Windermere Grange, Stourport

Transport Assessment



Windermere Grange, Stourport *Transport Assessment*

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1.0 INTRODUCTION

- 1.1 David Tucker Associates (DTA) have been commissioned by Taylor Wimpey (West Midlands) and Severn Academies Educational Trust to provide highways and transport advice to support a full planning application for up to 118 dwellings with associated highway infrastructure on land at Stourport High School. The site layout plan is included at **Appendix A**.
- 1.2 This Transport Assessment (TA) has been prepared in accordance with the National Planning Policy Framework (NPPF) and National Planning Practice Guidance issued in March 2014, which replaces the previous Guidance on Transport Assessment (2007).
- 1.3 This report considers the transport and highways implications associated with the proposals and is structured as follows:
 - Chapter 2: National and Local Policy.
 - Chapter 3: Existing Conditions.
 - Chapter 4: Development Proposals.
 - Chapter 5: Traffic Generation, Distribution and Impact Assessment; and
 - Chapter 6: Conclusions.
- 1.4 This TA considers the potential transport and highways impacts of the proposals including the impact of development generated traffic on the capacity and safety of the surrounding road network. It is concluded that proposed development would have no material residual adverse impact on the safe operation of the local highway network.
- 1.5 The TA benefits from discussions with Worcestershire County Council (WCC) during the pre-application stage. A scoping note was submitted which is attached at **Appendix B**. Subsequent and ongoing dialogue has taken place with WCC regarding the potential for the access to the site to be taken from Coniston Crescent. Whilst they have been clear that their preference is for the access to be from Kingsway, they have confirmed that there are no technical objections to the proposed Coniston Crescent access proposals.



2.0 NATIONAL AND LOCAL POLICY

2.1 National Guidance - National Planning Policy Framework

- 2.1.1 In February 2019, the Government published a revised National Planning Policy Framework (NPPF). This report should therefore be read in the context of the new NPPF.
- 2.1.2 Paragraph 109 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 110 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; and

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 111 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".

Planning Practice Guidance (March 2014)

- 2.1.6 The Department for Communities and Local Government (CLG) published the Planning Practice Guidance (PPG), which reinforces the guidance contained in the NPPF.
- 2.1.7 The PPG in Paragraph: 002 Reference ID: 42-002-20140306 states that Travel Plans (TPs) and TAs are ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.
- 2.1.8 The Guidance goes on to explain what these documents are, why they are important, what information they should contain and how they should relate to one another.
- 2.1.9 The Guidance focuses on an 'outcomes' approach to TPs, requiring that specific outcomes or targets are established by agreement on what should be achieved through the TP over time.



2.2 Local Planning Policy - Current Wyre Forest Core Strategy

CP03: Promoting Transport Choice and Accessibility

Enhancing Accessibility Development

2.2.1 Proposals should have full regard to the traffic impact on the local highway network.

Delivering Transport Infrastructure

- 2.2.2 Where appropriate, new developments will be required to connect into the surrounding infrastructure and contribute towards new or improved walking and cycling facilities within the District and the provision of an integrated public transport network across the District.
- 2.2.3 Developers must take account of the proposals included within the Wyre Forest Transport Measures Package as set out in the current Worcestershire Local Transport Plan. In appropriate circumstances, new development will be required to contribute towards these schemes.
- 2.2.4 Future development proposals that will include part of an identified strategic transport route or transport infrastructure, must be designed to accommodate this provision and reserve the land required for the scheme. Proposals which are likely to prejudice the future development of strategic transport infrastructure will not be permitted.

2.3 Local Planning Policy – Emerging Local Plan

- 2.3.1 The site benefits from a draft allocation in the emerging local plan under policy reference *33.8 Land west of former school site Coniston Crescent LI/11.*
- 2.3.2 Therefore, the principle of residential development on the site is accepted. Part of the justification for the allocation is that is would allow "rounding-off" of the settlement edge of Stourport.



3.0 EXISTING CONDITIONS

3.1 Site Location

- 3.1.1 The site is located approximately 1.5km to the northwest of Stourport-on-Severn Town Centre. The location of the site is shown in **Figure 1**.
- 3.1.2 The site is the former sixth form block, caretaker's bungalow and playing fields within the grounds of Stourport High School.

3.2 Highway Network

- 3.2.1 The southern edge of the site borders Coniston Crescent, a single carriageway residential road subject to a 30-mph speed limit and approximately 5.5m in width, with footways on both sides of the carriageway with dropped kerbs and street lighting.
- 3.2.2 Coniston Crescent joins Windemere Way which heads east and links with the A451 Minster Road at a priority T junction. The A451 is the main route from the north into the centre of Stourport. The A451 heads north into Kidderminster and south towards the edge of the Wyre Forest District.
- 3.2.3 Windermere Way runs northwest to Burlish Crossing which connects with Bewdley Road which travels north towards Bewdley and Kidderminster.

3.3 Walking/Cycling Provision

- 3.3.1 Coniston Crescent has 2m footways on either side of the carriageway with dropped kerbs and street lighting.
- 3.3.2 The footways are continuous from the site with signalised pedestrian crossings and pedestrian refuges along the A451 into the town centre.
- 3.3.3 Route 45 on the National Cycle Network lies approximately 850m east of the site which links Chester with Salisbury via Bridgnorth, Droitwich Spa, Worcester, Gloucester, Cirencester and Swindon.
- 3.3.4 Route 54 on the National Cycle Network lies 1.2km east of the site and links Stourport with Parsley via Kidderminster, Dudley, Lichfield, Burton and Derby.



3.4 Bus Service Provision

- 3.4.1 The nearest bus stop is located approximately 200m from the site on Windermere Way. The area is served by two bus services.
- 3.4.2 **Table 1** below shows a summary of the bus services and their frequencies.

No	Pouto	Maximum Frequency & First and Last Service				ervice
NO.	Roule	Mon	-Fri	Sat		Sun
	Kidderminster –	1hr 15	mins	1 hr 15	mins	
15	Wilden Top – Stourport - Burlish	First	Last	First	Last	No Service
		0650	1800	0650	1800	
	Kiddorminstor	2 h	rs	2hrs	6	
294/295	Worcester	First	Last	First	Last	No Service
		0705	1630	0718	1630	

3.5 Local Facilities

- 3.5.1 This section of the TA considers access to the following services:
 - Education;
 - Food retail;
 - Healthcare; and
 - Employment.
- 3.5.2 The majority of trips that will be made by foot or cycle from the proposed development will be for the purpose of short shopping trips, access to leisure facilities, school journeys, and trips to bus stops as part of linked trips to other destinations.
- 3.5.3 It is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.



