXLE	TRAILER	TRAILER	TRAILER	AXLE
			LGV	VEHICLES		RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Sun 19-Jun-22															
00:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	2	1	0	0	1	0	0	0	0	0	0	0	0
03:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	20	3	15	0	0	0	2	0	0	0	0	0	0	0	0
06:00	16	0	13	3	0	0	0	0	0	0	0	0	0	0	0
07:00	59	2	51	3	0	0	3	0	0	0	0	0	0	0	0
08:00	64	0	58	5	0	0	1	0	0	0	0	0	0	0	0
09:00	143	2	131	5	1	1	3	0	0	0	0	0	0	0	0
10:00	224	2	207	10	1	0	4	0	0	0	0	0	0	0	0
11:00	213	2	194	8	0	1	8	0	0	0	0	0	0	0	0
12:00	210	3	195	7	2	1	2	0	0	0	0	0	0	0	0
13:00	230	2	211	6	0	1	10	0	0	0	0	0	0	0	0
14:00	196	4	174	9	1	0	7	1	0	0	0	0	0	0	0
15:00	147	3	133	6	0	1	4	0	0	0	0	0	0	0	0
16:00	146	3	126	8	1	1	7	0	0	0	0	0	0	0	0
17:00	136	2	119	11	0	2	2	0	0	0	0	0	0	0	0
18:00	114	3	105	3	0	0	3	0	0	0	0	0	0	0	0
19:00	78	0	74	2	0	0	2	0	0	0	0	0	0	0	0
20:00	52	1	48	2	0	0	1	0	0	0	0	0	0	0	0
21:00	31	0	29	0	0	0	2	0	0	0	0	0	0	0	0
22:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
23:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1882	28	1704	81	6	8	54	1	0	0	0	0	0	0	0
16H,6-22	2059	29	1868	88	6	8	59	1	0	0	0	0	0	0	0
18H,6-24	2082	29	1889	90	6	8	59	1	0	0	0	0	0	0	0
24H,0-24	2122	32	1922	91	6	8	62	1	0	0	0	0	0	0	0

11419		MINSTER LOVELL				Site No: 11419001		Location		Burford Rd, Minster Lovell					
JUNE 2022				Channel: Southwestbound											
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE AXLE	MORE	LESS	TRAILER	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	ARTIC	AXLE	ARTIC	ARTIC	ARTIC	
Mon 20-Jun-22															
00:00	9	0	7	0	0	0	2	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
04:00	3	1	1	0	0	0	0	0	0	0	1	0	0	0	
05:00	51	1	42	2	0	1	4	0	0	0	0	1	0	0	
06:00	120	0	92	17	1	1	5	0	1	0	2	1	0	0	
07:00	230	2	178	34	1	3	9	0	2	0	0	1	0	0	
08:00	223	4	200	9	0	3	5	0	1	1	0	0	0	0	
09:00	166	1	136	20	1	2	3	0	1	0	1	1	0	0	
10:00	195	1	171	17	0	1	4	0	1	0	0	0	0	0	
11:00	196	2	159	19	0	1	9	0	3	0	0	3	0	0	
12:00	179	2	150	14	1	0	9	0	0	0	2	1	0	0	
13:00	177	2	153	17	1	0	3	0	1	0	0	0	0	0	
14:00	199	2	164	18	3	1	6	1	1	0	2	1	0	0	
15:00	202	2	163	17	0	2	15	0	3	0	0	0	0	0	
16:00	231	1	202	19	1	1	7	0	0	0	0	0	0	0	
17:00	209	3	183	16	1	0	6	0	0	0	0	0	0	0	
18:00	132	5	112	7	0	1	7	0	0	0	0	0	0	0	
19:00	88	0	79	7	1	0	1	0	0	0	0	0	0	0	
20:00	50	3	41	3	0	1	2	0	0	0	0	0	0	0	
21:00	43	1	38	4	0	0	0	0	0	0	0	0	0	0	
22:00	20	0	20	0	0	0	0	0	0	0	0	0	0	0	
23:00	8	0	6	0	0	0	1	0	0	0	1	0	0	0	
12H,7-19	2339	27	1971	207	9	15	83	1	13	1	5	7	0	0	
16H,6-22	2640	31	2221	238	11	17	91	1	14	1	7	8	0	0	
18H,6-24	2668	31	2247	238	11	17	92	1	14	1	8	8	0	0	
24H,0-24	2735	33	2300	241	11	18	98	1	14	1	9	9	0	0	

11419		MINSTER LOVELL				Site No: 11419001		Location		Burford Rd, Minster Lovell					
JUNE 2022		Channel: Southwestbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES											
Tue 21-Jun-22															
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	3	1	0	0	1	0	0	0	0	0	0	0	0
03:00	3	0	1	1	0	0	0	0	0	0	0	1	0	0	0
04:00	18	1	14	0	0	0	0	0	0	0	0	3	0	0	0
05:00	30	1	27	2	0	0	0	0	0	0	0	0	0	0	0
06:00	135	2	108	16	1	0	3	0	2	0	0	3	0	0	0
07:00	217	1	177	24	1	4	9	0	0	0	0	1	0	0	0
08:00	258	0	220	23	1	2	7	0	2	1	1	1	0	0	0
09:00	167	2	129	30	0	3	3	0	0	0	0	0	0	0	0
10:00	182	4	152	15	2	2	5	0	2	0	0	0	0	0	0
11:00	185	4	160	14	0	2	4	0	0	0	0	1	0	0	0
12:00	210	4	172	18	1	0	9	0	2	0	1	3	0	0	0
13:00	184	1	158	15	2	0	4	0	2	1	0	1	0	0	0
14:00	204	2	176	15	3	2	4	0	1	0	1	0	0	0	0
15:00	233	2	203	16	0	2	8	0	0	1	0	1	0	0	0
16:00	258	5	219	19	2	0	10	1	1	0	1	0	0	0	0
17:00	239	7	209	7	0	1	15	0	0	0	0	0	0	0	0
18:00	173	13	141	11	2	1	5	0	0	0	0	0	0	0	0
19:00	96	2	85	7	0	0	2	0	0	0	0	0	0	0	0
20:00	66	1	58	5	0	1	1	0	0	0	0	0	0	0	0
21:00	43	2	36	3	0	1	1	0	0	0	0	0	0	0	0
22:00	43	0	40	3	0	0	0	0	0	0	0	0	0	0	0
23:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2510	45	2116	207	14	19	83	1	10	3	4	8	0	0	0
16H,6-22	2850	52	2403	238	15	21	90	1	12	3	4	11	0	0	0
18H,6-24	2900	52	2447	244	15	21	90	1	12	3	4	11	0	0	0
24H,0-24	2962	54	2496	250	15	21	91	1	12	3	4	15	0	0	0

11419		MINSTER LOVELL				Site No: 11419001		Location	Burford Rd, Minster Lovell						
JUNE 2022		Channel: Southwestbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE,		THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC			
Daily Totals															
Wed 15-Jun-22	2987	62	2550	227	11	22	86	1	9	2	7	10	0	0	
Thu 16-Jun-22	2831	43	2354	246	10	27	127	2	5	0	4	13	0	0	
Fri 17-Jun-22	2948	58	2498	226	12	17	104	1	10	1	6	15	0	0	
Sat 18-Jun-22	2245	15	2033	116	1	14	62	0	2	0	2	0	0	0	
Sun 19-Jun-22	2122	32	1922	91	6	8	62	1	0	0	0	0	0	0	
Mon 20-Jun-22	2735	33	2300	241	11	18	98	1	14	1	9	9	0	0	
Tue 21-Jun-22	2962	54	2496	250	15	21	91	1	12	3	4	15	0	0	
Total Vehicles															
[--]	18830	297	16153	1397	66	127	630	7	52	7	32	62	0	0	



11419	MINSTER LOVELL	Site No: 11419001	Location	Burford Rd, Minster Lovell							
JUNE 2022		Channel: Southwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 15-Jun-22											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	7	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
03:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
04:00	10	0	0.0	5	50.0	3	30.0	2	20.0	0	0.0
05:00	44	1	2.3	38	86.4	3	6.8	2	4.6	0	0.0
06:00	123	1	0.8	91	74.0	25	20.3	5	4.1	1	0.8
07:00	224	5	2.2	177	79.0	30	13.4	9	4.0	3	1.3
08:00	223	6	2.7	192	86.1	18	8.1	7	3.1	0	0.0
09:00	203	7	3.5	174	85.7	17	8.4	5	2.5	0	0.0
10:00	187	10	5.4	159	85.0	14	7.5	3	1.6	1	0.5
11:00	189	2	1.1	154	81.5	14	7.4	18	9.5	1	0.5
12:00	229	6	2.6	194	84.7	17	7.4	11	4.8	1	0.4
13:00	204	1	0.5	184	90.2	11	5.4	7	3.4	1	0.5
14:00	237	4	1.7	200	84.4	20	8.4	11	4.6	2	0.8
15:00	262	1	0.4	223	85.1	22	8.4	16	6.1	0	0.0
16:00	218	2	0.9	194	89.0	15	6.9	6	2.8	1	0.5
17:00	216	7	3.2	194	89.8	4	1.9	11	5.1	0	0.0
18:00	125	3	2.4	109	87.2	3	2.4	10	8.0	0	0.0
19:00	88	2	2.3	80	90.9	3	3.4	3	3.4	0	0.0
20:00	74	1	1.4	62	83.8	6	8.1	5	6.8	0	0.0
21:00	39	1	2.6	35	89.7	1	2.6	2	5.1	0	0.0
22:00	38	1	2.6	35	92.1	0	0.0	2	5.3	0	0.0
23:00	41	1	2.4	40	97.6	0	0.0	0	0.0	0	0.0
6 hr								48	4		
12H,7-19	2517	54	2.2	2154	85.6	185	7.4	114	4.5	10	0.4
16H,6-22	2841	59	2.1	2422	85.3	220	7.7	129	4.5	11	0.4
18H,6-24	2920	61	2.1	2497	85.5	220	7.5	131	4.5	11	0.4
24H,0-24	2987	62	2.1	2550	85.4	227	7.6	137	4.6	11	0.4

11419	MINSTER LOVELL	Site No: 11419001	Location	Burford Rd, Minster Lovell							
	JUNE 2022	Channel: Southwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 16-Jun-22											
00:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
01:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
02:00	5	0	0.0	2	40.0	2	40.0	1	20.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	18	0	0.0	17	94.4	0	0.0	1	5.6	0	0.0
05:00	46	4	8.7	36	78.3	3	6.5	3	6.5	0	0.0
06:00	103	5	4.9	83	80.6	8	7.8	6	5.8	1	1.0
07:00	217	3	1.4	168	77.4	24	11.1	21	9.7	1	0.5
08:00	217	4	1.8	184	84.8	11	5.1	16	7.4	2	0.9
09:00	178	3	1.7	142	79.8	22	12.4	11	6.2	0	0.0
10:00	179	3	1.7	144	80.5	20	11.2	12	6.7	0	0.0
11:00	218	3	1.4	182	83.5	16	7.3	17	7.8	0	0.0
12:00	181	4	2.2	148	81.8	17	9.4	11	6.1	1	0.6
13:00	156	3	1.9	127	81.4	13	8.3	12	7.7	1	0.6
14:00	190	1	0.5	144	75.8	26	13.7	16	8.4	3	1.6
15:00	222	2	0.9	183	82.4	27	12.2	10	4.5	0	0.0
16:00	245	2	0.8	209	85.3	18	7.4	16	6.5	0	0.0
17:00	233	0	0.0	207	88.8	17	7.3	9	3.9	0	0.0
18:00	151	1	0.7	132	87.4	8	5.3	10	6.6	0	0.0
19:00	96	3	3.1	85	88.5	7	7.3	1	1.0	0	0.0
20:00	54	1	1.9	49	90.7	2	3.7	1	1.9	1	1.9
21:00	46	1	2.2	43	93.5	1	2.2	1	2.2	0	0.0
22:00	31	0	0.0	29	93.6	1	3.2	1	3.2	0	0.0
23:00	25	0	0.0	22	88.0	1	4.0	2	8.0	0	0.0
6 hr								83	3		
12H,7-19	2387	29	1.2	1970	82.5	219	9.2	161	6.7	8	0.3
16H,6-22	2686	39	1.5	2230	83.0	237	8.8	170	6.3	10	0.4
18H,6-24	2742	39	1.4	2281	83.2	239	8.7	173	6.3	10	0.4
24H,0-24	2831	43	1.5	2354	83.2	246	8.7	178	6.3	10	0.4

11419	MINSTER LOVELL	Site No: 11419001	Location	Burford Rd, Minster Lovell							
	JUNE 2022	Channel: Southwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 17-Jun-22											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	6	0	0.0	3	50.0	2	33.3	1	16.7	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	15	1	6.7	13	86.7	0	0.0	1	6.7	0	0.0
05:00	59	3	5.1	50	84.8	4	6.8	2	3.4	0	0.0
06:00	105	3	2.9	79	75.2	13	12.4	9	8.6	1	1.0
07:00	192	1	0.5	143	74.5	25	13.0	21	10.9	2	1.0
08:00	227	4	1.8	192	84.6	21	9.3	10	4.4	0	0.0
09:00	196	5	2.6	167	85.2	19	9.7	5	2.6	0	0.0
10:00	196	7	3.6	165	84.2	18	9.2	5	2.6	1	0.5
11:00	202	4	2.0	167	82.7	17	8.4	13	6.4	1	0.5
12:00	221	6	2.7	188	85.1	15	6.8	11	5.0	1	0.5
13:00	214	1	0.5	191	89.3	11	5.1	10	4.7	1	0.5
14:00	239	5	2.1	193	80.8	26	10.9	13	5.4	2	0.8
15:00	263	1	0.4	226	85.9	21	8.0	15	5.7	0	0.0
16:00	207	2	1.0	182	87.9	12	5.8	10	4.8	1	0.5
17:00	205	5	2.4	180	87.8	8	3.9	12	5.9	0	0.0
18:00	124	4	3.2	107	86.3	4	3.2	7	5.7	2	1.6
19:00	103	3	2.9	94	91.3	3	2.9	3	2.9	0	0.0
20:00	60	2	3.3	52	86.7	3	5.0	3	5.0	0	0.0
21:00	43	0	0.0	42	97.7	1	2.3	0	0.0	0	0.0
22:00	31	1	3.2	26	83.9	2	6.5	2	6.5	0	0.0
23:00	31	0	0.0	30	96.8	0	0.0	1	3.2	0	0.0
6 hr								65	5		
12H,7-19	2486	45	1.8	2101	84.5	197	7.9	132	5.3	11	0.4
16H,6-22	2797	53	1.9	2368	84.7	217	7.8	147	5.3	12	0.4
18H,6-24	2859	54	1.9	2424	84.8	219	7.7	150	5.3	12	0.4
24H,0-24	2948	58	2.0	2498	84.7	226	7.7	154	5.2	12	0.4

11419	MINSTER LOVELL	Site No: 11419001	Location	Burford Rd, Minster Lovell							
JUNE 2022	Channel: Southwestbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 18-Jun-22											
00:00	9	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
01:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	30	4	13.3	21	70.0	2	6.7	3	10.0	0	0.0
06:00	37	1	2.7	29	78.4	4	10.8	3	8.1	0	0.0
07:00	73	1	1.4	62	84.9	7	9.6	3	4.1	0	0.0
08:00	143	0	0.0	129	90.2	9	6.3	5	3.5	0	0.0
09:00	201	0	0.0	178	88.6	15	7.5	8	4.0	0	0.0
10:00	201	1	0.5	186	92.5	6	3.0	8	4.0	0	0.0
11:00	188	1	0.5	169	89.9	10	5.3	8	4.3	0	0.0
12:00	190	1	0.5	173	91.1	12	6.3	4	2.1	0	0.0
13:00	200	0	0.0	185	92.5	8	4.0	7	3.5	0	0.0
14:00	150	1	0.7	141	94.0	5	3.3	3	2.0	0	0.0
15:00	155	2	1.3	138	89.0	10	6.5	5	3.2	0	0.0
16:00	143	1	0.7	130	90.9	5	3.5	7	4.9	0	0.0
17:00	129	0	0.0	125	96.9	2	1.6	2	1.6	0	0.0
18:00	93	1	1.1	81	87.1	7	7.5	4	4.3	0	0.0
19:00	85	1	1.2	79	92.9	3	3.5	1	1.2	1	1.2
20:00	80	0	0.0	73	91.3	4	5.0	3	3.8	0	0.0
21:00	42	0	0.0	40	95.2	1	2.4	1	2.4	0	0.0
22:00	49	0	0.0	46	93.9	2	4.1	1	2.0	0	0.0
23:00	29	0	0.0	24	82.8	2	6.9	3	10.3	0	0.0
12H,7-19	1866	9	0.5	1697	90.9	96	5.1	64	3.4	0	0.0
16H,6-22	2110	11	0.5	1918	90.9	108	5.1	72	3.4	1	0.1
18H,6-24	2188	11	0.5	1988	90.9	112	5.1	76	3.5	1	0.1
24H,0-24	2245	15	0.7	2033	90.6	116	5.2	80	3.6	1	0.0