Education

- 3.5.4 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, indeed according to the National Travel Survey (NTS) 50% of trips in progress during the AM peak (08:00 09:00) are school related (accurate as of September 2016). Education trips are therefore one of the most significant factors influencing the vehicle trip generation of a residential site particularly given the apparent sensitivity to distance.
- 3.5.5 As shown by the 2016 NTS, for primary school trips, pupils are twice as 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 2**. Nationally, the average journey length is 2.4 km according to the 2016 NTS (NTS0615). A similar relationship is also apparent for secondary school pupils although they are more likely to take the bus rather than be driven for long journey lengths as shown in **Table 3**. Nationally the average journey length is 5.1 km according to the 2016 NTS.

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	78	26	0	0	44
Bicycle	2	1	0	0	1
Car/van	20	65	80	84	48
Bus	-	6	18	13	6
Other	-	1	1	3	1
Total	100	100	100	100	100

Table 2 – School trips by age, mode and length, 2016 Primary school: (5-10 years) – NTS0614

Table 5 – Secondary School, 2010 (11-10 years) – $M15001^2$	Table 3 – Secondary	y school: 2016	(11-16 years) -	NTS0614
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Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	87	57	8	0	37
Bicycle	3	5	2	0	2
Car/van	8	26	42	22	26
Bus	0	11	44	62	29
Other	0	1	5	16	5
Total	100	100	100	100	100

3.5.6 The nearest primary school to the site is Burlish Park Primary School which is directly adjacent to the southern boundary of the site, fronting Windermere Way. As can be seen 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 will be high. Parental choice is a consideration and Stourport Primary School is located approximately 1.7km from the site and St Wulstans Catholic Primary School is located 1.9km from the site.

3.5.7 The nearest secondary school is Stourport-on-Severn High School. Its grounds are adjacent to the eastern boundary of the site with the main access being accessible through the allotments to the north or along Windermere Way and Kingsway. Using the information in **Table 3**, the majority of pupils will walk to school, parental choice is a consideration and a further secondary school is available in Bewdley; The Bewdley School and the Sixth Form Centre.

Food Retail

- 3.5.8 The nearest large supermarket is Lidl, located 1.3km southeast in the town centre. Other choices include Tesco and The Cooperative.
- 3.5.9 Stourport-on-Severn Town Centre has all the retail outlets that would be expected in a Town Centre, including banks, markets and supermarkets.

Healthcare

- 3.5.10 In terms of healthcare provision, Stourport Health Centre Medical Practice is located on Worcester Street in the town centre.
- 3.5.11 The closest hospital to the site offering A&E services is Worcestershire Royal Hospital located 23 km southeast to the site on the outskirts of Worcester.

Leisure

- 3.5.12 Wyre Forest Leisure Centre is the closest leisure facility to the site, located on the edge of Kidderminster, 3.5km from the site. The centre has a pool, gym, sports hall and an outdoor sports pitch.
- 3.5.13 Bewdley Leisure Centre is on the edge of the Bewdley, approximately 3.5 km from the site. The leisure centre has a sports hall, courts and exercise classes.
- 3.5.14 There are a number of recreational grounds including Areley Kings Football Club in the Town Centre, as well as Stourport Boat Club and Wilden Village Cricket Club.



Employment

- 3.5.15 There are a variety of employment opportunities within Stourport-on-Severn, the area is filled with commercial business such as high street shops, independent retailers, public houses, banks, eateries, pharmacies and more.
- 3.5.16 There are additional opportunities for employment, such as Foley Business Park approximately 2.6 km to the north of the site and Wilden Industrial Estate, 4.0 km to the east of the site.
- 3.5.17 Kidderminster and Wychavon are existing principal employment destinations.

3.6 Personal Injury Collisions

- 3.6.1 Personal Injury Collision (PIC) data has been obtained from Worcestershire County Council for the most recent five-year period. The PIC plot and data are attached at **Appendix C**.
- 3.6.2 A total of 15 PICs occurred within the 5-year period, of which 5 were classed as "serious" in severity and 10 were classed as "slight" in severity.

Table 4 – PIC summar	y
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Serious	Slight	Total
5	10	15
33%	67%	100%

- 3.6.3 The serious PICs occurred at:
 - Burlish Crossing Stourport;
 - Minster Road near its junction with Kingsway; and
 - Minster Road
- 3.6.4 Six of the recorded collisions were in close proximity to the Minster Road/ Kingsway Junction. However, all of which were recorded as being for differing reasons, therefore, the analysis shows no particular inherent issues that warrant further investigation as part of this report.
- 3.6.5 Importantly, no PICs occurred in the vicinity of the site. The majority of collisions were due to driver error and lack of judgement rather than physical arrangement of the road network or its general operation.



3.7 Existing Traffic Flows

- 3.7.1 In order to establish baseline traffic flows on the local network, a series of traffic counts were undertaken on neutral days and weeks. These were undertaken at the A451 Minster Road/Windermere Way junction and the B4195 Bewdley Road/Burlish Close junction.
- 3.7.2 These locations have been agreed with WCC through the scoping process.
- 3.7.3 Whilst these counts were undertaken in 2017 they have been forecast to reflect a 2021 baseline position using published growth factors. Unfortunately, at the current time and throughout the majority of 2020 due to the Covid pandemic it has not been possible to undertake new counts. However, by using the 2017 counts and pre-Covid growth factors it is considered this will present a robust test, as it will not account for the significant reduction in peak hour traffic due to home working.
- 3.7.4 More recently in November 2020 a traffic count was undertaken on Coniston Crescent. This was principally to record traffic speeds to inform the site access visibility splays. The summary results are provided in **Table 5** below.

Table 5 – Coniston Crescent ATC Results

Direction	5 Day	7 Day	Average	Average
Eastbound	162	125	20.5	16.2
Westbound	60	54	23.9	19.0

- 3.7.5 Following a site visit and a discussion with the headteacher from the adjacent primary school, DTA were made aware that parents of pupils at the school are requested to use Coniston Crescent in a one-way manner. This is in a clockwise direction, to reduce conflict between vehicles due to the increase in car parking at the start and end of the day. This is reflected in the results of the ATC which clearly shows a greater level of traffic traveling clockwise (eastbound).
- 3.7.6 The 85th percentile speeds of traffic are also well below the posted speed limit of 30mph.
- 3.7.7 All traffic count data is attached in **Appendix D**.



4.0 DEVELOPMENT PROPOSALS

4.1 **Development Proposals**

4.1.1 The proposals are for full planning permission for residential development of up to 118 dwellings on land at Stourport High School. The masterplan is attached at **Appendix A**.

4.2 Site Access

- 4.2.1 The site will be accessed from Coniston Crescent via a new site access junction. The site access will comprise of a 5.5 wide road with 6m radii and 2m footways on both sides of the carriageway.
- 4.2.2 Whilst greater splays are achievable, in accordance with WCC's scoping response, visibility splays with an 'x' distance of 2.4m and 'y' distances of 24m to the west and 30m to the east are to be provided based on the recorded 85th percentile speed of traffic. The proposed access is shown on **DTA Drawing 19019-03b**.
- 4.2.3 The proposed site access has also been subject to a refuse vehicle (Phoenix 2 Duo Recycler) tracking to demonstrate the vehicle can manoeuvre into and out of the site access. The tracking is shown on DTA Drawing 19019-03b-1.
- 4.2.4 The site access will be designed to cater for the traffic demands as well as providing safe access for all road users.
- 4.2.5 A separate footway connection is to be provided from the site to the existing footway that connects into the primary school access. This is shown on the submitted site layout. This has been requested by WCC.

4.3 Internal layout and Parking

- 4.3.1 Car Parking will be provided on site in accordance with the residential parking standards as set out in Worcestershire County Councils Streetscape Design Guide (Spring 2020).
- 4.3.2 This requires all 1,2 & 3 bedroom properties to have 2 car parking spaces and all 4 and 5 bedroom properties to have 3 car parking spaces.



4.3.3 The internal layout has been checked for turning of refuse vehicles and visibility splays based on a 20mph design speed. This is presented on **Drawing 19019-05a**.

4.4 Local Car Parking (school parents)

- 4.4.1 At the start and end of the school day Coniston Crescent is used by a number of parents and carers as a location to park given its close proximity to the western gate into the primary school. Coniston Crescent is also used informally as a one-way route from west to east by parents at the request of the school.
- 4.4.2 During the previous public consultation the local residents raised significant concerns regarding the parking issues along Coniston Crescent. A site visit was carried out between 14:45 and 15:20 where there were cars parked along the northern and eastern sides of Coniston Crescent as well as the small informal car park near the primary school's western entrance. Figures 4.1 and 4.2 below show the car parking that was observed during the site visit in the locations stated above.



Figure 4.1 – Cars Parked along northern side of Coniston Crescent.





Figure 4.2 – Cars Parked small car park adjacent to primary school western gate.

- 4.4.3 The proposed site access will result in the loss of the ability to park on Coniston Crescent in the vicinity of the site access by parents that will lead to some displacement of car parking. This issue has also been raised by WCC during pre-application discussions. To mitigate this impact and provide a benefit to the current situation it is proposed that the development will provide a small parking area to the north of the access road for use at school pick up and drop off time. It is anticipated that the access would result in the loss of approximately 5-6 useable spaces, therefore, the car park will 6 car parking spaces. It is also proposed that the applicant will provide a financial contribution to the local highway authority to formally line the current car parking area. It was observed that additional spaces could have been gained if vehicles were parked in a less ad-hoc way.
- 4.4.4 It is clear that the development can safely be access from Coniston Crescent and will provide a benefit to the local residents during the start and end of the school day by providing a specific car park that can be used by members of the public. This area for the car park has been identified on the site layout.
- 4.4.5 It is important to note that the former sixth form centre was on part of the application site and was accessed from Coniston Crescent. The car park to the front was then used by visitors to the site with staff parking on site. This can be seen in **Figure 4.3** below.



Figure 4.3 – Former Sixth Form Centre Site



4.4.6 Furthermore, two bus stops were located outside the former caretaker's house shown below in **Figure 4.4**.

Figure 4.4 – Previous Bus Stops



- 4.4.7 Due to the site's former use, not only did it generate traffic movements during the morning and afternoon school peak times it also reduced the available on-street car parking due to the presence of the bus stops.
- 4.4.8 As set out below in section 5, the proposed residential development is forecast to generate around 100 vehicle trips in peak hours. From the above historical photos, it can be seen that the former sixth form site used to attract 20-30 vehicles onto site as well as pupils being dropped off by parents and buses. Therefore, the proposed development is unlikely to result in any significant impact/ difference compared to the former school use.
- 4.4.9 Finally, considering the majority of traffic will head east from the site, vehicles will also use Coniston Crescent in a clockwise direction, in a similar way to the parents of pupils at the primary school.



5.0 TRAFFIC GENERATION, DISTRIBUTION & IMPACT

5.1 **Trip Generation**

- 5.1.1 In estimating traffic generation rates for different development types, it is common practice to use the TRICS database. TRICS is a nationally accepted database, containing observed generated traffic data at a large number of different development sites, and such can produce reliable trip rate information. The private housing category within the residential development group has been use to estimate trip rates for residential development sites.
- 5.1.2 Details of the residential survey sites from TRICS version 7.7.2 are summarised in **Appendix E**. A summary of the vehicle trip rates and trip generation for the proposed site are shown in **Tables 6** and **Table 7**.

									· · · · ·
Table 6 🗕	TRICS	derived .	trin	rates -	Residential	Trin	Rates	(ner	dwelling)
	111105	uchivcu	uip	rutos	Residential	1 IP	Rutos	(pci	awennig)

Vehicle Trip Rates	Arrivals	Departures	Totals
AM Peak (0800-0900)	0.110	0.339	0.449
PM Peak (1700-1800)	0.303	0.144	0.447
12 Hour	2.178	2.258	4.436

 Table 7 – Forecast Trip Generation for 118 dwellings

Vehicle Trip Rates	Arrivals	Departures	Totals
AM Peak (0800-0900)	13	40	53
PM Peak (1700-1800)	36	17	53
12 Hour	257	266	523

- 5.1.3 Using the trip rates in **Table 6** above results in an overall forecast traffic generation of 53 trips during the morning and evening peak hour.
- 5.1.4 The method of journey to work data from the 2011 Census has been used to calculate the amount of car trips that the site would generate according to Middle Super Output Area (MSOA). This process provides a more robust estimate of trips that the site will generate, by comparing TRICS outputs for areas of a similar type, to the trips generated by the specific output area relevant to the site. The site is within the Wyre Forest 012 (E02006778) MSOA.



Table 8 – Modal Split

Mode	Percentage
Foot	7.4%
Bicycle	2.2%
Bus	2.1%
Train	0.8%
Car Driver	76.0%
Car Passenger	4.8%
Motorcycle	1.1%
Taxi	0.3%
Work from Home	4.7%
Other	0.6%
Total	100%

5.1.5 Person trip rates have been derived from the TRICS database to calculate a total person trip generation for 118 dwellings.

 Table 9 – TRICS derived Person Trip Rates (per dwelling)

Person Trip Rates	Arrivals	Departures	Totals
AM Peak (0800-0900)	0.195	0.733	0.928
PM Peak (1700-1800)	0.543	0.239	0.782
12 Hour	3.926	4.090	8.016

Table 10 – Person Trip Generation for 118 dwellings

Person Trip Rates	Arrivals	Departures	Totals
AM Peak (0800-0900)	23	86	110
PM Peak (1700-1800)	64	28	92
12 Hour	463	483	946

- 5.1.6 The overall forecast person trip generation associated with the site, will be a total of 110 trips in the morning peak hour and 92 in the afternoon peak hour.
- 5.1.7 To derive a car driver percentage specific to the area of the site, the person trips are multiplied by the 'car driver' mode (76.0%)

 Table 11 – Traffic Generation based on Modal Share

Vehicle Trip Rates	Arrivals	Departures	Totals
AM Peak (0800-0900)	17	65	82
PM Peak (1700-1800)	49	21	70
12 Hour	352	367	719



- 5.1.8 **Table 10** shows that using the mode share derived traffic generation the site will generate a total of 82 trips in the morning peak hour and 70 trips in the afternoon peak hour.
- 5.1.9 For robustness, the traffic generation in **Table 11** will be used in any junction assessments.