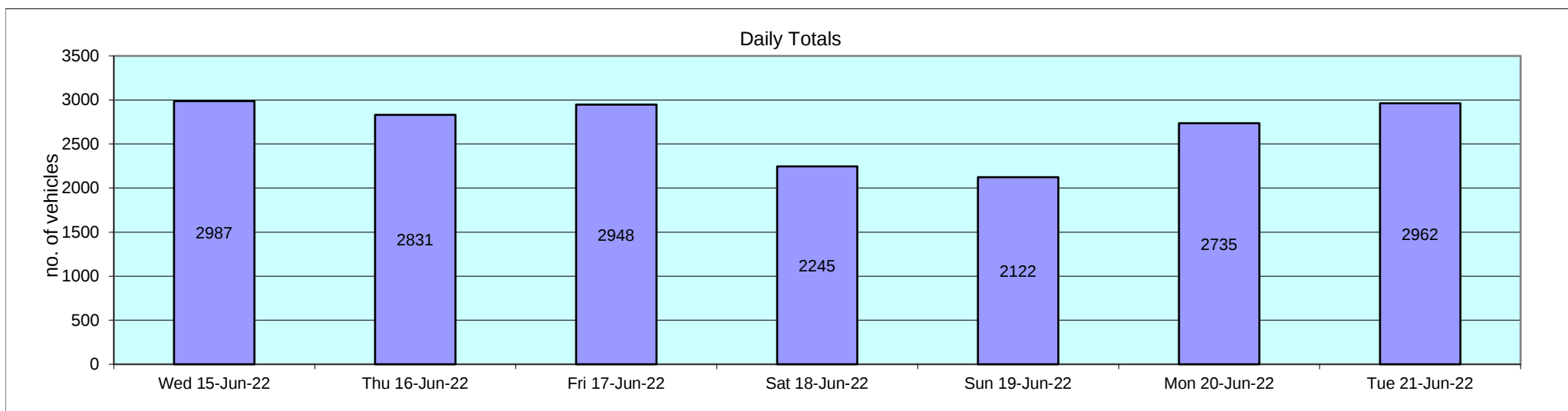
11419		MINSTER LOVELL		Site No: 11419001		Location		Burford Rd, Minster Lovell			
JUNE 2022		Channel: Southwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 19-Jun-22											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	4	0	0.0	2	50.0	1	25.0	1	25.0	0	0.0
03:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	20	3	15.0	15	75.0	0	0.0	2	10.0	0	0.0
06:00	16	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
07:00	59	2	3.4	51	86.4	3	5.1	3	5.1	0	0.0
08:00	64	0	0.0	58	90.6	5	7.8	1	1.6	0	0.0
09:00	143	2	1.4	131	91.6	5	3.5	4	2.8	1	0.7
10:00	224	2	0.9	207	92.4	10	4.5	4	1.8	1	0.5
11:00	213	2	0.9	194	91.1	8	3.8	9	4.2	0	0.0
12:00	210	3	1.4	195	92.9	7	3.3	3	1.4	2	1.0
13:00	230	2	0.9	211	91.7	6	2.6	11	4.8	0	0.0
14:00	196	4	2.0	174	88.8	9	4.6	8	4.1	1	0.5
15:00	147	3	2.0	133	90.5	6	4.1	5	3.4	0	0.0
16:00	146	3	2.1	126	86.3	8	5.5	8	5.5	1	0.7
17:00	136	2	1.5	119	87.5	11	8.1	4	2.9	0	0.0
18:00	114	3	2.6	105	92.1	3	2.6	3	2.6	0	0.0
19:00	78	0	0.0	74	94.9	2	2.6	2	2.6	0	0.0
20:00	52	1	1.9	48	92.3	2	3.9	1	1.9	0	0.0
21:00	31	0	0.0	29	93.6	0	0.0	2	6.5	0	0.0
22:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
23:00	10	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
12H,7-19	1882	28	1.5	1704	90.5	81	4.3	63	3.4	6	0.3
16H,6-22	2059	29	1.4	1868	90.7	88	4.3	68	3.3	6	0.3
18H,6-24	2082	29	1.4	1889	90.7	90	4.3	68	3.3	6	0.3
24H,0-24	2122	32	1.5	1922	90.6	91	4.3	71	3.4	6	0.3

11419	MINSTER LOVELL			Site No: 11419001		Location		Burford Rd, Minster Lovell			
	JUNE 2022			Channel: Southwestbound							
	TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS
Mon 20-Jun-22											
00:00	9	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	3	1	33.3	1	33.3	0	0.0	1	33.3	0	0.0
05:00	51	1	2.0	42	82.4	2	3.9	6	11.8	0	0.0
06:00	120	0	0.0	92	76.7	17	14.2	10	8.3	1	0.8
07:00	230	2	0.9	178	77.4	34	14.8	15	6.5	1	0.4
08:00	223	4	1.8	200	89.7	9	4.0	10	4.5	0	0.0
09:00	166	1	0.6	136	81.9	20	12.1	8	4.8	1	0.6
10:00	195	1	0.5	171	87.7	17	8.7	6	3.1	0	0.0
11:00	196	2	1.0	159	81.1	19	9.7	16	8.2	0	0.0
12:00	179	2	1.1	150	83.8	14	7.8	12	6.7	1	0.6
13:00	177	2	1.1	153	86.4	17	9.6	4	2.3	1	0.6
14:00	199	2	1.0	164	82.4	18	9.1	12	6.0	3	1.5
15:00	202	2	1.0	163	80.7	17	8.4	20	9.9	0	0.0
16:00	231	1	0.4	202	87.5	19	8.2	8	3.5	1	0.4
17:00	209	3	1.4	183	87.6	16	7.7	6	2.9	1	0.5
18:00	132	5	3.8	112	84.9	7	5.3	8	6.1	0	0.0
19:00	88	0	0.0	79	89.8	7	8.0	1	1.1	1	1.1
20:00	50	3	6.0	41	82.0	3	6.0	3	6.0	0	0.0
21:00	43	1	2.3	38	88.4	4	9.3	0	0.0	0	0.0
22:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
23:00	8	0	0.0	6	75.0	0	0.0	2	25.0	0	0.0
6 hr								55	4		
12H,7-19	2339	27	1.2	1971	84.3	207	8.9	125	5.3	9	0.4
16H,6-22	2640	31	1.2	2221	84.1	238	9.0	139	5.3	11	0.4
18H,6-24	2668	31	1.2	2247	84.2	238	8.9	141	5.3	11	0.4
24H,0-24	2735	33	1.2	2300	84.1	241	8.8	150	5.5	11	0.4

11419	MINSTER LOVELL	Site No: 11419001	Location	Burford Rd, Minster Lovell							
	JUNE 2022	Channel: Southwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 21-Jun-22											
00:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	5	0	0.0	3	60.0	1	20.0	1	20.0	0	0.0
03:00	3	0	0.0	1	33.3	1	33.3	1	33.3	0	0.0
04:00	18	1	5.6	14	77.8	0	0.0	3	16.7	0	0.0
05:00	30	1	3.3	27	90.0	2	6.7	0	0.0	0	0.0
06:00	135	2	1.5	108	80.0	16	11.9	8	5.9	1	0.7
07:00	217	1	0.5	177	81.6	24	11.1	14	6.5	1	0.5
08:00	258	0	0.0	220	85.3	23	8.9	14	5.4	1	0.4
09:00	167	2	1.2	129	77.3	30	18.0	6	3.6	0	0.0
10:00	182	4	2.2	152	83.5	15	8.2	9	5.0	2	1.1
11:00	185	4	2.2	160	86.5	14	7.6	7	3.8	0	0.0
12:00	210	4	1.9	172	81.9	18	8.6	15	7.1	1	0.5
13:00	184	1	0.5	158	85.9	15	8.2	8	4.4	2	1.1
14:00	204	2	1.0	176	86.3	15	7.4	8	3.9	3	1.5
15:00	233	2	0.9	203	87.1	16	6.9	12	5.2	0	0.0
16:00	258	5	1.9	219	84.9	19	7.4	13	5.0	2	0.8
17:00	239	7	2.9	209	87.5	7	2.9	16	6.7	0	0.0
18:00	173	13	7.5	141	81.5	11	6.4	6	3.5	2	1.2
19:00	96	2	2.1	85	88.5	7	7.3	2	2.1	0	0.0
20:00	66	1	1.5	58	87.9	5	7.6	2	3.0	0	0.0
21:00	43	2	4.7	36	83.7	3	7.0	2	4.7	0	0.0
22:00	43	0	0.0	40	93.0	3	7.0	0	0.0	0	0.0
23:00	7	0	0.0	4	57.1	3	42.9	0	0.0	0	0.0
6 hr								69	6		
12H,7-19	2510	45	1.8	2116	84.3	207	8.3	128	5.1	14	0.6
16H,6-22	2850	52	1.8	2403	84.3	238	8.4	142	5.0	15	0.5
18H,6-24	2900	52	1.8	2447	84.4	244	8.4	142	4.9	15	0.5
24H,0-24	2962	54	1.8	2496	84.3	250	8.4	147	5.0	15	0.5

11419 MINSTER LOVELL Site No: 11419001 Location Burford Rd, Minster Lovell
JUNE 2022 Channel: Southwestbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 15-Jun-22	2987	62	2.1	2550	85.4	227	7.6	137	4.6	11	0.4
Thu 16-Jun-22	2831	43	1.5	2354	83.2	246	8.7	178	6.3	10	0.4
Fri 17-Jun-22	2948	58	2.0	2498	84.7	226	7.7	154	5.2	12	0.4
Sat 18-Jun-22	2245	15	0.7	2033	90.6	116	5.2	80	3.6	1	0.0
Sun 19-Jun-22	2122	32	1.5	1922	90.6	91	4.3	71	3.4	6	0.3
Mon 20-Jun-22	2735	33	1.2	2300	84.1	241	8.8	150	5.5	11	0.4
Tue 21-Jun-22	2962	54	1.8	2496	84.3	250	8.4	147	5.0	15	0.5
Total Vehicles											
[--]	18830	297	1.5	16153	86.1	1397	7.2	917	4.8	66	0.3



11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 15-Jun-22																
00:00	3	-	48.5	8.8	0	0	0	0	2	0	0	1	0	0	0	0
01:00	2	-	58.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
02:00	7	-	49.9	2.9	0	0	0	0	0	5	2	0	0	0	0	0
03:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	10	54.3	49.5	5.3	0	0	0	0	3	3	3	1	0	0	0	0
05:00	44	61.8	54	9.1	0	1	0	0	5	6	15	9	6	1	1	0
06:00	123	58.7	51.6	7.9	0	1	0	8	12	31	38	26	4	2	1	0
07:00	224	55.5	50.3	7	0	0	2	15	23	79	78	16	6	4	1	0
08:00	223	56.2	48.5	7.6	0	1	4	18	48	74	43	31	4	0	0	0
09:00	203	55.3	48.5	7.8	0	0	6	19	37	59	60	17	2	3	0	0
10:00	187	54.5	48.7	6.3	0	0	0	12	46	73	39	11	3	3	0	0
11:00	189	50.7	45.6	6.5	0	1	3	21	71	68	18	6	1	0	0	0
12:00	229	55.9	49.6	7.2	0	1	1	11	46	83	53	26	5	1	0	2
13:00	204	55.9	49.4	7.4	1	1	0	6	48	75	43	22	6	1	0	1
14:00	237	57.6	49.3	7.9	0	1	1	18	58	74	39	32	8	5	1	0
15:00	262	54.6	48.4	6.5	0	0	0	27	53	95	66	15	5	1	0	0
16:00	218	55.5	49.1	6.6	0	0	0	13	51	85	40	21	4	3	1	0
17:00	216	57.5	50.2	7.5	0	1	1	9	55	47	59	36	4	3	1	0
18:00	125	56.6	49.5	8.2	0	1	0	11	25	38	29	14	4	2	0	1
19:00	88	60.3	51.8	8.6	0	0	0	5	16	24	19	12	8	1	2	1
20:00	74	58.7	49.3	9.5	0	2	0	7	13	21	14	10	7	0	0	0
21:00	39	60.1	53.1	8.8	0	0	0	1	7	9	11	5	2	3	0	1
22:00	38	58	51.1	8.2	0	0	1	0	8	11	11	2	3	2	0	0
23:00	41	55.3	50	6.2	0	0	0	1	9	15	11	2	3	0	0	0
12H,7-19	2517	55.6	48.9	7.3	1	7	18	180	561	850	567	247	52	26	4	4
16H,6-22	2841	55.9	49.2	7.5	1	10	18	201	609	935	649	300	73	32	7	6
18H,6-24	2920	55.9	49.2	7.5	1	10	19	202	626	961	671	304	79	34	7	6
24H,0-24	2987	56	49.3	7.5	1	11	19	203	636	975	692	315	86	35	8	6

11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 16-Jun-22																
00:00	14	57	49.2	8.4	0	0	0	2	3	3	3	2	1	0	0	0
01:00	5	-	47.5	2.6	0	0	0	0	1	4	0	0	0	0	0	0
02:00	5	-	52.5	7.5	0	0	0	0	1	1	2	0	1	0	0	0
03:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	18	54.6	50.4	4.5	0	0	0	0	3	6	8	1	0	0	0	0
05:00	46	60.1	52	10	1	0	0	2	6	8	15	8	5	0	1	0
06:00	103	58.9	52.9	6.9	0	0	0	1	12	28	32	24	2	2	0	2
07:00	217	55.4	49.6	6.5	0	0	0	18	21	100	51	21	3	2	1	0
08:00	217	58.7	51.2	7.4	0	0	0	11	35	68	52	33	13	3	1	1
09:00	178	55.4	49.4	6.8	0	0	0	10	43	59	44	14	5	1	2	0
10:00	179	54	47.8	6.5	0	0	0	15	53	68	26	13	2	1	1	0
11:00	218	51.9	46	7.1	0	1	0	34	76	70	22	12	1	1	0	1
12:00	181	54.5	48.3	6.9	0	1	1	15	33	79	35	14	2	0	1	0
13:00	156	55.8	50.5	7.4	0	0	0	8	26	59	41	11	3	6	1	1
14:00	190	54.6	47.6	7.1	0	0	0	24	56	55	36	13	4	2	0	0
15:00	222	54.6	48.6	6.7	0	0	2	15	51	83	51	14	4	1	1	0
16:00	245	54.7	48.2	6.9	0	0	0	25	68	68	63	14	5	1	0	1
17:00	233	57.8	51	6.9	0	0	0	14	34	63	73	37	8	4	0	0
18:00	151	59.4	51.9	8	0	0	0	5	32	35	40	23	7	6	2	1
19:00	96	60	52.6	7.4	0	1	0	2	8	26	33	14	11	1	0	0
20:00	54	62	53	8.5	0	0	0	2	5	20	12	6	2	6	1	0
21:00	46	60	51.5	8.8	0	0	0	4	5	17	7	7	4	1	0	1
22:00	31	55.6	50	7.1	0	0	0	3	6	4	14	3	1	0	0	0
23:00	25	60.6	54.1	7	0	0	0	0	1	9	7	4	3	0	1	0
12H,7-19	2387	55.6	49.1	7.2	0	2	3	194	528	807	534	219	57	28	10	5
16H,6-22	2686	56	49.5	7.3	0	3	3	203	558	898	618	270	76	38	11	8
18H,6-24	2742	56.1	49.6	7.3	0	3	3	206	565	911	639	277	80	38	12	8
24H,0-24	2831	56.2	49.6	7.4	1	3	3	210	579	934	667	288	87	38	13	8

11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 17-Jun-22																
00:00	5	-	58.5	3.7	0	0	0	0	0	0	1	3	1	0	0	0
01:00	2	-	42.3	8.8	0	0	0	1	0	1	0	0	0	0	0	0
02:00	6	-	49.3	13.2	0	0	0	2	1	0	1	1	0	1	0	0
03:00	2	-	46	3.5	0	0	0	0	1	1	0	0	0	0	0	0
04:00	15	64.8	55.8	8.1	0	0	0	0	1	4	4	1	3	2	0	0
05:00	59	55.6	49.5	9.1	1	0	0	3	13	17	17	5	0	2	1	0
06:00	105	60	52.6	6.7	0	0	0	3	10	33	29	17	12	1	0	0
07:00	192	56.9	50.4	7.8	0	1	0	11	31	67	49	21	8	1	0	3
08:00	227	56.4	48.1	8.6	0	1	8	23	42	77	39	28	8	0	1	0
09:00	196	54.9	47.8	8.6	0	0	8	22	38	62	46	13	2	4	0	1
10:00	196	54.6	48.6	6.2	0	0	0	14	43	84	35	16	2	2	0	0
11:00	202	52.3	46.4	6.9	0	1	3	19	73	69	24	10	2	1	0	0
12:00	221	57	49.7	7.7	0	1	1	14	45	71	50	28	8	1	0	2
13:00	214	55.8	49.7	7.2	1	1	0	4	53	72	52	22	7	1	0	1
14:00	239	57.9	49.6	8.1	0	1	1	15	61	73	40	30	11	5	1	1
15:00	263	55.1	48.9	6.7	0	0	0	26	45	101	63	20	6	2	0	0
16:00	207	55	49.1	6.3	0	0	0	11	47	80	47	16	3	2	1	0
17:00	205	56.8	49.8	7.6	0	2	1	8	48	53	57	30	3	2	1	0
18:00	124	57.8	51.7	7.5	0	0	0	5	18	34	42	16	5	1	1	2
19:00	103	58.2	51.6	7.7	0	0	0	3	14	42	22	14	2	3	1	2
20:00	60	60.3	52.3	10.3	0	0	1	5	5	20	11	10	2	2	2	2
21:00	43	60.4	52.7	9	0	0	0	4	2	14	9	8	3	1	2	0
22:00	31	59.3	51.6	9.1	0	1	0	0	6	5	8	9	2	0	0	0
23:00	31	62.4	52.9	10.3	0	0	0	3	2	10	8	2	3	0	2	1
12H,7-19	2486	55.8	49.1	7.5	1	8	22	172	544	843	544	250	65	22	5	10
16H,6-22	2797	56.3	49.4	7.7	1	8	23	187	575	952	615	299	84	29	10	14
18H,6-24	2859	56.4	49.5	7.7	1	9	23	190	583	967	631	310	89	29	12	15
24H,0-24	2948	56.5	49.5	7.8	2	9	23	196	599	990	654	320	93	34	13	15

11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 18-Jun-22																
00:00	9	-	44.9	4.4	0	0	0	1	4	4	0	0	0	0	0	0
01:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	4	-	52.3	7.6	0	0	0	0	0	3	0	0	1	0	0	0
03:00	9	-	55.4	12.5	0	0	0	1	1	2	1	0	2	1	1	0
04:00	4	-	52.3	6.4	0	0	0	0	1	0	2	1	0	0	0	0
05:00	30	56	48.9	12.5	1	1	0	2	3	7	11	3	1	0	1	0
06:00	37	56	49.6	6.1	0	0	0	3	3	18	7	6	0	0	0	0
07:00	73	60.5	54.3	6.3	0	0	0	0	4	19	25	15	7	2	1	0
08:00	143	56.5	51	6	0	0	0	4	16	58	41	19	3	1	1	0
09:00	201	55.9	49.2	7.9	0	1	0	17	41	73	39	23	2	0	3	2
10:00	201	55.9	50.9	6.9	0	0	0	6	35	69	62	16	5	5	2	1
11:00	188	56.4	48.9	7.5	0	0	0	17	48	64	29	18	8	3	1	0
12:00	190	54.8	49.7	6.2	0	0	0	12	22	88	51	8	7	1	1	0
13:00	200	54.4	47.2	7.4	0	0	1	27	61	58	33	15	3	1	0	1
14:00	150	55.5	49.7	6.6	0	0	0	8	26	64	32	15	2	2	0	1
15:00	155	57.6	49.5	7.4	0	0	0	14	31	53	26	23	7	0	1	0
16:00	143	55.3	49.2	6.9	0	1	1	5	32	51	36	12	4	1	0	0
17:00	129	56.4	50.9	6.7	0	0	0	4	22	41	41	16	2	1	1	1
18:00	93	59.9	51.8	8.5	0	0	0	7	15	23	21	16	6	3	2	0
19:00	85	55.6	50	7.6	0	0	0	7	16	23	28	7	1	1	2	0
20:00	80	57.6	48.7	8.7	0	0	2	9	18	22	13	11	4	0	1	0
21:00	42	57.5	48.8	9.6	0	0	1	4	11	14	4	4	2	1	0	1
22:00	49	50	44.8	7.2	0	0	0	11	19	14	3	1	0	0	1	0
23:00	29	54.2	46.8	9.6	0	0	1	5	8	7	5	1	1	0	1	0
12H,7-19	1866	56.3	49.8	7.2	0	2	2	121	353	661	436	196	56	20	13	6
16H,6-22	2110	56.3	49.8	7.3	0	2	5	144	401	738	488	224	63	22	16	7
18H,6-24	2188	56.2	49.6	7.4	0	2	6	160	428	759	496	226	64	22	18	7
24H,0-24	2245	56.2	49.6	7.5	1	3	6	164	437	776	510	230	68	23	20	7

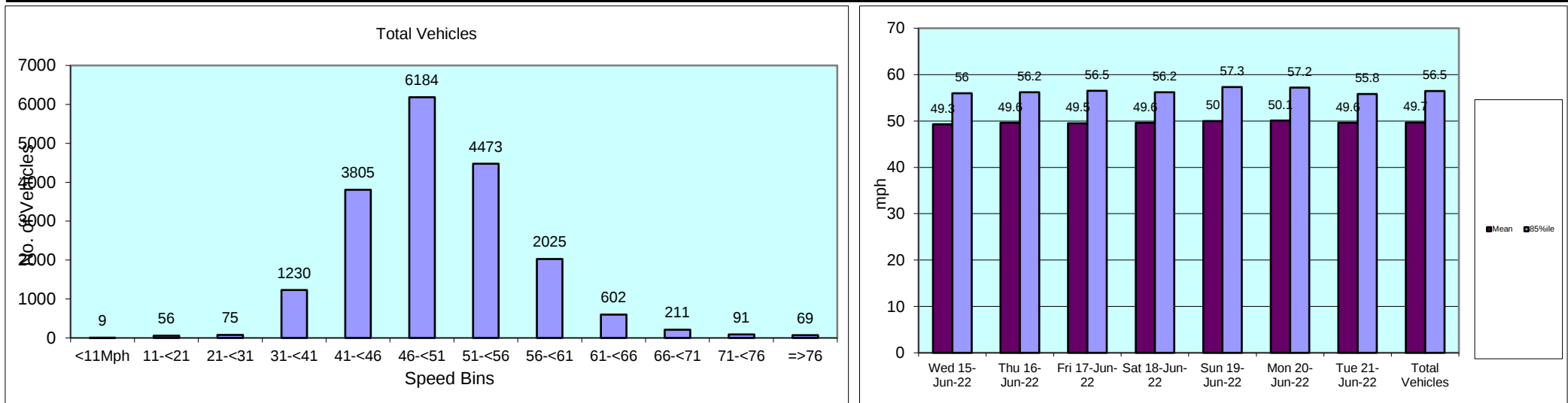
11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 19-Jun-22																
00:00	5	-	48	10.1	0	0	0	1	2	0	0	2	0	0	0	0
01:00	4	-	44.1	7.3	0	0	0	1	2	0	1	0	0	0	0	0
02:00	4	-	52.9	13.9	0	0	0	1	0	1	0	1	0	1	0	0
03:00	5	-	61.5	3.1	0	0	0	0	0	0	0	2	3	0	0	0
04:00	2	-	53.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
05:00	20	63.5	49.2	17.8	2	0	0	1	5	4	1	2	2	1	1	1
06:00	16	59.9	52.7	7.9	0	0	0	1	3	1	5	4	2	0	0	0
07:00	59	57.8	49.9	9.4	1	1	0	0	12	19	13	10	2	1	0	0
08:00	64	59.4	53.1	7.8	0	0	0	1	10	14	20	13	3	1	0	2
09:00	143	56	48.6	7.8	0	2	1	7	38	45	28	18	3	1	0	0
10:00	224	55.2	48.5	7.5	0	2	0	19	51	75	51	21	2	2	0	1
11:00	213	54.6	48.7	6.6	0	1	1	10	49	89	42	13	7	1	0	0
12:00	210	55.7	50.4	6.6	0	0	0	5	40	80	56	22	3	0	1	3
13:00	230	55.5	48.8	7.3	0	1	2	18	45	82	52	22	7	1	0	0
14:00	196	57.4	49.9	8.6	1	1	0	16	34	60	48	22	5	8	1	0
15:00	147	55.8	49.8	7.2	0	0	0	9	32	50	35	12	5	3	0	1
16:00	146	57.2	50.8	6.9	0	1	0	6	21	41	50	20	7	0	0	0
17:00	136	58.4	51	7.4	0	1	0	6	21	40	35	25	7	1	0	0
18:00	114	58.1	50.4	7.8	0	1	0	6	21	35	27	15	7	2	0	0
19:00	78	60.3	52.8	7.4	0	0	0	3	9	20	21	15	8	1	1	0
20:00	52	60.6	54	8.4	0	0	0	2	4	13	15	10	4	2	1	1
21:00	31	60.8	51.6	9	0	0	1	0	6	10	5	4	3	2	0	0
22:00	13	67.4	53.3	11.4	0	0	0	1	3	2	3	1	0	2	1	0
23:00	10	62.7	55.5	7.3	0	0	0	0	1	2	2	2	3	0	0	0
12H,7-19	1882	56.4	49.7	7.5	2	11	4	103	374	630	457	213	58	21	2	7
16H,6-22	2059	57	50	7.6	2	11	5	109	396	674	503	246	75	26	4	8
18H,6-24	2082	57.1	50	7.6	2	11	5	110	400	678	508	249	78	28	5	8
24H,0-24	2122	57.3	50	7.8	4	11	5	114	410	683	510	256	84	30	6	9

11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 20-Jun-22																
00:00	9	-	55.7	11	0	0	0	0	1	2	4	0	0	1	0	1
01:00	1	-	53.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	-	46	9	0	0	0	1	0	1	1	0	0	0	0	0
04:00	3	-	48.5	5	0	0	0	0	1	1	1	0	0	0	0	0
05:00	51	57.3	51.9	6.7	0	1	0	0	2	16	21	11	0	0	0	0
06:00	120	59.4	52.4	6.9	0	0	0	3	17	29	41	17	10	2	1	0
07:00	230	58.4	51.3	7.4	0	1	0	4	40	82	52	34	10	3	2	2
08:00	223	57.7	50.5	7.6	0	1	2	10	36	73	55	36	7	1	0	2
09:00	166	57.3	50.4	6.7	0	0	0	7	36	50	42	21	9	1	0	0
10:00	195	54.1	47.6	6.3	0	0	0	16	68	55	42	12	0	2	0	0
11:00	196	56	49.2	7	0	1	0	12	42	74	37	22	6	2	0	0
12:00	179	55.9	49.2	7.5	0	1	0	18	33	53	48	20	4	2	0	0
13:00	177	55.1	49	6.6	0	0	1	7	50	59	40	13	6	0	0	1
14:00	199	54.5	47.9	6.6	0	0	0	20	49	81	27	18	2	2	0	0
15:00	202	55.7	49	7.3	0	1	0	13	54	60	46	20	4	3	1	0
16:00	231	56.5	50.2	6.2	0	0	1	7	45	78	62	31	6	1	0	0
17:00	209	59.2	51.8	8.1	0	1	0	9	33	54	61	30	14	3	1	3
18:00	132	59.4	51.6	9	0	1	0	10	17	35	29	29	6	1	2	2
19:00	88	60.7	52.6	7.8	0	0	0	6	5	28	23	13	10	2	1	0
20:00	50	57	50.1	8.3	0	0	1	2	9	21	8	5	1	2	1	0
21:00	43	62.7	52	9	0	0	0	1	11	13	6	3	6	1	2	0
22:00	20	57.9	52.1	8	0	0	0	1	3	4	7	4	0	0	1	0
23:00	8	-	53.5	5.5	0	0	0	0	1	1	3	3	0	0	0	0
12H,7-19	2339	56.8	49.8	7.3	0	7	4	133	503	754	541	286	74	21	6	10
16H,6-22	2640	57.2	50.1	7.4	0	7	5	145	545	845	619	324	101	28	11	10
18H,6-24	2668	57.2	50.1	7.4	0	7	5	146	549	850	629	331	101	28	12	10
24H,0-24	2735	57.2	50.1	7.4	0	8	5	147	553	870	657	342	101	29	12	11

11419		MINSTER LOVELL			Site No: 11419001		Location Burford Rd, Minster Lovell									
JUNE 2022					Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 21-Jun-22																
00:00	4	-	53.5	6	0	0	0	0	0	2	0	2	0	0	0	0
01:00	2	-	56	10.6	0	0	0	0	0	1	0	0	1	0	0	0
02:00	5	-	54.5	8.3	0	0	0	0	0	2	2	0	0	1	0	0
03:00	3	-	44.3	7.3	0	0	0	1	0	2	0	0	0	0	0	0
04:00	18	55.3	52.7	7.6	0	0	0	0	2	6	8	0	0	1	1	0
05:00	30	60	52.6	9.4	0	1	0	0	3	6	11	5	3	1	0	0
06:00	135	59.3	52.2	7.6	0	1	0	6	14	30	47	25	11	0	0	1
07:00	217	55.6	50.5	5.7	0	0	0	7	33	74	76	23	3	0	1	0
08:00	258	56	49.7	7	0	1	1	15	48	86	68	32	4	2	1	0
09:00	167	54.3	48.4	6.8	0	0	0	15	41	60	38	6	4	2	1	0
10:00	182	54.9	48.1	8	0	1	0	21	48	52	41	12	3	1	2	1
11:00	185	53.7	47.7	6.5	0	1	0	15	50	72	35	9	1	2	0	0
12:00	210	53.8	48	6.5	0	0	0	15	65	76	40	8	4	0	0	2
13:00	184	55.3	48.7	7	0	1	0	15	42	60	44	16	6	0	0	0
14:00	204	55.5	49.3	7.1	0	0	0	13	47	77	40	16	7	1	2	1
15:00	233	54.8	47.1	8.1	0	0	7	32	63	57	51	14	8	1	0	0
16:00	258	55.7	50.4	6.1	0	0	0	7	48	89	80	28	3	1	0	2
17:00	239	56.3	49.9	8	0	3	0	15	36	86	61	25	8	2	2	1
18:00	173	57.7	51.3	8.5	0	1	2	8	21	50	57	22	4	3	3	2
19:00	96	57.6	51.7	8.1	0	0	2	4	9	24	38	13	3	1	0	2
20:00	66	61.5	52.6	9.5	0	0	1	2	13	15	14	10	6	2	2	1
21:00	43	56.3	50.4	10.7	0	1	1	3	3	15	13	1	3	1	2	0
22:00	43	56.9	51.8	6.8	0	0	0	2	4	12	17	6	1	0	1	0
23:00	7	-	54.2	9.8	0	0	0	0	1	2	2	1	0	0	1	0
12H,7-19	2510	55.4	49.1	7.2	0	8	10	178	542	839	631	211	55	15	12	9
16H,6-22	2850	55.7	49.4	7.5	0	10	14	193	581	923	743	260	78	19	16	13
18H,6-24	2900	55.7	49.5	7.5	0	10	14	195	586	937	762	267	79	19	18	13
24H,0-24	2962	55.8	49.6	7.5	0	11	14	196	591	956	783	274	83	22	19	13

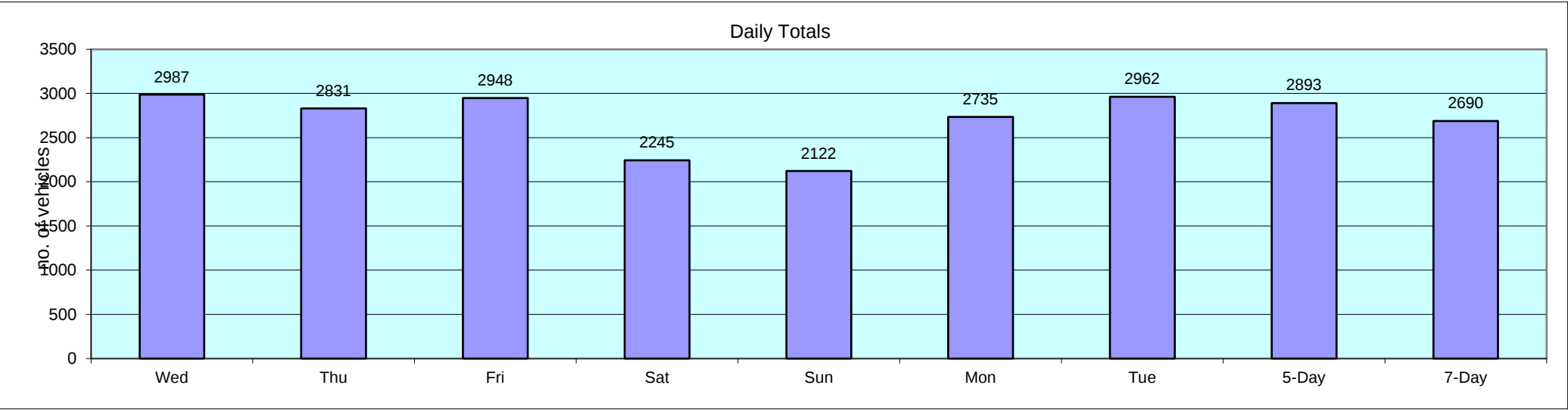
11419 JUNE 2022			MINSTER LOVELL					Site No: 11419001			Location Burford Rd, Minster Lovell							
								Channel: Southwestbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76		