5.2 **Trip Distribution**

5.2.1 The predicted traffic generation set out in **Table 11** have been distributed across the road network using Census Journey to Work Data. The geography of the area has been defined using the Census data; these areas have been aggregated for the assignment of trips on to the transport system and online routeing software has been used to identify the routes to these destinations.

Table 12 – Trip Distribution

Direction	Percentage
Kidderminster	34%
Stourport	16%
Wychavon	12%
Worcester	8%
Dudley	5%
Other	25%
Total	100%

5.2.2 The resulting trip assignment on the local network during the AM and PM peak are summarised in **Table 13** and **Table 14** and illustrated on **Figure 2** and **Figure 3**.

Table 13 – AM Trip Assignment

Direction	Arrive	Depart	Total
Kidderminster	6	22	28
Stourport	3	10	13
Wychavon	2	8	10
Worcester	1	5	6
Dudley	1	5	6
Other	4	16	20
Total	17	66	83



Table 14 – PM Trip Assignment

Direction	Arrive	Depart	Total
Kidderminster	17 7		24
Stourport	8 3		11
Wychavon	6 3		9
Worcester	4	2	6
Dudley	2	1	3
Other	12	5	17
Total	49	21	70

5.3 Background Traffic growth

5.3.1 In accordance with DfT Guidance, the 2017 base traffic count flows have been factored up to a new baseline year of 2021 and a future year of 2026, which is five years following submission of the planning application. Local TEMPRO growth factors have been used for Middle Super Output Area (MSOA) in which the junctions sit. The resulting factors are shown in **Table 15**.

Table 15 – TEMPRO Growth Factors

Wyre Forest 012						
Time Period	Road Classification	AM	PM			
2017-2021	All/ Region	1.0291	1.0262			
2017-2026	All/ Region	1.0584	1.0542			

5.3.2 The factors show that background near to the site is predicted to increase by c3% between the time of the traffic counts and 2021, with a further 2.5-3% increase over the following 5 year period. The TEMPRO factors include all known committed development not captured by the traffic count data.

5.4 Traffic Impact

- 5.4.1 The impact of the development has been assessed at the following locations:
 - Windermere Way/A451 Minster Road priority junction
 - Burlish Crossing/Bewdley Road/Lickhill Road signalised crossroads
- 5.4.2 For the operational assessment of the junctions, industry standard software packages have been used. Junctions 9 has the functionality to model priority junction using the PICADY module of the software. The trip generation derived from the mode share has



been used for robustness. LinSig has been used to model the signalised junction. The geometric parameters have been measured using OS detailed mapping. The trip generation and distribution discussed previously have been used.

5.4.3 The first junction to be assessed was the Windermere Way/ A451 priority junction. The result of the assessment is summarised in **Table 16** and the full outputs attached at **Appendix F**.

	AM Peak PM Peak							
Stream								
	Max Q	Max delay (s)	Max RFC	Max Q	Max delay (s)	Max RFC		
	2021 Base							
B-C	0.7	13.51	0.39	0.18	9.16	0.18		
B-A	1.9	48.43	0.66	0.47	38.56	0.47		
C-AB	1.2	6.38	0.34	0.66	10.21	0.66		
			2026 Base	Э				
B-C	0.7	14.39	0.41	0.2	9.45	0.19		
B-A	2.3	57.35	0.70	1.0	43.61	0.51		
C-BA	1.3	6.50	0.36	5.3	11.63	0.70		
		2026	Base + Deve	elopment				
B-C	1.1	18.73	0.52	0.3	10.20	0.22		
B-A	4.2	92.28	0.84	1.5	57.96	0.61		
C-BA	1.4	6.91	0.39	10.8	24.23	0.85		
	A –A451 N	linster Road S, B	- Windermer	e Way, C- A45	1 Minster Road N	J		

Table 16 – Windermere Way/A451 Minster Road Junction Summary

- 5.4.4 As can be seen in **Table 15** above, the junction is shown to operate within capacity in all scenarios including the development traffic.
- 5.4.5 The second junction to be assessed was the Burlish Crossing/Bewdley Road/Lickhill Road signalised crossroads. The result of the LinSig assessment is summarised in **Table 17** and the full outputs attached at **Appendix G**.



	AM Peak			PM Peak				
Stream	Deg Sat %	Av delay (s)	Max Q	Deg Sat %	Av delay (s)	Max Q		
2021 Base								
Bewdley Road E	94.5%	131.0	21.9	100.3%	155.4	34.3		
Lickhill Road	96.1%	160.3	18.0	103.3%	238.5	20.9		
Bewdley Road W	97.0%	112.3	36.7	101.1%	156.6	39.6		
Burlish Crossing	95.3%	163.2	16.0	102.9%	228.0	23.3		
2026 Base								
Bewdley Road E	97.6%	149.6	24.4	102.9%	185.4	38.6		
Lickhill Road	98.8%	179.3	19.9	106.1%	272.7	23.5		
Bewdley Road W	100.0%	135.1	41.9	104.0%	194.5	46.0		
Burlish Crossing	98.8%	187.5	18.2	105.7%	266.7	26.7		
2026 Base + Development								
Bewdley Road E	100.5%	177.0	27.7	102.6%	185.4	38.6		
Lickhill Road	98.8%	179.3	19.9	111.5%	346.1	28.2		
Bewdley Road W	100.4%	139.7	42.8	102.9%	177.8	44.1		
Burlish Crossing	97.7%	175.8	18.0	106.5%	278.1	27.7		

 Table 17 – Burlish Crossing/Bewdley Road/Lickhill Road Junction Summary

- 5.4.6 As can be seen in **Table 17** the addition of the development traffic has a negligible impact on the operation of the junction.
- 5.4.7 The site access will operate well within its theoretical capacity as the background flows on Coniston Crescent past the site are considered to be negligible. As set out above there will be some movements along Coniston Crescent with regard to drop off and pick up from the school, however this is unlikely to fundamentally effect the operation of the local road network or access to and from the site.