Daily Totals																
Wed 15-Jun-22	2987	56	49.3	7.5	1	11	19	203	636	975	692	315	86	35	8	6
Thu 16-Jun-22	2831	56.2	49.6	7.4	1	3	3	210	579	934	667	288	87	38	13	8
Fri 17-Jun-22	2948	56.5	49.5	7.8	2	9	23	196	599	990	654	320	93	34	13	15
Sat 18-Jun-22	2245	56.2	49.6	7.5	1	3	6	164	437	776	510	230	68	23	20	7
Sun 19-Jun-22	2122	57.3	50	7.8	4	11	5	114	410	683	510	256	84	30	6	9
Mon 20-Jun-22	2735	57.2	50.1	7.4	0	8	5	147	553	870	657	342	101	29	12	11
Tue 21-Jun-22	2962	55.8	49.6	7.5	0	11	14	196	591	956	783	274	83	22	19	13
Total Vehicles																
[--]	18830	56.5	49.7	7.6	9	56	75	1230	3805	6184	4473	2025	602	211	91	69



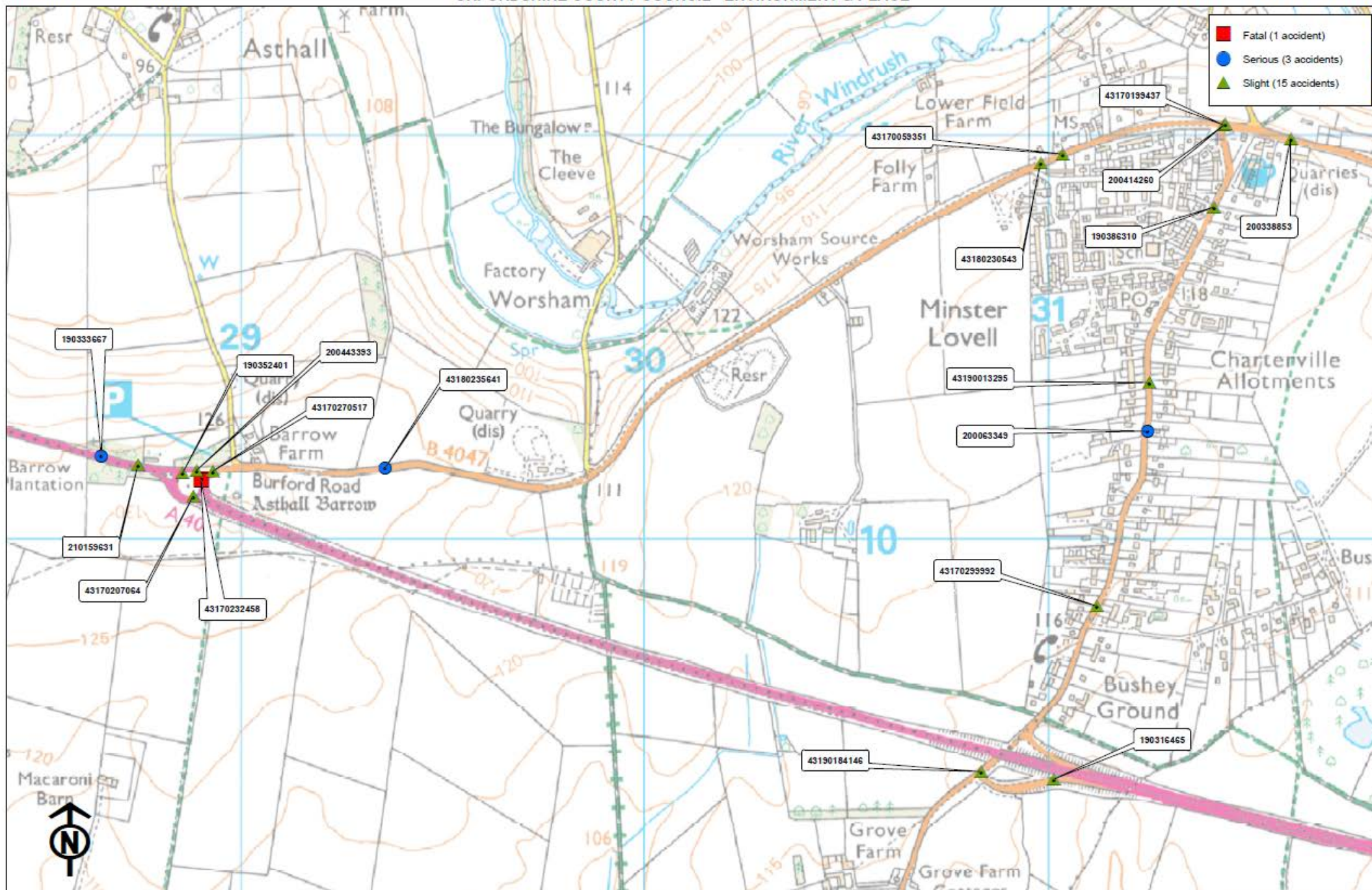
11419	MINSTER LOVELL		Site No: 11419001		Location		Burford Rd, Minster Lovell		
	JUNE 2022		Channel: Southwestbound						
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	15/06/2022	16/06/2022	17/06/2022	18/06/2022	19/06/2022	20/06/2022	21/06/2022	Av	Av
Week Begin: 15-Jun-22									
00:00	3	14	5	9	5	9	4	7	7
01:00	2	5	2	1	4	1	2	2	2
02:00	7	5	6	4	4	0	5	5	4
03:00	1	1	2	9	5	3	3	2	3
04:00	10	18	15	4	2	3	18	13	10
05:00	44	46	59	30	20	51	30	46	40
06:00	123	103	105	37	16	120	135	117	91
07:00	224	217	192	73	59	230	217	216	173
08:00	223	217	227	143	64	223	258	230	194
09:00	203	178	196	201	143	166	167	182	179
10:00	187	179	196	201	224	195	182	188	195
11:00	189	218	202	188	213	196	185	198	199
12:00	229	181	221	190	210	179	210	204	203
13:00	204	156	214	200	230	177	184	187	195
14:00	237	190	239	150	196	199	204	214	202
15:00	262	222	263	155	147	202	233	236	212
16:00	218	245	207	143	146	231	258	232	207
17:00	216	233	205	129	136	209	239	220	195
18:00	125	151	124	93	114	132	173	141	130
19:00	88	96	103	85	78	88	96	94	91
20:00	74	54	60	80	52	50	66	61	62
21:00	39	46	43	42	31	43	43	43	41
22:00	38	31	31	49	13	20	43	33	32
23:00	41	25	31	29	10	8	7	22	22
6H	1209	1241	1151	782	662	1191	1312	1221	1078
12H,7-19	2517	2387	2486	1866	1882	2339	2510	2448	2284
16H,6-22	2841	2686	2797	2110	2059	2640	2850	2763	2569
18H,6-24	2920	2742	2859	2188	2082	2668	2900	2818	2623
24H,0-24	2987	2831	2948	2245	2122	2735	2962	2893	2690
Am	07:00	11:00	08:00	10:00	10:00	07:00	08:00		
Peak	224	218	227	201	224	230	258		
Pm	15:00	16:00	15:00	13:00	13:00	16:00	16:00		
Peak	262	245	263	200	230	231	258		

11419	MINSTER LOVELL			Site No: 11419001		Location		Burford Rd, Minster Lovell	
	JUNE 2022			Channel: Southwestbound					
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	15/06/2022	16/06/2022	17/06/2022	18/06/2022	19/06/2022	20/06/2022	21/06/2022	Av	Av



Appendix C:

PIC Data



Accidents between dates 01/01/2017 and 24/04/2022 (64) months

Selection: Notes:

Selected using Manual Selection

Thursday 23/02/2017 Time 1549 Slight at B4047 APPROX 75M NE OF J/W UPPER CRESCENT MINSTER LOVELL - SOME UNCERTAINTY OVER EXAC
E: 431036 N: 210953 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Pedal Cycle Moving from NE to S Going ahead other

Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 17/06/2017 Time 2139 Slight at A40 RBT J/W B4047 ASTHALL
E: 428881 N: 210105 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

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

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

Saturday 01/07/2017 Time 1030 Slight at B4047 BURFORD ROAD J/W BRIZE NORTON ROAD MINSTER LOVELL
E: 431435 N: 211025 Junction Detail: 3 Control 4
Other Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to E Turning right

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

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

Accidents between dates 01/01/2017 and 24/04/2022 (64) months

Selection: Notes:

Selected using Manual Selection

Sunday	06/08/2017	Time	0625	Fatal	at	A40 ASTHALL BARROW RBT J/W B4047	ASTHALL
E: 428900	N: 210146	Junction Detail:	1	Control	4		
Fog or mist				Road surface	Dry	Daylight	
Vehicle Reference	1	Car				Moving from NE to S	Going ahead other
Casualty Reference:	1		Age:	32	Female	Driver/rider	Severity: Fatal Injured by vehicle: 1
Casualty Reference:	2		Age:	26	Female	Passenger	Severity: Serious Injured by vehicle: 1
Monday	04/09/2017	Time	0714	Slight	at	B4047 BURFORD ROAD APPROX 25M NE OF A40 ASTHALL BARROW RBT	ASTHALL
E: 428929	N: 210167	Junction Detail:	0	Control			
Fine without high winds				Road surface	Dry	Daylight	
Vehicle Reference	1	Car				Moving from E to S	Going ahead left bend
Casualty Reference:	1		Age:	24	Female	Driver/rider	Severity: Slight Injured by vehicle: 1
Vehicle Reference	2	Car				Moving from S to NE	Going ahead other
Casualty Reference:	2		Age:	41	Male	Driver/rider	Severity: Slight Injured by vehicle: 2
Monday	25/09/2017	Time	0625	Slight	at	BRIZE NORTON ROAD BY NO 123	MINSTER LOVELL
E: 431120	N: 209833	Junction Detail:	8	Control	4		
Fine without high winds				Road surface	Dry	Darkness: no street lighting	
Vehicle Reference	1	Car				Moving from N to S	Going ahead other
Casualty Reference:	1		Age:	75	Male	Pedestrian	Severity: Slight Injured by vehicle: 1
Vehicle Reference	2	Goods 3.5 tonnes mgw and under				Moving from N to	Parked

Accidents between dates 01/01/2017 and 24/04/2022 (64) months

Selection: Notes:

Selected using Manual Selection

Friday 27/07/2018 Time 2055 Slight at B4047 BURFORD ROAD J/W ACCESS TO DOVECOTE PH MINSTER LOVELL
E: 430981 N: 210930 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to N Turning right
Casualty Reference: 1 Age: 17 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 01/08/2018 Time 1604 Serious at B4047 BURFORD ROAD APPROX 430M E OF A40 ASTHALL BARROW RBT ASTHALL
E: 429356 N: 210174 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to W Going ahead other
Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from W to E Going ahead other
Casualty Reference: 2 Age: 61 Female Driver/rider Severity: Serious Injured by vehicle: 2
Casualty Reference: 3 Age: 58 Female Passenger Severity: Slight Injured by vehicle: 2

Friday 11/01/2019 Time 1400 Slight at BRIZE NORTON ROAD APPROX 230M S OF J/W COTSWOLD CLOSE MINSTER LOVELL
E: 431251 N: 210387 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from S to N Going ahead but held up
Casualty Reference: 1 Age: 67 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2017 and 24/04/2022 (64) months

Selection: Notes:

Selected using Manual Selection

Tuesday	18/06/2019	Time	1847	Slight	at	B4477 J/W A40 WBOUND EXIT SLIP ROAD BRIZE NORTON				
E: 430833	N: 209422	Junction Detail:	3	Control	4					
Fine without high winds		Road surface	Dry		Daylight					
Vehicle Reference 1	Car	Moving from		SE to NE	Turning right					
Vehicle Reference 2	Car	Moving from		NE to S	Going ahead other					
Casualty Reference:	1	Age:	8	Female	Passenger	Severity: Slight	Injured by vehicle:	2		
Friday	11/10/2019	Time	1907	Slight	at	A40 WBOUND EXIT SLIP ROAD TO B4477 APPROX 100M W OF A40 WITNEY BYPASS BRIZE NORTON				
E: 431013	N: 209403	Junction Detail:	0	Control						
Raining without high winds		Road surface	Wet/Damp		Darkness: no street lighting					
Vehicle Reference 1	Car	Moving from		E to W	Going ahead other					
Casualty Reference:	1	Age:	18	Female	Passenger	Severity: Slight	Injured by vehicle:	1		
Friday	25/10/2019	Time	0104	Serious	at	A40 APPROX 200M W OF ASTHALL BARROW RBT BRIZE NORTON				
E: 428653	N: 210204	Junction Detail:	0	Control						
Raining with high winds		Road surface	Wet/Damp		Darkness: no street lighting					
Vehicle Reference 1	Car	Moving from		SE to	Parked					
Vehicle Reference 2	Goods 7.5 tonnes mgw and over	Moving from		SE to N	Going ahead other					
Vehicle Reference 3	Car	Moving from		N to SE	Going ahead other					
Casualty Reference:	1	Age:	72	Male	Driver/rider	Severity: Slight	Injured by vehicle:	3		
Casualty Reference:	2	Age:	71	Female	Passenger	Severity: Serious	Injured by vehicle:	3		
Vehicle Reference 4	Car	Moving from		N to SE	Going ahead other					

Accidents between dates 01/01/2017 and 24/04/2022 (64) months

Selection: Notes:

Selected using Manual Selection

Sunday	10/11/2019	Time	2116	Slight	at	A40 RBT J/W B4047 ASTHAL BARROW ASTHALL			
E: 428854	N: 210162	Junction Detail:	1	Control	4				
Fine without high winds		Road surface		Dry		Darkness: street lights present and lit			
Vehicle Reference 1		Car		Moving from N to SE		Going ahead other			
Casualty Reference:		1	Age:	34	Male	Driver/rider		Severity: Slight	Injured by vehicle: 1
Tuesday	19/11/2019	Time	1130	Slight	at	BRIZE NORTON ROAD APPROX 45M NE OF J/W CHARTERVILLE CLOSE MINSTER LOVELL			
E: 431411	N: 210822	Junction Detail:	0	Control					
Fine without high winds		Road surface		Dry		Daylight			
Vehicle Reference 1		Goods 3.5 tonnes mgw and under				Moving from S to		Parked	
Vehicle Reference 2		Car		Moving from S to NE		Going ahead other			
Casualty Reference:		1	Age:	35	Female	Driver/rider		Severity: Slight	Injured by vehicle: 2
Friday	14/02/2020	Time	0953	Serious	at	B4477 BRIZE NORTON ROAD OUTSIDE NO 77 WITNEY			
E: 431247	N: 210266	Junction Detail:	0	Control					
Fine without high winds		Road surface		Dry		Daylight			
Vehicle Reference 1		Goods 7.5 tonnes mgw and over				Moving from N to S		Going ahead other	
Vehicle Reference 2		Ridden horse		Moving from N to S		Going ahead other			
Casualty Reference:		1	Age:	42	Female	Driver/rider		Severity: Serious	Injured by vehicle: 2

Accidents between dates 01/01/2017 and 24/04/2022 (64) months

Selection: Notes:

Selected using Manual Selection

Friday 23/10/2020 Time 0910 Slight at B4047 BURFORD RD OUTSIDE THE FOUR SEASONS HOUSE MINSTER LOVELL
E: 431601 N: 210991 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to W Overtaking moving vehicle O/S
Casualty Reference: 1 Age: 77 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from E to W Going ahead other

Tuesday 08/12/2020 Time 1052 Slight at B4047 BURFORD ROAD J/W BRIZE NORTON ROAD MINSTER LOVELL
E: 431439 N: 211027 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to E Turning right
Casualty Reference: 1 Age: 84 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from E to W Going ahead other

Monday 28/12/2020 Time 0930 Slight at A40 RBT J/W B4047 ASTALL BARROW ASTALL
E: 428889 N: 210169 Junction Detail: 1 Control 4
Snowing with high winds Road surface Snow Daylight
Vehicle Reference 1 Car Moving from W to NE Going ahead other
Casualty Reference: 1 Age: 41 Male Pedestrian Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2017 and 24/04/2022 (64) months

Selection: Notes:

Selected using Manual Selection

Friday 16/04/2021 Time 0244 Slight at A40 100M W OF ASTHALL BARROW RBT ASTHALL
E: 428744 N: 210183 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from W to E Going ahead other
Casualty Reference: 1 Age: 38 Male Pedestrian Severity: Slight Injured by vehicle: 1

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	3	14	18
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	1	1
Horses & other	0	1	0	1
Total	1	3	15	19

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	1	3	11	15
Passenger	0	2	3	5
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	0	0	3	3
Other	0	0	0	0
Total	1	5	18	24

Number of casualties meeting the criteria: 24

Accidents between dates 01/01/2017 and 24/04/2022 (64) months

Selection:

Notes:

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	3	14	18
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	1	1
Horses & other	0	1	0	1
Total	1	3	15	19

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	1	3	11	15
Passenger	0	2	3	5
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	0	0	3	3
Other	0	0	0	0
Total	1	5	18	24

Number of casualties meeting the criteria: 24

Appendix D

Framework Travel Plan

***Land south of Burford Road,
Minster Lovell***

Framework Travel Plan



Transport Planning Consultants

Land south of Burford Road, Minster Lovell

Framework Travel Plan

15th November 2022
DN/NS/23178-02c Travel Plan_Final

Prepared by:

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Prepared For:

Catesby Strategic Land

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TABLE OF CONTENTS

	Page
1.0 INTRODUCTION	1
2.0 EXISTING CONDITIONS	2
2.1 Site Location	2
2.2 Local Highway Network	2
2.3 Walking and Cycling	3
2.4 Public Transport Provision.....	3
2.5 Local Amenities	4
2.6 Accessibility.....	6
3.0 EXISTING TRANSPORT DATA	8
3.1 Transport Data	8
4.0 TRAVEL PLAN MANAGEMENT.....	9
4.1 Introduction	9
4.2 Travel Plan Co-ordinator	9
5.0 TRAVEL PLAN MEASURES	10
5.1 Introduction	10
5.2 Pedestrian and Cycle.....	10
5.3 Vehicular Access	11
5.4 Car Parking Provision	11
5.5 Refuse Collection and Deliveries.....	12
5.6 Initial Marketing.....	12
5.7 Sustainable Travel Pack.....	12
5.8 Travel Voucher	13
5.9 Car Sharing	13
5.10 Personalised Travel Planning	13
5.11 Household Broadband	13
5.12 Notice Board	14
6.0 OBJECTIVES AND TARGETS	15
6.1 Introduction	15
6.2 Objectives	15
6.3 Targets	15
7.0 MONITORING	17
7.1 Surveys.....	17
7.2 Plan Performance Audits.....	17
7.3 Failsafe Mechanisms	18
7.4 Monitoring Fee	19
8.0 SUMMARY ACTION PLAN.....	20

Appendices

Appendix A Illustrative Masterplan



1.0 INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by David Tucker Associates (DTA) on behalf of Catesby Strategic Land to support a planning application for a residential development on Land south of Burford Road, Minster Lovell, West Oxfordshire. The Illustrative Masterplan is attached at **Appendix A**.

1.2 The development proposes the delivery of up to 140 residential dwellings.

1.3 A TP is a term used for a package of measures aimed at promoting sustainable transport, with the main aim of reducing travel by single occupancy vehicles. TPs are site specific and are dependent upon not only the location of the site, but the size and type of development located there. They also require continuous monitoring and refinement in order to be successful.

1.4 The TP includes:

- A strategy for setting target modal share for access to the site.
- A strategy for achieving the target.
- A process for monitoring progress towards achieving the target.
- Public transport initiatives.
- Cycling incentives and facilities.
- Walking incentives.

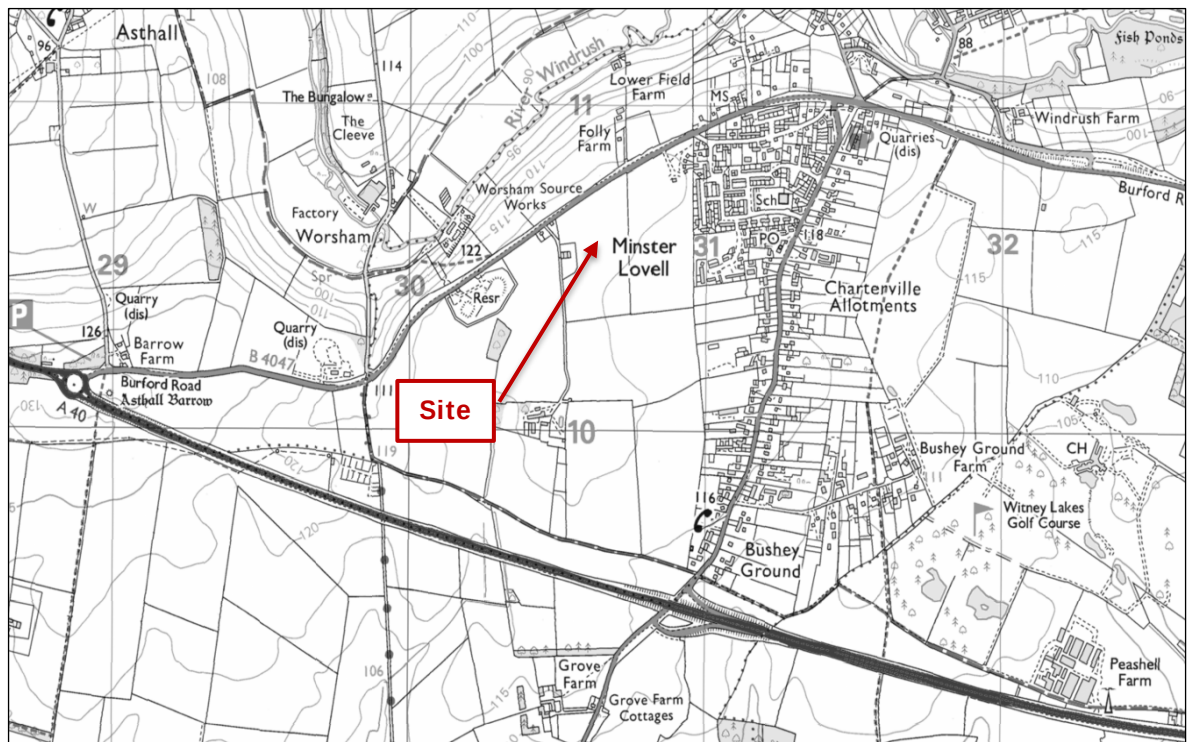


2.0 EXISTING CONDITIONS

2.1 Site Location

- 2.1.1 The site is located within the western area of Minster Lovell and extends to approximately 10.07Ha. The northern boundary is set by the B4047 Burford Road, where the east boundary is made up from the residential construction site and extends round to the existing residential area. The southern boundary consists of agricultural fields enclosed by intermittent hedgerows and occasional trees and to the west by White Hall Cottages and Repeater House. The location of the proposed development is shown on **Figure 1**.

Figure 1 – Site Location



2.2 Local Highway Network

- 2.2.1 The B4047 Burford Road is a single carriageway subject to the national speed limit, it is ~7m wide with no street lighting, and a footway located on the north side. Burford Road connects to Witney heading east and the A40 west of the site. As highlighted in the local policy, the A40 is an important through route linking Gloucestershire and South Wales with London via M40, it is also critical in linking West Oxfordshire.



- 2.2.2 The B4477 Brize Norton Road is ~5m wide with street lighting and paved footways, it provides access on to the A40 heading eastbound and access to Carterton to the south of Minster Lovell through the junction with Burford Road, giving access to a larger local centre and more amenities.

2.3 Walking and Cycling

- 2.3.1 The site is located within walking and/ or cycling distance of a range of local facilities and services including education, health, and leisure facilities as well as bus stops served by regular services to larger local centres including Witney, Carterton, Burford, and Oxford.
- 2.3.2 The Bovis development consent on land adjacent to the development will provide a new footway link at the north-eastern corner of the development connecting to the Burford Road/ Upper Crescent junction. A lit hogging path will also be provided from the south-eastern corner of the Bovis development to Ripley Avenue play area.
- 2.3.3 There is an existing narrow footway on the northern side of the B4047 which it appears that due to low use has become overgrown narrowing the available space.
- 2.3.4 The site also benefits from being in the vicinity of national cycle route 57 that connects Farmington in Gloucestershire and Welwyn Garden City in Hertfordshire, the route being only 1km to the east of the site
- 2.3.5 The need to travel by car outside of Minster Lovell is reduced by the facilities already available within close proximity of the site on foot and by cycling.

2.4 Public Transport Provision

Bus

- 2.4.1 The nearest bus stops are located on the B4047 Burford Road approximately 950m to the east, this provides access to the 853, 233, V20 and V25 bus services.
- 2.4.2 The 853 provides access to Gloucester, Cheltenham and Oxford providing three services per day during the week and a reduced service on the weekend. The 233 gives access to Burford, Witney, Woodstock and Long Hanborough hourly during the week and



Saturday. The V20 and V25 provide limited services on Wednesday and Thursday to Oddington, Bedington, Milton under Wychwood, Shipton, Burford and Witney.

Rail

- 2.4.3 The nearest train station is Hanborough Train Station accessible by the 233 bus. The station provides access to Worcester and Great Malvern through to Oxford and London Paddington, with connections in Oxford up to Coventry and Birmingham.
- 2.4.4 Hanborough Train Station has a range of facilities including bicycle parking, seating, ticket machines and waiting areas and step free access. There is also parking provision for up to 246 vehicles (including accessible spaces). Parking is chargeable. A summary of the train frequencies is set out in **Table 2**.

Table 1 – Train Services and Frequencies

Destination	Frequency	Journey Time
Worcester	1 hour	1 hour
London Victoria	1 hour	1 hour 5 mins

2.5 Local Amenities

Essential Facilities

- 2.5.1 Within walking distance of the site, there are local facilities and services including a SPAR convenience store, post office, florist, hairdressers, furniture store, car garage, a primary school, bus stops and two pubs.
- 2.5.2 The SPAR convenience store is located 1km east of the site and the post office 1.2km east of the site, both on Brize Norton Road.
- 2.5.3 The hospital and local pharmacies are in Witney to the east of the site, accessible by bus 233 & 853, in addition to dental facilities and a range of eateries, pubs and retailers. The local primary school is within walking and cycle distance, being only 1km east of the site.

Education

- 2.5.4 The proposed residential development will most likely increase the demand for education with the resulting trips to access the local schools. Given the timing for educational trips, these will overlap with the network AM peak hour, education trips are significant



factors influencing the vehicle trip generation of a residential site particularly given the apparent sensitivity to distance.

- 2.5.5 As shown by the 2020 NTS, for primary school trips, pupils are over four times more likely to travel to school by private car if their journey to school is 1.6 to 3.2 km compared to those whose journey is under 1.6 km as shown in **Table 3**. A similar relationship is also apparent for secondary school pupils although they are more likely to take the bus rather than be driven for the furthest journey lengths as shown in **Table 4**.

Table 2 – School trips by age, mode and length, 2020 Primary school: (5-10 years)

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	80	24	1	0	50
Bicycle	2	0	0	0	1
Car/van	17	74	95	83	47
Bus	0	1	4	11	2
Other	-	1	0	6	1
Total	100	100	100	100	100

Table 3 – Secondary school: 2020 (11-16 years)

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	93	69	10	0	44
Bicycle	2	3	9	0	4
Car/van	4	27	49	30	28
Bus	0	1	32	50	20
Other	1	0	-	20	5
Total	100	100	100	100	100

- 2.5.6 The nearest primary school to the site is St Kenelm's C of E School located 1km east of the site on Wenrisc Drive. As can be seen from the above table the door-to-door walking distance is well within the national average, and within the under 1.6 km category. Therefore, the propensity to walk should be high. The most direct route from the site to the primary school will be via the new lit hogging path from the south-eastern corner of the Bovis development into Ripley Avenue play area.
- 2.5.7 The nearest secondary school is Burford School, accessible off the A40 in Burford, 6.5km west of the site. Students could travel to school by bus, accessible via the 233 bus service, the 2020 NTS suggests 32% would take the bus. Other secondary school options are available in Witney also accessible via the 233 bus running every 30 minutes. A sixth form college is also available in Carterton 7.2km southwest from the site also accessible



via the 233 service.

Employment

2.5.8 There are employment opportunities within walking or cycling distance of the site. The closest concentrated employment area is the Bromag Industrial Estate, 2.7km east of the site.

2.5.9 The 2011 Census Journey to Work data suggests that of those who live and work in the 'West Oxfordshire 007' Middle Super Output Area, 7.2% walk, 1.3% use the train, and 78.5% are car drivers. **Table 5** summarises the mode share for 'West Oxfordshire 007'.

Table 4 – Travel to Work Modal Splits

Method	Percentage
Driving a Car or Van	78.5%
On Foot	7.2%
Train	1.3%
Passenger in a Car or Van	4.7%
Bicycle	3.4%
Bus, minibus, or coach	2.4%
Other Method of Travel to Work	2.5%

2.5.10 In addition to local employment opportunities within Minster Lovell, good quality public transport links provide opportunities to access towns such as Witney, Carterton, Burford and Oxford, as well as direct train services linking to London Paddington.

2.6 Accessibility

2.6.1 Minster Lovell has good access to bus and rail links to adjacent communities and good road links to the principal road network. The need to travel is reduced by the local facilities available within walking and cycle distance of the site, this could further reduce with the addition of a footpath and cycle route to connect the site to the existing network.

2.6.2 The site is very well located with respect to accessing primary education. Perhaps more than any other category, the journey to school shows a high degree of sensitivity between distance and mode share. The proximity of the local primary school to the site affords residents and their children the flexibility and independence to travel to and from school without reliance on the private car.

2.6.3 Retail, health and leisure accessibility has been considered. Accessibility by all modes is



viable for retail with a convenient grocery store and public houses are well within the average trip lengths from the NTS.

- 2.6.4 Access to health and leisure facilities can be accessed by trips to Witney or Carterton via cycling or public transport. After an initial cycle on Burford Road, an off-carriageway cycle route is available a short distance east of the junction with Brize Norton Road, which extends all the way to Witney to the east. Whilst Carterton is accessible within cycling distance of the site to the south, these two local centres provide a wider range of facilities to the local area around the site.



3.0 EXISTING TRANSPORT DATA

3.1 Transport Data

- 3.1.1 DTA has extracted the trip rates from the Transport Assessment undertaken by Glanville which were agreed with Oxfordshire County Council highways for the Land of Burton Road site adjacent to the proposed site. The vehicle trip rates and the resulting vehicle trips for 140 dwellings are presented in **Table 6** below.

Table 6 – Vehicle Trip Rates and Vehicle Trips – 140 dwellings

Time Range	Vehicle Trip Rates			Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.156	0.412	0.568	22	58	80
17:00-18:00	0.375	0.149	0.525	53	21	74
Daily Trip Rates:	2.384	2.341	4.725	334	328	662



4.0 TRAVEL PLAN MANAGEMENT

4.1 Introduction

- 4.1.1 A principal aim of the TP is to achieve more sustainable travel from the outset in preference to cutting car use incrementally once residents are in occupation. Therefore, the initiatives implemented from the onset will be funded by and instigated by the developer via the marketing organisation and the maintenance company.

4.2 Travel Plan Co-ordinator

- 4.2.1 In order to implement the TP, a TP Co-ordinator (TPC) will be appointed by the developer of the site. The contact details of the TPC will be provided to Oxfordshire County Council, once known. As the Travel Plan develops it is likely that the time commitment required from the Travel Plan Co-ordinator will vary considerably with periods of limited activity between monitoring periods as such the Co-ordinator role may be undertaken by an external consultant in order to achieve greater flexibility. A budget will be allocated for the TPC to implement the TP.

- 4.2.2 The TPC's responsibilities will include:

- Taking responsibility for the delivery of the TP.
- Marketing the TP to residents and distributing the Sustainable Travel Pack and promotional material.
- Training the people selling or letting the residential units in respect of the TP so that it is marketed as an integral part of the site.
- Ensuring that structures for the ongoing management of the plan are set up and running effectively.
- Organisation of travel surveys and provision of regular monitoring reports to Oxfordshire Council on the basis of timescales set out below.
- Review and revision of the TP as appropriate arising from annual surveys.
- Reporting progress to Oxfordshire Council Travel Plan Officer and develop future initiatives working with sustainable transport organisations.



- 4.2.3 The TPC will be allocated an annual budget for the implementation of the plan.

5.0 TRAVEL PLAN MEASURES

5.1 Introduction

- 5.1.1 The Department for Transport 'Good Practice Guidelines' refers to 'hard measures' as the "*provision of infrastructure and improvements to highways and public transport networks, including those to benefit pedestrians, cyclists and other road users*", and 'soft measures' as the "*provision of services and information to encourage the use of sustainable transport. These include new public transport services, changes to working practices, provision of information and/or a travel plan co-ordinator to promote a travel plan for a particular use*".

- 5.1.2 This section of the TP details the 'hard' and 'soft' measures to be implemented for the site.

5.2 Pedestrian and Cycle

- 5.2.1 As can be seen on the illustrative masterplan, various pedestrian connections will be provided through the site into the adjacent Bovis development. A 3m footway/ cycleway is provided from the north-eastern corner of the Bovis development connecting into the existing footway on Burford Road/ Upper Crescent junction.
- 5.2.2 This includes a new uncontrolled crossing point with dropped kerbs and tactile paving has been provided on Burford Road near to the Upper Crescent junction.
- 5.2.3 In addition to this, the development proposes a new 3m footway along Burford Road as shown on **Drawing 23178-02-2**. Discussions will be held with OCC on whether this link is provided as a 3m footway/ cycleway or a wide footway. The internal layout has allowed for a 3m combined use link throughout the development in a north to south alignment along the eastern side of the main access road.
- 5.2.4 A mix of cycle parking facilities will be provided at the development to comply with local standards and will be designed and tailored to the likely needs of future occupants. Cycle parking will be provided within the confines of a dwelling/ garage, or alternatively



provided in secure, well lit, covered cycle storage facilities.