5.5 Travel Plan

5.5.1 The application is supported by a residential travel plan which is attached at Appendix H.



6.0 CONCLUSION

- 6.1 This report has been prepared to assess the highway and transport implications of the development of 118 dwellings on land to the west of Stourport High School.
- 6.2 Access to the site will be via a new simple priority junction with footways to link in with the existing provision on Coniston Crescent. The development also provides a connection to the existing footway linking directly to the primary school.
- 6.3 The site access design is in full accordance with the Local Highway Authority's requirements.
- 6.4 The road safety records to the local road network have been reviewed and there are no existing road safety issues to report.
- 6.5 The site sits within an existing urban area with well-established transport networks including footways and cycle paths.
- 6.6 In accordance with NPPF, the additional traffic would not have a material impact on the safety or operation on the local road network and it can clearly be concluded that the impact of the development will not be "severe" and overall there are no reasons for refusal on highway grounds.

Figures





Drawings





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Appendix A

Site Layout

Accomodation Schedule							
Private Dwellings							
Type Ref	No. Beds	Sqft	No. Units	Total Sqft			
CAN	2	689	7	4823			
EAS	3	931	5	4655			
BEN	3	922	28	25816			
BYF	3	976	12	11712			
KIN	3	1026	1	1026			
LYD	4	1099	15	16485			
TRU	4	1243	10	12430			
MAN	4	1385	7	9695			
WOR	4	1525	7	10675			
		Sub Total	92	97317			
HA Dwellings	HA Dwellings						
Type Ref	No. Beds	Sqft	No. Units	Total Sqft			
PA25	2	689	5	3445			
NA20	2	755	3	2265			
NA30	3	922	4	3688			
AA31	3	910	4	3640			
PA34	3	866	2	1732			
		Sub Total	18	14770			
Total SqFt 110 1120							



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Appendix B

Scoping Note

Stourport High School

Transport Assessment Scoping Note



Stourport High School Transport Assessment Scoping Note

21st September 2020 DN/NS/19019-01b Scoping Note

Prepared by:

David Tucker Associates

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Prepared For:

Taylor Wimpey

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1.0 INTRODUCTION

- 1.1 David Tucker Associates (DTA) have been commissioned by Taylor Wimpey to provide highways and transport advice to support a full planning application for up to 118 dwellings with associated highway infrastructure on land at Stourport High School. The site layout plan is included at **Appendix A**.
- 1.2 The information in this document is to be used in the required transport assessment to support the future application.

2.0 PLANNING POLICY

2.1 National Guidance

National Planning Policy Framework (June 2019)

- 2.2 The revised National Planning Policy Framework (NPPF) was published on 24th July 2018 and updated again in February and June 2019. It sets out the government's planning policies for England and how these are expected to be applied.
- 2.3 This Framework replaces the previous NPPF published in March 2012.
- 2.4 The NPPF confirms that the Government will continue to encourage sustainable development and in relation to the transport issues it notes that:

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."

Para 29

2.5 It confirms that:

"All developments that generate significant amounts of movement should be supported



by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".

Para 32

2.6 The policy test in terms of new development in the NPPF relates to the need to ensure traffic impacts are not severe whilst cost effectively limiting infrastructure. To ensure high quality development the NPPF confirms that:

> "Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

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

A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

Planning policies should aim for a balance of land uses within their area so that people



can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties".

Paras 35-38



2.7 Local Guidance – Current Wyre Forest Core Strategy

CP03: Promoting Transport Choice and Accessibility

Enhancing Accessibility Development

2.2.1 Proposals should have full regard to the traffic impact on the local highway network.

Delivering Transport Infrastructure

- 2.2.2 Where appropriate, new developments will be required to connect into the surrounding infrastructure and contribute towards new or improved walking and cycling facilities within the District and the provision of an integrated public transport network across the District.
- 2.2.3 Developers must take account of the proposals included within the Wyre Forest Transport Measures Package as set out in the current Worcestershire Local Transport Plan. In appropriate circumstances, new development will be required to contribute towards these schemes.
- 2.2.4 Future development proposals that will include part of an identified strategic transport route or transport infrastructure, must be designed to accommodate this provision and reserve the land required for the scheme. Proposals which are likely to prejudice the future development of strategic transport infrastructure will not be permitted.



3.0 EXISTING CONDITIONS

3.1 Site Location

- 3.1.1 The site is located approximately 1.5km to the northwest of Stourport-on-Severn Town Centre. The location of the site is shown in **Figure 1**.
- 3.1.2 The site is the former sixth form block, caretaker's bungalow and playing fields within the grounds of Stourport High School.

3.2 Surrounding Highway Network

- 3.2.1 The southern edge of the site borders the Coniston Crescent, a single carriageway residential road subject to a 30-mph speed limit. Coniston Crescent has footways on either side of the carriageway with dropped kerbs and street lighting.
- 3.2.2 Coniston Crescent joins Windemere Way which heads east and links with the A451. The A451 is the main route from the north into the centre of Stourport. The A451 heads north into Kidderminster and south towards the edge of the Wyre Forest District.

3.3 Bus Services

- 3.3.1 The nearest bus stop is located approximately 200m from the site on Windermere Way.The area is served by two bus services.
- 3.3.2 **Table 1** below shows a summary of the bus services and their frequencies.

No	Douto	Maximum Frequency & First and Last Service					
NO.	Route	Mon-Fri		Sat		Sun	
Kidderminster – Wilden		1hr 15	mins	1 hr 15 mins			
15	Top – Stourport -	First	Last	First	Last	No Service	
	Burlish	0650	1800	0650	1800		
		2 h	rs	2hrs	5		
294/295	Kidderminster -	First	Last	First	Last	No Service	
	Worcester	0705	1630	0718	1630		

able 1 – Bus Service Provision



3.4 Local Facilities

3.4.1 A Stourport-on-Severn Town Centre have a number of services and facilities and these are summarised below by education, retail, leisure, healthcare and employment.

Education

- 3.4.1 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, indeed according to the 2015 National Travel Survey (NTS) 50% of trips in progress during the AM peak (08:00 – 09:00) are school related (accurate as of September 2016). Education trips are therefore one of the most significant factors influencing the vehicle trip generation of a residential site particularly given the apparent sensitivity to distance.
- 3.4.2 As shown by the 2015 NTS, for primary school trips, pupils are over three 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 2**. Nationally, the average journey length is 2.9 km according to the 2015 NTS. A similar relationship is also apparent for secondary school pupils although they are more likely to take the bus rather than be driven for long journey lengths as shown in **Table 3**. Nationally the average journey length is 5.5 km according to the 2015 NTS.

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	78	26	-	0	44
Bicycle	2	1	-	0	1
Car/van	20	65	80	84	48
Bus	-	6	18	13	6
Other	-	1	1	3	1
Total	100	100	100	100	100

Table 2 – School trips by age,	mode and length,	2015 Primary	school:	י 5-10)	years)



Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	87	57	8	-	37
Bicycle	3	5	2	0	2
Car/van	8	26	42	22	26
Bus	2	11	44	62	29
Other	0	1	5	16	5
Total	100	100	100	100	100

Table 3 – Secondary school: 2015 (11-16 years)

- 3.4.3 The nearest primary school to the site is Burlish Park Primary School, located 250m south east of the site off Windermere Way. 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 will be high. Parental choice is a consideration and Stourport Primary School is located approximately 1.7km from the site and St Wulstans Catholic Primary School is located 1.9km from the site.
- 3.4.4 The nearest secondary school is Stourport-on-Severn High School. It is located 800m east of the site on Minster Road. Using the information in **Table 3**, the majority of pupils will walk to school, parental choice is a consideration and a further secondary school is available in Bewdley; The Bewdley School and the Sixth Form Centre.

Retail

3.4.5 Stourport-on-Severn Town Centre has all the retail outlets that would be expected in a Town Centre, including banks, markets and supermarkets.

Leisure

3.4.6 Stourport Sports Club is located around 355m to the east of the site. It is a multi-sports club with four member sports sections: Kidderminster & Stourport Athletic Club, Wyre Forest Cycle Racing Club, Stourport Hockey Club and Kidderminster & District Netball League.



The centre has a pool, gym, sports hall and an outdoor sports pitch.

- 3.4.8 Bewdley Leisure Centre is on the edge of the Bewdley, approximately 3.5 km from the site. The leisure centre has a sports hall, courts and exercise classes.
- 3.4.9 There are a number of recreational grounds including Areley Kings Football Club in the Town Centre, as well as Stourport Boat Club and Wilden Village Cricket Club.

Healthcare

- 3.4.10 In terms of healthcare provision, Stourport Health Centre Medical Practice is located on Worcester Street in the town centre.
- 3.4.11 The closest hospital to the site offering A&E services is Worcestershire Royal Hospital located 23 km southeast to the site on the outskirts of Worcester.

Employment

- 3.4.12 There are a variety of employment opportunities within Stourport-on-Severn, the area is filled with commercial business such as high street shops, independent retailers, public houses, banks, eateries, pharmacies and more.
- 3.4.13 There are additional opportunities for employment, such as Foley Business Park approximately 2.6 km to the north of the site and Wilden Industrial Estate, 4.0 km to the east of the site.
- 3.4.14 Kidderminster and Wychavon are existing principal employment destinations.

3.5 Personal Injury Collision Data

- 3.5.1 Personal Injury Collision (PIC) data has been obtained from Worcestershire County Council for the most recent five-year period from 01/01/2012 to 28/02/2019. The PIC plot and data are attached at **Appendix B**.
- 3.5.2 A total of 21 PICs occurred, of which four were classed as "serious" in severity and



remaining were classed as "slight" in severity.

Table 4 – PIC summary

Serious	Slight	Total
4	17	21
19%	81%	100%

3.5.3 The four serious PIC occurred at the following locations:

- A451 Minster Road/ Kingsway junction.
- Burlish Crossing.
- A451 Minster Road near junction with Kingsway.
- Minster Road.

3.5.4 All of the other accidents were slight in nature with:

- 2 occurred at the A451 Minster Road/St Johns Road junction
- 7 occurred at other locations along Minster Road
- 5 occurred along Windermere Way and associated junctions
- 3 occurred at Bewdley Road North/Lickhill Road North junction
- 3.5.5 Importantly, no PICs occurred at the site access.
- 3.5.6 There is no evidence to suggest that there are any existing road safety issues that need to be addressed as part of the proposals.

3.6 Existing Traffic Flows

- 3.6.1 DTA will review what existing baseline traffic counts have been undertaken in the local area in the last three years.
- 3.6.2 The proposed locations include the A451 Minster Road/Windermere Way junction and the B4195 Bewdley Road/Burlish Close junction.



- 3.6.3 Traffic flows at the B4195 Bewdley Road/Burlish Close junction, will provide local data to help inform local distribution.
- 3.6.4 The above locations have previously been agreed with Worcestershire County Council as the Local Highway Authority.



4.0 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The proposals are for a full planning permission for a residential development consisting of up to 118 dwellings.

4.2 Site Access

- 4.2.1 The site will be accessed from Coniston Crescent via a new site access junction. The site access will comprise of a 5.5 wide road with 6m radii and 2m footways on both sides of the carriageway. Visibility splays of 2.4m X 43m are achievable based on the 30mph speed limit. The proposed access is shown on **DTA Drawing 19019-03**.
- 4.2.2 The proposed site access has also been subject to a refuse vehicle (Phoenix 2 Duo Recycler) tracking to demonstrate the vehicle can manoeuvre into and out of the site access. The tracking is shown on DTA Drawing 19019-03-1.
- 4.2.3 The site access will be designed to cater for the traffic demands as well as providing safe access for all road users.



5.0 TRIP GENERATION AND DISTRIBUTION

5.1 Trip Generation

- 5.1.1 In estimating traffic generation rates for different development types, it is common practice to use the TRICS database. TRICS is a nationally accepted database, containing observed generated traffic data at a large number of different development sites, and such can produce reliable trip rate information. The private housing category within the residential development group has been use to estimate trip rates for residential development sites.
- 5.1.2 Details of the residential survey sites from TRICS version 7.7.2 are summarised in Appendix C. A summary of the vehicle trip rates and trip generation for the proposed site are shown in Tables 5 and 6.

Vehicle Trip Rates	Arrivals	Departures	Totals
AM Peak (0800-0900)	0.110	0.339	0.449
PM Peak (1700-1800)	0.303	0.144	0.447
12 Hour	2.178	2.258	4.436

Table 6 – Forecast Trip Generation for 118 dwellings

Vehicle Trip Rates	Arrivals	Departures	Totals
AM Peak (0800-0900)	13	40	53
PM Peak (1700-1800)	36	17	53
12 Hour	257	266	523

- 5.1.3 Using the trip rates in **Table 5** above results in an overall forecast traffic generation of 53 trips during the morning and evening peak hour.
- 5.1.4 The method of journey to work data from the 2011 Census has been used to calculate the amount of car trips that the site would generate according to Middle Super Output Area (MSOA). This process provides a more robust estimate of trips that the site will generate, by comparing TRICS outputs for areas of a similar type, to the trips generated by the specific output area relevant to the site. The site is within the Wyre Forest 012 (E02006778) MSOA.



Table 7 – Modal Split

Mode	Percentage
Foot	7.4%
Bicycle	2.2%
Bus	2.1%
Train	0.8%
Car Driver	76.0%
Car Passenger	4.8%
Motorcycle	1.1%
Тахі	0.3%
Work from Home	4.7%
Other	0.6%
Total	100%

5.1.5 Person trip rates have been derived from the TRICS database to calculate a total person trip generation for 118 dwellings.