5.2.5 The following sets out potential measures and supporting events that would encourage greater walking and cycling levels to and from the site.

- Form a residents Bicycle Users Group (BUG) to encourage cycling and organise promotional events.
- Provide free cycle training for children and adults.
- Promotion of national campaigns, for example Walk to Work and Walk to School Weeks, National Bike Week, and Cycle to Work Day.
- Negotiate discounts for residents on bikes and equipment with local cycle outlets
- Voucher provided for the purchase of a bicycle and associated safety equipment

5.3 Vehicular Access

5.3.1 It is proposed that the site will be accessed in the form of a simple priority junction taken from the B4047, as shown on **DTA Drawing 23178-02-1**. The access, which accords with Manual for Streets will be in the form of a 5.5m wide access road, with 8m entry/exit radii.

5.3.2 As part of the Bovis development scheme located next to the site, the existing 40mph speed limit was extended to a point approximately in line with the western Bovis site boundary. The extension of the 40mph speed limit included relocating the gateway feature, coloured surfacing at the start of the 40mph zone, an extension to the central hatch markings, which visually narrow the road, alongside additional 40mph carriageway roundels and two Vehicle Activated Signs (VAS).

5.3.3 It would be reasonable therefore, to extend the 40mph speed limit to the south of the proposed site access so that it extends along the site frontage.

5.4 Car Parking Provision

5.4.1 Car and cycle parking provision will be provided in accordance with the local standards. The specific levels of car and cycle parking will be considered at reserved matter stage.

5.4.2 Dwellings will also be fitted with electric vehicle charging points.



5.5 Refuse Collection and Deliveries

- 5.5.1 The site has been designed to accommodate refuse collection vehicles. The site would be expected to receive deliveries from food shopping vans, and general household deliveries. It is not anticipated that the site would require any deliveries by large articulated lorries.

5.6 Initial Marketing

- 5.6.1 Residents need to be made aware of the available travel and access options at the site from the onset. The accessibility benefits of the site in terms of the availability of public transport and the proximity of facilities alongside the provision of personalised travel planning advice will be actively marketed within sales literature and by sales staff.
- 5.6.2 This initial marketing will help potential residents consider their travel options with knowledge of the wider choices available to them.

5.7 Sustainable Travel Pack

- 5.7.1 Each household is to be provided with a Sustainable Travel Pack which contains site specific information on the location of facilities, bus services and walking/ cycling routes. This is to be presented in a clear and concise format with the aim of providing an initial overview of travel choices available to residents and an ongoing reference guide.
- 5.7.2 The information will include:
- Bus network map with details of bus number, hours of operation and frequency.
 - Bus timetables.
 - Information on rail services and timetables and provision of journey planning websites, for example: www.traveline.info, www.nationalrail.co.uk.
 - Pedestrian and cycle routes to the site indicating shared and dedicated facilities.
 - Car sharing information – liftshare.com.
 - Details of walking websites, for example, www.livingstreets.org.uk.
 - Details of cycling websites, for example, www.sustrans.org.uk.



5.7.3 This information will be kept up-to-date by the TPC and circulated as and when services change.

5.8 Travel Voucher

5.8.1 It is proposed to provide a travel voucher to the sum of £50 per household which could be used for a bus pass or cycle equipment.

5.9 Car Sharing

5.9.1 Information will be provided to residents through the Travel Pack and notice board on Oxfordshire County Councils branded car share scheme www.oxfordshirecarshare.com which enables people to join for free and search for potential car share matches. Car sharing helps:

- Reduce the costs of travelling.
- Undercuts the cost of nearly all forms of motorised transport.
- Cuts congestion and pollution; and
- Reduces parking problems.

5.10 Personalised Travel Planning

5.10.1 Sales staff will offer each household the opportunity to receive personalised travel advice soon after moving into the new house with the understanding that further sustainable travel incentives will be provided.

5.10.2 This will be undertaken by the TPC with a questionnaire to be completed and personal travel options and benefits researched and supplied in return with the aim of influencing resident's travel habits in view of meeting the long-term targets for the site.

5.11 Household Broadband

5.11.1 Each household will be fitted with broadband connections to promote working from home and online shopping. Working from home and home shopping helps save money on fuel and parking, saving wear and tear on the car, and saved time on travelling and finding a car parking space at work or at the shops.



5.12 Notice Board

- 5.12.1 A notice board will be placed in the site providing travel information and information on local events.



6.0 OBJECTIVES AND TARGETS

6.1 Introduction

- 6.1.1 It is important that all parties are clear from the outset as to the objectives being sought through the TP. These requirements will drive the form and content of the TP, including the targets chosen.

6.2 Objectives

- 6.2.1 The overarching objectives of this TP are to:

- 1) Reduce the need for unnecessary travel to and from the development and assist those who need to travel to do so by sustainable modes.
- 2) Achieve a minimum number of additional single occupancy car traffic movements to and from the development.
- 3) Encourage those travelling to and from the development to use public transport, cycle, walk and car share; and
- 4) Provide adequately for those with mobility difficulties.
- 5) Monitor Travel Patterns and identify further opportunities to encourage travel by walking, cycling and public transport.

6.3 Targets

- 6.3.1 Setting targets is essential in assessing whether or not the TP has been successful and where, if necessary, improvements / amendments could be made. These targets should be SMART:

- Specific.
- Measurable.
- Achievable.
- Realistic.
- Time-bound.



- 6.3.2 A review of 2011 Census data for the Middle Super Output Area (MSOA) of West Oxfordshire 007 in which the site is located shows that 80% of people drive to work and 13% walk, cycle or use public transport. **Table 7** sets out the targeted modal shares for the five-year monitoring period following completion of the development.

Table 7 – Travel to Work Modal Splits

Modal Choice	Baseline Modal Split %	Year 3	Year 5
Driving a Car or Van	79.77%	74.77%	69.77%
Passenger in a Car or Van	4.67%	5.67%	6.75%
On Foot	5.48%	6.48%	7.70%
Cycle	3.90%	4.90%	6.50%
Train	1.42%	2.40%	2.45%
Bus	2.48%	3.50%	4.55%
Other	2.27%	2.27%	2.27%

- 6.3.3 Travel surveys will be undertaken upon occupation to determine the baseline modal split. The above targeted modal split will be adjusted accordingly. Survey form will be sent out with the Sustainable Travel Packs.



7.0 MONITORING

7.1 Surveys

7.1.1 The effectiveness of the TP at encouraging sustainable travel will be monitored within a travel survey to be conducted by the Travel Plan Co-ordinator for a period of five years following the development's completion. Initial survey forms will be sent out with the Smarter Travel Information Pack.

7.1.2 Travel Surveys will be undertaken at Years 1, 3 and 5 of the monitoring period. Residents not part of the original response will be sent forms by post. The surveys will be based on Oxfordshire County Council's survey templates and the TPC will ensure that the correct template is used. Oxfordshire County Council require an 80% response rate for developments of between 80 and 160 dwellings, and the TPC will try to achieve this response rate where possible. Results of the surveys should be forwarded to the Travel Plans Team at OCC within one month of completion.

7.1.3 In addition, a survey of peak hour vehicle movements will be undertaken at the same time as the travel surveys to monitor the impact of the TP and to assess the targets. The survey will be undertaken using automatic traffic counters collecting one week's worth of data from which the five-day average flows will be taken.

7.2 Plan Performance Audits

7.2.1 The results will be submitted to OCC biannually in years 1,3 and 5 and will be reported within one month of the survey date to the Council. The report will take the following format:

Chapter 1 – Introduction and Background. This will detail the site to which the report relates and provide details of occupier, name, date of occupation, number of staff employed, working hours, number of parking spaces etc.

Chapter 2 – Results of Surveys. This section will detail the results of the surveys that have been undertaken against the indicators set out above. It will include details of current travel situation and target levels. The original data from the surveys will



be included as an appendix.

Chapter 3 – Initiatives Undertaken. This will provide details of the work and initiatives undertaken over the previous 12 months, with supporting evidence as necessary.

Chapter 4 – Problems and Issues. This section will detail any problems encountered in implementing the Travel Plan and any issues which remain unresolved or require progress in future.

Chapter 5 – Specific Measures from Travel Plan. This section will detail how all measures from the travel plan have been implemented in terms of infrastructure, policy and promotion of each specific travel mode and strategy (walking, cycling, public transport, car sharing, general measures, working practices, etc). This will include evidence of how each measure has been implemented and completed checklist of measures agreed at the planning application stage.

Chapter 6 – Summary. This will set out whether the Travel Plan is on track to meet targets and if not why not.

Chapter 7 – The Plan for the next 12 months. This will include any specific outcomes and desired results and any additions to the Travel Plan.

- 7.2.2 The Council will respond within one month of receipt, either approving the report or requiring a review of current practices.

7.3 Failsafe Mechanisms

- 7.3.1 Discussions will be held as to how any failed targets might be better achieved. Through consultation with Oxfordshire County Council, the Plan and its targets will be readdressed annually. It may be, for example, that the targets are made less ambitious on one mode, while tightened up on another to compensate.



7.4 **Monitoring Fee**

- 7.4.1 Oxfordshire County Council requires a TP monitoring fee to be payable to the Council by the developer and should be submitted in one payment on signing the Section 106 agreement. For this development a monitoring fee of £1,426 is required.



8.0 SUMMARY ACTION PLAN

8.1.1 **Table 8** below summarises the key actions based on the above.

Table 8 – Travel Plan Action Plan

Objective	Measures	Target	Action By	Timeframe
1) Reduce the need for unnecessary travel to and from the development and assist those who need to travel to do so by sustainable modes.	A new 3m footway along Burford Road.	To increase walking and cycling from 9.4% to 14%	Developer	Prior to occupation. To be completed at site construction stage
	Information on walking and cycling in the local area		Developer	
	Cycle parking to be provided for all dwellings		Developer	
	Site Notice Boards		Developer	
	Electric Charging for dwellings		Developer	
2) Achieve a minimum number of additional single occupancy car traffic movements to and from the development.	Provision of Smarter Travel Information Packs	To increase public transport use from 3.9% to 7%	TPC / Developer	Packs to be prepared in advance of first completion. To be handed to occupant on occupation.
3) Encourage those travelling to and from the development to use public transport, cycle, walk and car share.	Travel Voucher	To reduce single occupancy car driver trips from 79.7% to 69.7%	Developer	When residents move into property.
	Sustainable Travel Events		TPC	Ongoing
	Personalised Travel Planning		TPC / Sales Staff	After occupation (2 – 3 weeks and then after two years).
	Car share database		TPC	From occupation
4) Provide adequately for those with mobility difficulties.	Dropped kerbing with tactile paving to be provided at junctions. Provision of disabled parking bays where appropriate.	-	Developer	Prior to occupation. To be completed at site construction stage
5) Monitor Travel Patterns	Travel Plan Co-ordinator	To reduce single occupancy car driver trips from 79.7% to 69.7%	Developer	Prior to occupation and throughout lifetime of monitoring
	Initial Marketing		TPC	As above
	On-going Marketing		TPC	Two years from completion
	Other Measures		TPC	From first occupation



	Monitoring		TPC	As set out in Chapter 7.0 above
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Appendix A

PRELIMINARY

1. Site boundary (NCT274)

2. Proposed vehicular and pedestrian access

3. Proposed pedestrian/cycle connection

4. Primary access

5. Secondary street

6. Private drive

7. Proposed recreational route

8. Proposed playground

9. Proposed street on basin

10. Existing vegetation retained and enhanced in readiness with ecology constraints and native species

11. Proposed woodland edge

12. Proposed green buffer to existing property

13. Proposed pumping station

14. Proposed footpath along Bedford Road

PRELIMINARY

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14

Area	Date	Owner/Client
1. 10.10	10.10.20	10.10.20
2. 11.10	11.10.20	11.10.20
3. 12.10	12.10.20	12.10.20
4. 13.10	13.10.20	13.10.20
5. 14.10	14.10.20	14.10.20
6. 15.10	15.10.20	15.10.20
7. 16.10	16.10.20	16.10.20
8. 17.10	17.10.20	17.10.20
9. 18.10	18.10.20	18.10.20
10. 19.10	19.10.20	19.10.20
11. 20.10	20.10.20	20.10.20
12. 21.10	21.10.20	21.10.20
13. 22.10	22.10.20	22.10.20
14. 23.10	23.10.20	23.10.20
15. 24.10	24.10.20	24.10.20

Land to the west of
MINSTER LOVELL

Illustrative Masterplan

Site ref: 466

Drawn by: P03

Scale: 1:2,500 @ A3

Revision: D

Date: October 2022

11.10.20 11.10.20 11.10.20

edge Placemaking Group Ltd

11.10.20 11.10.20 11.10.20





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Appendix E

Junction Modelling Results

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.0.4.1693						
© Copyright TRL Software Limited, 2021						
For sales and distribution information, program advice and maintenance, contact TRL Software:						
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Proposed Site Access.j10
Path: P:\23000's\23178\Junction Modelling
Report generation date: 13/10/2022 15:46:44

»2027 Base + Development, AM
 »2027 Base + Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2027 Base + Development						
Stream B-AC	0.2	10.66	0.15	0.1	9.50	0.05
Stream C-AB	0.0	5.04	0.00	0.0	5.13	0.01

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	Proposed Site Access Junction
Location	Minster Lovell
Site number	
Date	13/10/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	23178
Enumerator	DTA\nicholasanderson
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027 Base + Development	AM	ONE HOUR	07:45	09:15	15
D2	2027 Base + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2027 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.08	A

Arms

Arms

Arm	Name	Description	Arm type
A	Burford Road (east)		Major
B	Site Access		Minor
C	Burford Road (west)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has rightturn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Burford Road (west)	6.88			130.0	✓	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 - Site Access	One lane	2.70	20	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	481	0.084	0.213	0.134	0.305
B-C	620	0.091	0.231	-	-
C-B	649	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027 Base + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Burford Road (east)		✓	249	100.000
B - Site Access		✓	54	100.000
C - Burford Road (west)		✓	237	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Burford Road (east)	B - Site Access	C - Burford Road (west)
From	A - Burford Road (east)	0	19	230
	B - Site Access	51	0	3
	C - Burford Road (west)	236	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Burford Road (east)	B - Site Access	C - Burford Road (west)
From	A - Burford Road (east)	0	0	5
	B - Site Access	0	0	0
	C - Burford Road (west)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	10.66	0.2	B
C-AB	0.00	5.04	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	426	0.095	40	0.1	9.328	A
C-AB	1.00	722	0.001	0.99	0.0	5.040	A
C-A	177			177			
A-B	14			14			
A-C	173			173			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	414	0.117	48	0.1	9.849	A
C-AB	1	737	0.002	1	0.0	4.943	A
C-A	212			212			
A-B	17			17			
A-C	207			207			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	397	0.150	59	0.2	10.647	B
C-AB	2	759	0.002	2	0.0	4.814	A
C-A	259			259			
A-B	21			21			
A-C	253			253			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	397	0.150	59	0.2	10.658	B
C-AB	2	759	0.002	2	0.0	4.821	A
C-A	259			259			
A-B	21			21			
A-C	253			253			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	414	0.117	49	0.1	9.864	A
C-AB	1	737	0.002	1	0.0	4.952	A
C-A	212			212			
A-B	17			17			
A-C	207			207			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	426	0.095	41	0.1	9.353	A
C-AB	1	722	0.001	1	0.0	5.045	A
C-A	177			177			
A-B	14			14			
A-C	173			173			

2027 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2027 Base + Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Burford Road (east)		✓	266	100.000
B - Site Access		✓	19	100.000
C - Burford Road (west)		✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Burford Road (east)	B - Site Access	C - Burford Road (west)
From	A - Burford Road (east)	0	46	220
	B - Site Access	18	0	1
	C - Burford Road (west)	210	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Burford Road (east)	B - Site Access	C - Burford Road (west)
From	A - Burford Road (east)	0	0	5
	B - Site Access	0	0	0
	C - Burford Road (west)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	9.50	0.1	A
C-AB	0.01	5.13	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	427	0.033	14	0.0	8.707	A
C-AB	3	706	0.004	3	0.0	5.130	A
C-A	157			157			
A-B	35			35			
A-C	166			166			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	416	0.041	17	0.0	9.027	A
C-AB	4	718	0.005	4	0.0	5.050	A
C-A	188			188			
A-B	41			41			
A-C	198			198			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	400	0.052	21	0.1	9.499	A
C-AB	5	735	0.007	5	0.0	4.942	A
C-A	230			230			
A-B	51			51			
A-C	242			242			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	400	0.052	21	0.1	9.501	A
C-AB	5	735	0.007	5	0.0	4.945	A
C-A	230			230			
A-B	51			51			
A-C	242			242			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	416	0.041	17	0.0	9.031	A
C-AB	4	718	0.005	4	0.0	5.054	A
C-A	188			188			
A-B	41			41			
A-C	198			198			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	427	0.033	14	0.0	8.716	A
C-AB	3	706	0.004	3	0.0	5.133	A
C-A	157			157			
A-B	35			35			
A-C	166			166			