Table 8 – TRICS derived Person Trip Rates (per dwelling)

Person Trip Rates	Arrivals	Departures	Totals
AM Peak (0800-0900)	0.195	0.733	0.928
PM Peak (1700-1800)	0.543	0.239	0.782
12 Hour	3.926	4.090	8.016

Table 9 – Person Trip Generation for 118 dwellings

Person Trip Rates	Arrivals	Departures	Totals
AM Peak (0800-0900)	23	86	110
PM Peak (1700-1800)	64	28	92
12 Hour	463	483	946

- 5.1.6 The overall forecast person trip generation associated with the site, will be a total of 110 trips in the morning peak hour and 92 trips in the afternoon peak hour.
- 5.1.7 To derive a car driver percentage specific to the area of the site, the person trips are multiplied by the 'car driver' mode (76.0%)

Table 10 – Traffic Generation based on Modal Share

Vehicle Trip Rates	Arrivals	Departures	Totals
AM Peak (0800-0900)	17	65	82
PM Peak (1700-1800)	49	21	70
12 Hour	352	367	719

5.1.8 **Table 10** shows that using the mode share derived traffic generation the site will generate a total of 82 vehicle trips in the morning peak hour and 70 vehicle trips in the



evening peak.

5.1.9 For robustness, the traffic generation in **Table 10** will be used in any junction assessments.

5.2 **Trip Distribution**

5.2.1 The predicted traffic generation set out in **Table 10** have been distributed across the road network using Census Journey to Work Data. The geography of the area has been defined using the Census data; these areas have been aggregated for the assignment of trips on to the transport system and online routeing software has been used to identify the routes to these destinations.

Table 11 – Trip Distribution

Direction	Percentage
Kidderminster	34%
Stourport	16%
Wychavon	12%
Worcester	8%
Dudley	5%
Other	25%
	100%

5.2.2 The resulting trip assignment on the local network during the AM and PM peak are summarised in **Table 12** and **Table 13** and illustrated on **Figure 2** and **Figure 3**.

Table 12 – AM Trip Assignment

Direction	Arrive	Depart	Total
Kidderminster	6	22	28
Stourport	3	10	13
Wychavon	2	8	10
Worcester	1	5	6
Dudley	1	5	6
Other	4	16	20
	17	66	83



Table 13 – PM Trip Assignment

Direction	Arrive	Depart	Total
Kidderminster	17	7	24
Stourport	8	3	11
Wychavon	6	3	9
Worcester	4	2	6
Dudley	2	1	3
Other	12	5	17
	49	21	70
· · · ·			

5.3 Growth, Assessment years and scenarios

- 5.3.1 It is proposed to assess a base year of 2020 and a future year of 2025. As discussed previously with the Local Highway Authority, it is proposed to undertake junction modelling assessments at the following junctions:
 - A451 Minster Road/Windermere Way junction.
 - B4195 Bewdley Road/Burlish Close junction.

5.4 Committed Development

5.4.1 Committed development and associated assumptions will be agreed with the LHA.

5.5 **Traffic Impact**

5.5.1 All junction modelling will be undertaken in industry standard modelling packages. ARCADY, PICADY or LINSIG.

FIGURES







DRAWINGS





APPENDIX A

Accommod Type Ref No. Beds PA25 - Canford 2 PA34 Gosford 3 PT36 - Easedale 3 NA30 - Benford 3 NA31 - Kingdale 3 PA42 - Lydford 4 NT41 - Trusdale 4 NA44 - Manford 4 ND42 - Kingham 4 ND43 - Wortham 4 Sub Total 1 Affordable Dwellings 1 Type Ref No. Beds PA26 2 AA31 3 PA34 3 Sub Total 1 Grand Total 1	Saft Saft <th< th=""><th>ule No. Units Total Sqft 11 7579 8 6928 5 4655 22 20284 17 16592 1 1026 11 12089 10 12430 7 9695 4 5660 2 3050 98 99988 No. Units Total Sqft 5 3445 1 755 4 3640 2 1732 12 9572 110 109560</th><th></th><th></th><th></th></th<>	ule No. Units Total Sqft 11 7579 8 6928 5 4655 22 20284 17 16592 1 1026 11 12089 10 12430 7 9695 4 5660 2 3050 98 99988 No. Units Total Sqft 5 3445 1 755 4 3640 2 1732 12 9572 110 109560			
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APPENDIX B



	Selected Range of Accidents between dates 01/01/2012 and 31/12/2016 + Crown copyright. All rights reserved	SCALE	1 : 9450
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	Rebecca McGinn KD	DRAWING No.	
	Map 1/1	DRAWN BY	22.

TRAFFMAP

Selection: Stourport

AccsMap - Accident Analysis System

SELECTION RESULTS

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

21

Notes: Rebecca McGinn 28.03.2017

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds (Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
12D200507	27/01/2012	1	Slight	0	1	0	0	0	Dark	Right	Frost/Ice	0550	A451 MINSTER ROAD STOURPORT, J/W ST. JOHNS RD.
12D202069	21/05/2012	1	Slight	0	0	1	1	0	Light	No turn	Dry	1535	WINDERMERE WAY, STOURPORT, JW LORNE STREET,
12D202219	31/05/2012	1	Slight	1	0	0	0	0	Light	No turn	Wet/Damp	1100	A451 MINSTER ROAD STOURPORT, J/W ST. JOHNS RD.,
12D203335	12/08/2012	2	Slight	1	0	0	0	0	Light	No turn	Dry	1625	BEWDLEY ROAD NORTH, STOURPORT, J/W LICKHILLROAD NORTH,
12D204640	12/11/2012	4	Serious	0	0	0	0	0	Light	Right	Dry	1732	A451 MINSTER RD STOURPORT, J/W THE KINGSWAY .
13D301170	07/04/2013	3	Slight	0	0	0	0	0	Light	No turn	Dry	1600	A451 MINSTER ROAD STOURPORT,J/W MANOR ROAD ,
13D304168	09/11/2013	1	Slight	0	0	0	0	0	Dark	Right	Dry	1940	A451, MINSTER RD, STOURPORT , J/W BRINDLEY ST,
14D402164	11/06/2014	1	Slight	0	0	0	0	0	Light	No turn	Dry	0955	A451 MINSTER RD STOURPORT, J/W BULLUS ROAD,
14C402766	27/07/2014	1	Slight	1	0	0	0	0	Light	No turn	Dry	1150	A451,MINSTER RD STOURPORT APPROX 15 M S J/W KINGSWAY.
14D404583	03/12/2014	1	Slight	0	0	1	1	0	Dark	No turn	Dry	1600	WINDERMERE WAY, STOURPORT ,30 M SE JW BISHOP ST,
14D404702	13/12/2014	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0950	WINDERMERE WAY, STOURPORT, 55 M S J/W KATRINE RD.,
15D504095	23/10/2015	1	Slight	0	1	0	1	0	Light	Right	Dry	0728	WINDERMERE WAY STOURPORT, J/W DERWENT AVE,
1688389	01/07/2016	1	Slight	0	0	0	0	0	Light	No turn	Dry	1540	MINSTER ROAD STOURPORT ON SEVERN A451 36M NORTH OF JUNCT
16137403	30/11/2016	1	Slight	0	0	0	0	0	Light	Right	Wet/Damp	1554	MINSTER ROAD A451 KINGSWAY