Junctions 10		
PICADY 10 - Priority Intersection Module		
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Filename: Brize Norton Rd - Burford Rd.j10
Path: P:\23000's\23178\Junction Modelling
Report generation date: 03/08/2022 10:14:59

»2022 Base, AM
 »2022 Base, PM
 »2027 Base, AM
 »2027 Base, PM
 »2027 Base + Development, AM
 »2027 Base + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2022 Base						
Stream B-C	0.1	9.30	0.09	0.1	8.60	0.13
Stream B-A	1.3	17.52	0.55	0.8	14.16	0.43
Stream C-AB	0.1	7.52	0.09	0.1	7.97	0.09
2027 Base						
Stream B-C	0.1	9.56	0.10	0.2	8.74	0.13
Stream B-A	1.3	18.22	0.56	0.8	14.52	0.44
Stream C-AB	0.1	7.55	0.09	0.1	8.02	0.09
2027 Base + Development						
Stream B-C	0.1	10.39	0.11	0.2	9.80	0.14
Stream B-A	1.6	21.14	0.61	1.1	17.39	0.52
Stream C-AB	0.2	8.02	0.14	0.1	8.32	0.11

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

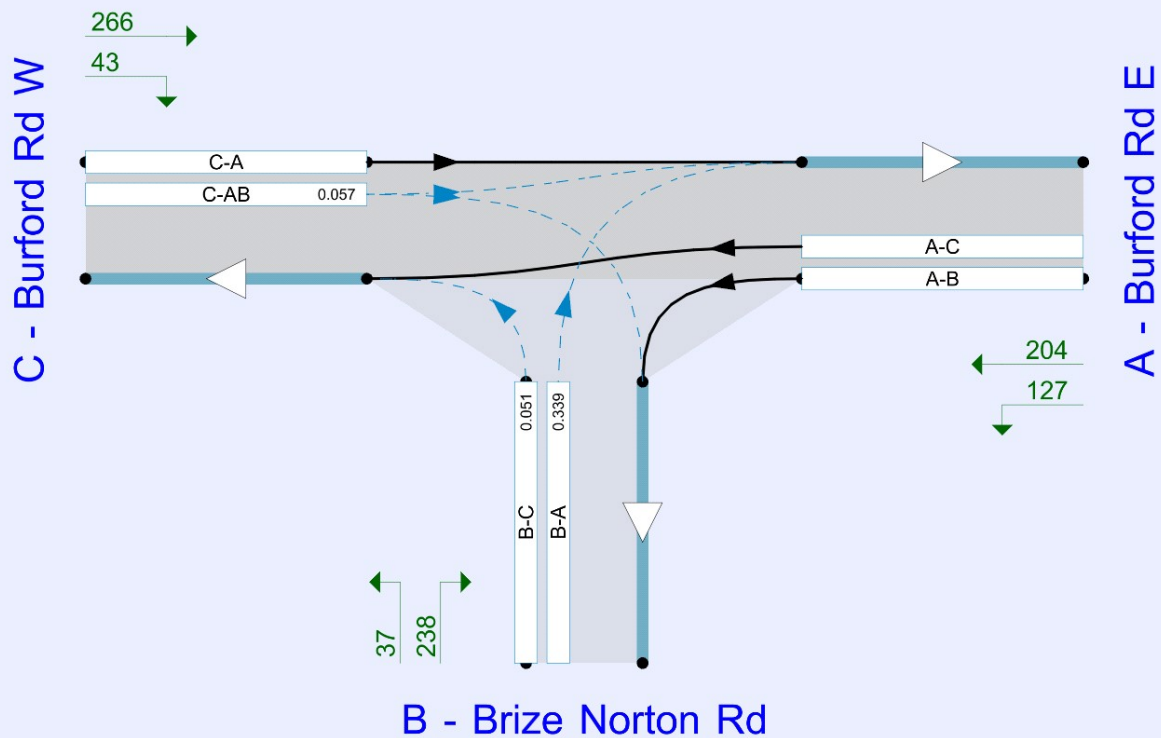
File summary

File Description

Title	Burford Road/ Brize Norton Road
Location	Minster Lovell
Site number	
Date	03/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	23178
Enumerator	DTA\daveneale
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	50.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:30	09:00	15
D2	2022 Base	PM	ONE HOUR	16:15	17:45	15
D3	2027 Base	AM	ONE HOUR	07:30	09:00	15
D4	2027 Base	PM	ONE HOUR	16:15	17:45	15
D7	2027 Base + Development	AM	ONE HOUR	07:30	09:00	15
D8	2027 Base + Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.29	A

Junction Network

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

Arms

Arms

Arm	Name	Description	Arm type
A	Burford Rd E	Burford Rd E	Major
B	Brize Norton Rd	Brize Norton Rd	Minor
C	Burford Rd W	Burford Rd W	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Burford Rd W	6.00		✓	3.00	0.0	✓	7.00

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 - Brize Norton Rd	One lane plus flare	10.00	5.80	4.30	3.90	3.50		1.00	125	81

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	635	0.116	0.292	0.184	0.417
B-C	668	0.102	0.259	-	-
C-B	624	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Burford Rd E		✓	331	100.000
B - Brize Norton Rd		✓	275	100.000
C - Burford Rd W		✓	309	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Burford Rd E	B - Brize Norton Rd	C - Burford Rd W
	From			
	A - Burford Rd E	0	127	204
	B - Brize Norton Rd	238	0	37
	C - Burford Rd W	266	43	0

Vehicle Mix

HV %s

	To			
		A - Burford Rd E	B - Brize Norton Rd	C - Burford Rd W
	From			
	A - Burford Rd E	0	2	4
	B - Brize Norton Rd	5	0	1
	C - Burford Rd W	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.09	9.30	0.1	A
B-A	0.55	17.52	1.3	C
C-AB	0.09	7.52	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	546	0.051	28	0.1	7.011	A
B-A	179	528	0.339	177	0.5	10.711	B
C-AB	32	564	0.057	32	0.1	6.904	A
C-A	200			200			
A-B	96			96			
A-C	154			154			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	506	0.066	33	0.1	7.692	A
B-A	214	507	0.422	213	0.7	12.826	B
C-AB	39	552	0.070	39	0.1	7.152	A
C-A	239			239			
A-B	114			114			
A-C	183			183			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	434	0.094	41	0.1	9.239	A
B-A	262	478	0.549	260	1.2	17.233	C
C-AB	47	536	0.088	47	0.1	7.516	A
C-A	293			293			
A-B	140			140			
A-C	225			225			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	432	0.094	41	0.1	9.297	A
B-A	262	477	0.549	262	1.3	17.519	C
C-AB	47	536	0.088	47	0.1	7.516	A
C-A	293			293			
A-B	140			140			
A-C	225			225			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	503	0.066	33	0.1	7.737	A
B-A	214	507	0.422	216	0.8	13.073	B
C-AB	39	552	0.070	39	0.1	7.157	A
C-A	239			239			
A-B	114			114			
A-C	183			183			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	544	0.051	28	0.1	7.046	A
B-A	179	528	0.339	180	0.5	10.901	B
C-AB	32	564	0.057	32	0.1	6.911	A
C-A	200			200			
A-B	96			96			
A-C	154			154			

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Burford Rd E		✓	477	100.000
B - Brize Norton Rd		✓	233	100.000
C - Burford Rd W		✓	307	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Burford Rd E	B - Brize Norton Rd	C - Burford Rd W
	A - Burford Rd E	0	273	204
	B - Brize Norton Rd	177	0	56
	C - Burford Rd W	266	41	0

Vehicle Mix

HV %s

	To			
From		A - Burford Rd E	B - Brize Norton Rd	C - Burford Rd W
	A - Burford Rd E	0	3	1
	B - Brize Norton Rd	2	0	3
	C - Burford Rd W	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.13	8.60	0.1	A
B-A	0.43	14.16	0.8	B
C-AB	0.09	7.97	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	575	0.073	42	0.1	6.946	A
B-A	133	510	0.261	132	0.4	9.671	A
C-AB	31	537	0.057	31	0.1	7.104	A
C-A	200			200			
A-B	206			206			
A-C	154			154			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	545	0.092	50	0.1	7.501	A
B-A	159	487	0.327	159	0.5	11.169	B
C-AB	37	520	0.071	37	0.1	7.446	A
C-A	239			239			
A-B	245			245			
A-C	183			183			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	494	0.125	61	0.1	8.582	A
B-A	195	454	0.429	194	0.7	14.051	B
C-AB	45	497	0.091	45	0.1	7.964	A
C-A	293			293			
A-B	301			301			
A-C	225			225			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	493	0.125	62	0.1	8.604	A
B-A	195	454	0.429	195	0.8	14.162	B
C-AB	45	497	0.091	45	0.1	7.967	A
C-A	293			293			
A-B	301			301			
A-C	225			225			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	543	0.093	51	0.1	7.527	A
B-A	159	487	0.327	160	0.5	11.276	B
C-AB	37	520	0.071	37	0.1	7.451	A
C-A	239			239			
A-B	245			245			
A-C	183			183			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	574	0.073	42	0.1	6.973	A
B-A	133	510	0.261	134	0.4	9.772	A
C-AB	31	537	0.057	31	0.1	7.114	A
C-A	200			200			
A-B	206			206			
A-C	154			154			

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027 Base	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Burford Rd E		✓	336	100.000
B - Brize Norton Rd		✓	281	100.000
C - Burford Rd W		✓	315	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Burford Rd E	B - Brize Norton Rd	C - Burford Rd W
From	A - Burford Rd E	0	129	207
	B - Brize Norton Rd	243	0	38
	C - Burford Rd W	271	44	0

Vehicle Mix

HV %s

	To			
		A - Burford Rd E	B - Brize Norton Rd	C - Burford Rd W
From	A - Burford Rd E	0	2	4
	B - Brize Norton Rd	5	0	1
	C - Burford Rd W	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.10	9.56	0.1	A
B-A	0.56	18.22	1.3	C
C-AB	0.09	7.55	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	543	0.053	28	0.1	7.068	A
B-A	183	526	0.348	181	0.5	10.880	B
C-AB	33	563	0.059	33	0.1	6.926	A
C-A	204			204			
A-B	97			97			
A-C	156			156			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	501	0.068	34	0.1	7.794	A
B-A	218	505	0.433	218	0.8	13.122	B
C-AB	40	551	0.072	39	0.1	7.179	A
C-A	244			244			
A-B	116			116			
A-C	186			186			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	425	0.098	42	0.1	9.487	A
B-A	268	475	0.564	265	1.3	17.887	C
C-AB	48	535	0.091	48	0.1	7.553	A
C-A	298			298			
A-B	142			142			
A-C	228			228			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	422	0.099	42	0.1	9.556	A
B-A	268	475	0.564	267	1.3	18.219	C
C-AB	48	535	0.091	48	0.1	7.553	A
C-A	298			298			
A-B	142			142			
A-C	228			228			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	498	0.069	34	0.1	7.845	A
B-A	218	504	0.433	220	0.8	13.400	B
C-AB	40	551	0.072	40	0.1	7.185	A
C-A	244			244			
A-B	116			116			
A-C	186			186			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	540	0.053	29	0.1	7.108	A
B-A	183	526	0.348	184	0.6	11.086	B
C-AB	33	563	0.059	33	0.1	6.933	A
C-A	204			204			
A-B	97			97			
A-C	156			156			

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 Base	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Burford Rd E		✓	485	100.000
B - Brize Norton Rd		✓	237	100.000
C - Burford Rd W		✓	313	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Burford Rd E	B - Brize Norton Rd	C - Burford Rd W
From	A - Burford Rd E	0	278	207
	B - Brize Norton Rd	180	0	57
	C - Burford Rd W	271	42	0

Vehicle Mix

HV %s

	To			
		A - Burford Rd E	B - Brize Norton Rd	C - Burford Rd W
From	A - Burford Rd E	0	3	1
	B - Brize Norton Rd	2	0	3
	C - Burford Rd W	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.13	8.74	0.2	A
B-A	0.44	14.52	0.8	B
C-AB	0.09	8.02	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	573	0.075	43	0.1	6.987	A
B-A	136	508	0.267	134	0.4	9.780	A
C-AB	32	536	0.059	31	0.1	7.135	A
C-A	204			204			
A-B	209			209			
A-C	156			156			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	541	0.095	51	0.1	7.563	A
B-A	162	484	0.334	161	0.5	11.350	B
C-AB	38	519	0.073	38	0.1	7.486	A
C-A	244			244			
A-B	250			250			
A-C	186			186			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	488	0.129	63	0.2	8.709	A
B-A	198	451	0.440	197	0.8	14.403	B
C-AB	46	495	0.093	46	0.1	8.021	A
C-A	298			298			
A-B	306			306			
A-C	228			228			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	487	0.129	63	0.2	8.738	A
B-A	198	451	0.440	198	0.8	14.525	B
C-AB	46	495	0.093	46	0.1	8.024	A
C-A	298			298			
A-B	306			306			
A-C	228			228			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	540	0.095	51	0.1	7.591	A
B-A	162	484	0.334	163	0.5	11.467	B
C-AB	38	519	0.073	38	0.1	7.489	A
C-A	244			244			
A-B	250			250			
A-C	186			186			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	572	0.075	43	0.1	7.017	A
B-A	136	508	0.267	136	0.4	9.889	A
C-AB	32	536	0.059	32	0.1	7.145	A
C-A	204			204			
A-B	209			209			
A-C	156			156			

2027 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 Base + Development	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Burford Rd E		✓	347	100.000
B - Brize Norton Rd		✓	289	100.000
C - Burford Rd W		✓	366	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Burford Rd E	B - Brize Norton Rd	C - Burford Rd W
	A - Burford Rd E	0	129	218
	B - Brize Norton Rd	251	0	38
	C - Burford Rd W	299	67	0

Vehicle Mix

HV %s

	To			
From		A - Burford Rd E	B - Brize Norton Rd	C - Burford Rd W
	A - Burford Rd E	0	2	4
	B - Brize Norton Rd	5	0	1
	C - Burford Rd W	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.11	10.39	0.1	B
B-A	0.61	21.14	1.6	C
C-AB	0.14	8.02	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	533	0.054	28	0.1	7.196	A
B-A	189	513	0.369	187	0.6	11.515	B
C-AB	50	561	0.090	50	0.1	7.190	A
C-A	225			225			
A-B	97			97			
A-C	164			164			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	485	0.070	34	0.1	8.057	A
B-A	226	488	0.462	225	0.9	14.272	B
C-AB	60	549	0.110	60	0.1	7.516	A
C-A	269			269			
A-B	116			116			
A-C	196			196			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	395	0.106	42	0.1	10.275	B
B-A	276	455	0.608	274	1.5	20.576	C
C-AB	74	532	0.139	74	0.2	8.015	A
C-A	329			329			
A-B	142			142			
A-C	240			240			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	392	0.107	42	0.1	10.394	B
B-A	276	455	0.608	276	1.6	21.135	C
C-AB	74	532	0.139	74	0.2	8.020	A
C-A	329			329			
A-B	142			142			
A-C	240			240			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	482	0.071	34	0.1	8.132	A
B-A	226	488	0.462	228	0.9	14.686	B
C-AB	60	549	0.110	60	0.1	7.523	A
C-A	269			269			
A-B	116			116			
A-C	196			196			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	531	0.054	29	0.1	7.245	A
B-A	189	512	0.369	190	0.6	11.778	B
C-AB	50	561	0.090	51	0.1	7.199	A
C-A	225			225			
A-B	97			97			
A-C	164			164			

2027 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 Base + Development	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Burford Rd E		✓	511	100.000
B - Brize Norton Rd		✓	263	100.000
C - Burford Rd W		✓	329	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Burford Rd E	B - Brize Norton Rd	C - Burford Rd W
	A - Burford Rd E	0	278	233
	B - Brize Norton Rd	206	0	57
	C - Burford Rd W	279	50	0

Vehicle Mix

HV %s

	To			
From		A - Burford Rd E	B - Brize Norton Rd	C - Burford Rd W
	A - Burford Rd E	0	3	1
	B - Brize Norton Rd	2	0	3
	C - Burford Rd W	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.14	9.80	0.2	A
B-A	0.52	17.39	1.1	C
C-AB	0.11	8.32	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	552	0.078	43	0.1	7.272	A
B-A	155	500	0.310	153	0.5	10.540	B
C-AB	38	531	0.071	37	0.1	7.288	A
C-A	210			210			
A-B	209			209			
A-C	175			175			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	513	0.100	51	0.1	8.033	A
B-A	185	474	0.391	184	0.6	12.643	B
C-AB	45	513	0.088	45	0.1	7.691	A
C-A	251			251			
A-B	250			250			
A-C	209			209			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	443	0.142	63	0.2	9.741	A
B-A	227	438	0.518	225	1.1	17.133	C
C-AB	55	488	0.113	55	0.1	8.312	A
C-A	307			307			
A-B	306			306			
A-C	257			257			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	441	0.142	63	0.2	9.801	A
B-A	227	438	0.518	227	1.1	17.390	C
C-AB	55	488	0.113	55	0.1	8.316	A
C-A	307			307			
A-B	306			306			
A-C	257			257			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	510	0.100	51	0.1	8.081	A
B-A	185	474	0.391	187	0.7	12.860	B
C-AB	45	513	0.088	45	0.1	7.698	A
C-A	251			251			
A-B	250			250			
A-C	209			209			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	550	0.078	43	0.1	7.313	A
B-A	155	500	0.310	156	0.5	10.705	B
C-AB	38	531	0.071	38	0.1	7.302	A
C-A	210			210			
A-B	209			209			
A-C	175			175			

Junctions 10						
ARCADY 10 - Roundabout Module						
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021						
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Filename: A40_B4047.j10

Path: P:\23000's\23178\Junction Modelling

Report generation date: 03/08/2022 10:05:27

- »2022 Base, AM
- »2022 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 Base + Development, AM
- »2027 Base + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2022 Base						
1 - B4047	0.3	4.23	0.22	0.4	4.24	0.25
2 - A40 East	0.3	1.90	0.23	0.4	1.90	0.27
3 - A40 West	1.4	4.89	0.57	1.0	4.08	0.49
2027 Base						
1 - B4047	0.3	4.28	0.22	0.4	4.29	0.26
2 - A40 East	0.3	1.92	0.24	0.4	1.92	0.27
3 - A40 West	1.5	5.02	0.58	1.1	4.16	0.50
2027 Base + Development						
1 - B4047	0.3	4.30	0.22	0.4	4.30	0.26
2 - A40 East	0.3	1.92	0.24	0.4	1.92	0.27
3 - A40 West	1.5	5.02	0.58	1.1	4.17	0.51

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

File summary

File Description

Title	A40/ B4047
Location	Minster Lovell
Site number	
Date	03/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	23178
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	PM	ONE HOUR	16:00	17:30	15	✓
D3	2027 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Base	PM	ONE HOUR	16:00	17:30	15	✓
D5	2027 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Base + Development	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B4047		
2	A40 East		
3	A40 West		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B4047	3.90	6.10	11.2	22.5	72.0	50.0		
2 - A40 East	9.50	9.50	0.0	27.5	72.0	32.0		
3 - A40 West	3.40	7.10	30.0	27.0	72.0	31.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B4047	0.450	1489
2 - A40 East	0.684	2897
3 - A40 West	0.523	1851

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	2022 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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4047		ONE HOUR	✓	226	100.000
2 - A40 East		ONE HOUR	✓	578	100.000
3 - A40 West		ONE HOUR	✓	954	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B4047	2 - A40 East	3 - A40 West
From	1 - B4047	0	14	212
	2 - A40 East	13	0	565
	3 - A40 West	279	673	2

Vehicle Mix

HV %s

	To			
		1 - B4047	2 - A40 East	3 - A40 West
From	1 - B4047	0	0	7
	2 - A40 East	8	0	11
	3 - A40 West	7	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4047	0.22	4.23	0.3	A	207	311
2 - A40 East	0.23	1.90	0.3	A	530	796
3 - A40 West	0.57	4.89	1.4	A	875	1313

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	170	43	506	1262	0.135	169	219	0.0	0.2	3.510	A
2 - A40 East	435	109	160	2787	0.156	434	515	0.0	0.2	1.697	A
3 - A40 West	718	180	10	1846	0.389	715	585	0.0	0.7	3.421	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	203	51	606	1217	0.167	203	262	0.2	0.2	3.783	A
2 - A40 East	520	130	192	2765	0.188	519	617	0.2	0.3	1.777	A
3 - A40 West	858	214	12	1845	0.465	857	700	0.7	0.9	3.919	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	249	62	742	1156	0.215	249	321	0.2	0.3	4.227	A
2 - A40 East	636	159	235	2736	0.233	636	755	0.3	0.3	1.901	A
3 - A40 West	1050	263	14	1843	0.570	1048	857	0.9	1.4	4.864	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	249	62	743	1155	0.215	249	321	0.3	0.3	4.231	A
2 - A40 East	636	159	236	2736	0.233	636	756	0.3	0.3	1.901	A
3 - A40 West	1050	263	14	1843	0.570	1050	858	1.4	1.4	4.887	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	203	51	608	1216	0.167	203	263	0.3	0.2	3.791	A
2 - A40 East	520	130	193	2765	0.188	520	619	0.3	0.3	1.778	A
3 - A40 West	858	214	12	1845	0.465	860	701	1.4	0.9	3.943	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	170	43	509	1260	0.135	170	220	0.2	0.2	3.520	A
2 - A40 East	435	109	161	2787	0.156	435	518	0.3	0.2	1.700	A
3 - A40 West	718	180	10	1846	0.389	719	587	0.9	0.7	3.446	A

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	16:00	17:30	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4047		ONE HOUR	✓	272	100.000
2 - A40 East		ONE HOUR	✓	663	100.000
3 - A40 West		ONE HOUR	✓	826	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B4047	2 - A40 East	3 - A40 West
From	1 - B4047	1	35	236
	2 - A40 East	19	0	644
	3 - A40 West	226	597	3

Vehicle Mix

HV %s

	To			
		1 - B4047	2 - A40 East	3 - A40 West
From	1 - B4047	0	6	5
	2 - A40 East	11	0	5
	3 - A40 West	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4047	0.25	4.24	0.4	A	250	374
2 - A40 East	0.27	1.90	0.4	A	608	913
3 - A40 West	0.49	4.08	1.0	A	758	1137

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	205	51	450	1287	0.159	204	185	0.0	0.2	3.493	A
2 - A40 East	499	125	180	2774	0.180	498	474	0.0	0.2	1.663	A
3 - A40 West	622	155	15	1843	0.337	620	663	0.0	0.5	3.097	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	245	61	539	1247	0.196	244	221	0.2	0.3	3.773	A
2 - A40 East	596	149	216	2750	0.217	596	568	0.2	0.3	1.757	A
3 - A40 West	743	186	18	1842	0.403	742	793	0.5	0.7	3.449	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	299	75	660	1193	0.251	299	270	0.3	0.4	4.232	A
2 - A40 East	730	182	264	2716	0.269	730	695	0.3	0.4	1.904	A
3 - A40 West	909	227	22	1839	0.494	908	971	0.7	1.0	4.071	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	299	75	661	1192	0.251	299	271	0.4	0.4	4.238	A
2 - A40 East	730	182	264	2716	0.269	730	696	0.4	0.4	1.905	A
3 - A40 West	909	227	22	1839	0.494	909	972	1.0	1.0	4.080	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	245	61	540	1246	0.196	245	221	0.4	0.3	3.781	A
2 - A40 East	596	149	216	2749	0.217	596	569	0.4	0.3	1.758	A
3 - A40 West	743	186	18	1842	0.403	744	794	1.0	0.7	3.463	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	205	51	452	1286	0.159	205	185	0.3	0.2	3.503	A
2 - A40 East	499	125	181	2773	0.180	499	476	0.3	0.2	1.664	A
3 - A40 West	622	155	15	1843	0.337	623	665	0.7	0.5	3.110	A

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4047		ONE HOUR	✓	230	100.000
2 - A40 East		ONE HOUR	✓	590	100.000
3 - A40 West		ONE HOUR	✓	972	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - B4047	2 - A40 East	3 - A40 West
	1 - B4047	0	14	216
	2 - A40 East	14	0	576
	3 - A40 West	284	686	2

Vehicle Mix

HV %s

	To			
From		1 - B4047	2 - A40 East	3 - A40 West
	1 - B4047	0	0	7
	2 - A40 East	8	0	11
	3 - A40 West	7	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4047	0.22	4.28	0.3	A	211	317
2 - A40 East	0.24	1.92	0.3	A	541	812
3 - A40 West	0.58	5.02	1.5	A	892	1338

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	173	43	516	1257	0.138	172	224	0.0	0.2	3.534	A
2 - A40 East	444	111	163	2785	0.159	443	525	0.0	0.2	1.705	A
3 - A40 West	732	183	11	1845	0.397	729	596	0.0	0.7	3.463	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	207	52	618	1211	0.171	207	268	0.2	0.2	3.816	A
2 - A40 East	530	133	196	2763	0.192	530	629	0.2	0.3	1.787	A
3 - A40 West	874	218	13	1844	0.474	873	713	0.7	1.0	3.986	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	253	63	756	1149	0.220	253	327	0.2	0.3	4.278	A
2 - A40 East	650	162	240	2733	0.238	649	769	0.3	0.3	1.915	A
3 - A40 West	1070	268	15	1843	0.581	1068	874	1.0	1.5	4.991	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	253	63	757	1149	0.220	253	328	0.3	0.3	4.283	A
2 - A40 East	650	162	240	2733	0.238	650	771	0.3	0.3	1.915	A
3 - A40 West	1070	268	15	1843	0.581	1070	874	1.5	1.5	5.016	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	207	52	620	1211	0.171	207	268	0.3	0.2	3.825	A
2 - A40 East	530	133	196	2763	0.192	531	631	0.3	0.3	1.791	A
3 - A40 West	874	218	13	1844	0.474	876	714	1.5	1.0	4.010	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	173	43	519	1256	0.138	173	225	0.2	0.2	3.545	A
2 - A40 East	444	111	164	2785	0.160	444	528	0.3	0.2	1.705	A
3 - A40 West	732	183	11	1845	0.397	733	598	1.0	0.7	3.486	A

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 Base	PM	ONE HOUR	16:00	17:30	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4047		ONE HOUR	✓	277	100.000
2 - A40 East		ONE HOUR	✓	675	100.000
3 - A40 West		ONE HOUR	✓	842	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - B4047	2 - A40 East	3 - A40 West
	1 - B4047	1	35	241
	2 - A40 East	19	0	656
	3 - A40 West	231	608	3

Vehicle Mix

HV %s

	To			
From		1 - B4047	2 - A40 East	3 - A40 West
	1 - B4047	0	6	5
	2 - A40 East	11	0	5
	3 - A40 West	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4047	0.26	4.29	0.4	A	254	381
2 - A40 East	0.27	1.92	0.4	A	619	929
3 - A40 West	0.50	4.16	1.1	A	773	1159

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	209	52	458	1283	0.163	208	188	0.0	0.2	3.517	A
2 - A40 East	508	127	184	2771	0.183	507	482	0.0	0.2	1.672	A
3 - A40 West	634	158	15	1843	0.344	632	676	0.0	0.5	3.128	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	249	62	549	1243	0.200	249	225	0.2	0.3	3.807	A
2 - A40 East	607	152	220	2746	0.221	607	577	0.2	0.3	1.768	A
3 - A40 West	757	189	18	1842	0.411	756	809	0.5	0.7	3.495	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	305	76	672	1187	0.257	305	276	0.3	0.4	4.285	A
2 - A40 East	743	186	269	2713	0.274	743	707	0.3	0.4	1.921	A
3 - A40 West	927	232	22	1839	0.504	926	990	0.7	1.1	4.147	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	305	76	673	1187	0.257	305	276	0.4	0.4	4.290	A
2 - A40 East	743	186	270	2712	0.274	743	708	0.4	0.4	1.922	A
3 - A40 West	927	232	22	1839	0.504	927	991	1.1	1.1	4.159	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	249	62	550	1242	0.201	249	226	0.4	0.3	3.816	A
2 - A40 East	607	152	221	2746	0.221	607	579	0.4	0.3	1.772	A
3 - A40 West	757	189	18	1842	0.411	758	810	1.1	0.7	3.506	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	209	52	461	1282	0.163	209	189	0.3	0.2	3.527	A
2 - A40 East	508	127	185	2771	0.183	508	485	0.3	0.2	1.672	A
3 - A40 West	634	158	15	1843	0.344	635	678	0.7	0.6	3.144	A

2027 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 Base + Development	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4047		ONE HOUR	✓	233	100.000
2 - A40 East		ONE HOUR	✓	590	100.000
3 - A40 West		ONE HOUR	✓	973	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B4047	2 - A40 East	3 - A40 West
From	1 - B4047	0	14	219
	2 - A40 East	14	0	576
	3 - A40 West	285	686	2

Vehicle Mix

HV %s

	To			
		1 - B4047	2 - A40 East	3 - A40 West
From	1 - B4047	0	0	7
	2 - A40 East	8	0	11
	3 - A40 West	7	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4047	0.22	4.30	0.3	A	214	321
2 - A40 East	0.24	1.92	0.3	A	541	812
3 - A40 West	0.58	5.02	1.5	A	893	1339

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	175	44	516	1257	0.140	175	224	0.0	0.2	3.542	A
2 - A40 East	444	111	166	2784	0.160	443	525	0.0	0.2	1.706	A
3 - A40 West	733	183	11	1845	0.397	730	599	0.0	0.7	3.466	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	209	52	618	1211	0.173	209	268	0.2	0.2	3.827	A
2 - A40 East	530	133	198	2761	0.192	530	629	0.2	0.3	1.789	A
3 - A40 West	875	219	13	1844	0.474	874	716	0.7	1.0	3.989	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	257	64	756	1149	0.223	256	329	0.2	0.3	4.294	A
2 - A40 East	650	162	243	2731	0.238	649	769	0.3	0.3	1.917	A
3 - A40 West	1071	268	15	1843	0.581	1069	877	1.0	1.5	4.998	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	257	64	757	1149	0.223	257	329	0.3	0.3	4.299	A
2 - A40 East	650	162	243	2731	0.238	650	771	0.3	0.3	1.918	A
3 - A40 West	1071	268	15	1843	0.581	1071	878	1.5	1.5	5.023	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	209	52	620	1210	0.173	210	269	0.3	0.2	3.833	A
2 - A40 East	530	133	199	2761	0.192	531	631	0.3	0.3	1.790	A
3 - A40 West	875	219	13	1844	0.474	877	717	1.5	1.0	4.016	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	175	44	519	1256	0.140	176	225	0.2	0.2	3.552	A
2 - A40 East	444	111	167	2783	0.160	444	528	0.3	0.2	1.706	A
3 - A40 West	733	183	11	1845	0.397	734	600	1.0	0.7	3.492	A

2027 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.35	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 Base + Development	PM	ONE HOUR	16:00	17:30	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4047		ONE HOUR	✓	278	100.000
2 - A40 East		ONE HOUR	✓	675	100.000
3 - A40 West		ONE HOUR	✓	845	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B4047	2 - A40 East	3 - A40 West
From	1 - B4047	1	35	242
	2 - A40 East	19	0	656
	3 - A40 West	234	608	3

Vehicle Mix

HV %s

	To			
		1 - B4047	2 - A40 East	3 - A40 West
From	1 - B4047	0	6	5
	2 - A40 East	11	0	5
	3 - A40 West	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4047	0.26	4.30	0.4	A	255	383
2 - A40 East	0.27	1.92	0.4	A	619	929
3 - A40 West	0.51	4.17	1.1	A	775	1163

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	209	52	458	1283	0.163	208	191	0.0	0.2	3.520	A
2 - A40 East	508	127	184	2771	0.183	507	482	0.0	0.2	1.672	A
3 - A40 West	636	159	15	1843	0.345	634	677	0.0	0.6	3.133	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	250	62	549	1243	0.201	250	228	0.2	0.3	3.811	A
2 - A40 East	607	152	221	2746	0.221	607	577	0.2	0.3	1.768	A
3 - A40 West	760	190	18	1842	0.413	759	810	0.6	0.7	3.504	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	306	77	672	1187	0.258	306	279	0.3	0.4	4.290	A
2 - A40 East	743	186	270	2712	0.274	743	707	0.3	0.4	1.922	A
3 - A40 West	930	233	22	1839	0.506	929	991	0.7	1.1	4.162	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	306	77	673	1187	0.258	306	280	0.4	0.4	4.296	A
2 - A40 East	743	186	271	2712	0.274	743	708	0.4	0.4	1.922	A
3 - A40 West	930	233	22	1839	0.506	930	992	1.1	1.1	4.174	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	250	62	550	1242	0.201	250	229	0.4	0.3	3.816	A
2 - A40 East	607	152	221	2745	0.221	607	579	0.4	0.3	1.769	A
3 - A40 West	760	190	18	1842	0.413	761	811	1.1	0.7	3.518	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B4047	209	52	461	1282	0.163	210	191	0.3	0.2	3.527	A
2 - A40 East	508	127	185	2770	0.183	508	485	0.3	0.2	1.673	A
3 - A40 West	636	159	15	1843	0.345	637	679	0.7	0.6	3.150	A



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