Casualty Totals

Total number of accidents listed: 14

TRAFFMAP

SELECTION RESULTS

AccsMap - Accident Analysis System

Accidents between dates 01/01/2017 and 28/02/2019 (26) months

7

Selection: 19019 : Stourport High School - Worcestershire PIC Refresh Notes: Amanda Hollands 29.03.2019

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds (Ch (OAPs	Vis.	Manv.	Road Cond.	Time	Location
17159953	03/02/2017	1	Slight	0	1	0	1	0	Light	No turn	Dry	1610	OPP NO 42 MINSTER RD STOURPORT A451 24M SOUTH OF JUNCTI
17164970	02/03/2017	1	Slight	0	1	0	0	0	Light	No turn	Dry	0930	23 KINGS WAY 20M EAST OF JUNCTION WITH LOWESWATER ROAD
17176410	24/04/2017	1	Serious	0	0	1	0	0	Light	No turn	Dry	1214	BURLISH CROSSING STOURPORT, BEWDLEY RD NORTH B4195
17201964	13/07/2017	1	Serious	1	0	0	0	0	Light	No turn	Dry	1700	MINSTER ROAD A451 NEAR J/W KINGSWAY
18270325	20/02/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1020	OPP NO 171 WINDERMERE WAY
18274486	27/02/2018	1	Serious	0	0	1	0	1	Dark	No turn	Wet/Damp	1906	26 MINSTER ROAD MINSTER ROAD
18318221	07/08/2018	1	Slight	0	0	0	0	1	Light	No turn	Dry	1210	NO 90 BEWDLEY ROAD B4195 AT J/W BURLISH CROSSING

Total number of accidents listed: 7

CasualtyTotals

APPENDIX C

Calculation Reference: AUDIT-623801-200914-0925

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selec	ted reg	nions and areas:	
02	SOUT	H EAST	
	ES	EAST SUSSEX	2 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	4 days
03	SOUT	H WEST	
	DV	DEVON	2 days
04	EAST	ANGLIA	
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
07	YORK	SHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	70 to 197 (units:)
Range Selected by User:	70 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/12 to 18/09/19

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

Science Survey augs.	
Monday 3 d	days
Tuesday 1 d	days
Wednesday 3 d	days
Thursday 5 d	days
Friday 3 d	days

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

Selected survey types:	
Manual count	15 days
Directional ATC Count	0 days

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

4

14 1

Selected Locations:	
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	11

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

Selected Location Sub Categories:	
Residential Zone	
No Sub Category	

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

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

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

4 days
1 days
3 days
1 days
6 days

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

<u>Car ownership within 5 miles:</u>	
0.6 to 1.0	1 days
1.1 to 1.5	13 days
1.6 to 2.0	1 days

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

Travel Plan:	
Yes	7 days
No	8 days

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

<u>PTAL Rating:</u> No PTAL Present

15 days

This data displays the number of selected surveys with PTAL Ratings.

TRICS	7.7.2	250720 B19.45	Database	right of	TRICS Cor	nsortium Limited,	2020.	All rights reserved	Monday 1	4/09/20 Page 3
DTA Tra	inspor	tation Ltd Doct	ors Lane	Henley	in Arden				Licence No	b: 623801
	<u>LIST</u>	OF SITES relevant	to selectio	on paran	neters					
	1	DV-03-A-02 MILLHEAD ROAD HONITON	HOUS	ES & BI	UNGALOW	/S		DEVON		
	2	Suburban Area (F Residential Zone Total No of Dwell <i>Survey da</i> DV-03-A-03 LOWER BRAND L HONITON	PPS6 Out of ings: <i>hte: FRIDA</i> TERR/ ANE	f Centre) Y ACED &) Semi de ⁻	116 <i>25/09/15</i> TACHED		<i>Survey Type: MANUAL</i> DEVON		
	3	Suburban Area (F Residential Zone Total No of Dwell <i>Survey da</i> ES-03-A-04 NEW LYDD ROAD CAMBER	PPS6 Out of ings: <i>ate: MOND</i> MIXEI	f Centre) 4 <i>Y</i> D HOUS) SES & FLA	70 <i>28/09/15</i> TS		<i>Survey Type: MANUAL</i> EAST SUSSEX		
	4	Edge of Town Residential Zone Total No of Dwell <i>Survey da</i> ES-03-A-05 RATTLE ROAD NEAR EASTBOUR STONE CROSS	ings: <i>hte: FRIDAT</i> MIXEI NE	ν D HOUS	SES & FLA	134 <i>15/07/16</i> TS		<i>Survey Type: MANUAL</i> EAST SUSSEX		
	5	Edge of Town Residential Zone Total No of Dwell <i>Survey de</i> HF-03-A-03 HARE STREET RC BUNTINGFORD	ings: a <i>te: WEDNL</i> MIXEI DAD	<i>ESDAY</i> D HOUS	SES	99 <i>05/06/19</i>		<i>Survey Type: MANUAL</i> HERTFORDSHIRE		
	6	Edge of Town Residential Zone Total No of Dwell <i>Survey da</i> KC-03-A-04 KILN BARN ROAE AYLESFORD DITTON Edge of Town Pasidential Zono	ings: a <i>te: MOND</i> SEMI -	<i>4Y</i> DETACI	HED & TE	160 <i>08/07/19</i> RRACED		<i>Survey Type: MANUAL</i> KENT		
	7	Total No of Dwell Survey da NF-03-A-02 DEREHAM ROAD NORWICH	ings: <i>ate: FRIDA</i> HOUS	γ ES & Fl	_ATS	110 <i>22/09/17</i>		<i>Survey Type: MANUAL</i> NORFOLK		
	8	Suburban Area (F Residential Zone Total No of Dwell <i>Survey da</i> NF-03-A-04 NORTH WALSHAN NORTH WALSHAN	PPS6 Out of ings: <i>hte: MONDA</i> MIXEI MROAD	f Centre) 4 <i>Y</i> D HOUS) SES	98 <i>22/10/12</i>		<i>Survey Type: MANUAL</i> NORFOLK		
		Edge of Town Residential Zone Total No of Dwell <i>Survey de</i>	ings: ate: WEDNE	ESDAY		70 <i>18/09/19</i>		Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-10 Boroughbridge Ro Ripon	HOUSES AND FLATS DAD		NORTH YORKSHIRE
	Edge of Town No Sub Category Total No of Dwellings	: TUESDAY	71	SULLOV TYDO: MANUAI
10	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACE	ED	SURREY
	Edge of Town Residential Zone Total No of Dwellings		71	SULVAN TYPA: MANUAI
11	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	25/01/14	SUFFOLK
	Suburban Area (PPS6 Residential Zone Total No of Dwellings	o Out of Centre)	73	Survey Type: MANUAL
12	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEAT	MIXED HOUSES	09/03/19	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings <i>Survey date:</i>	: THURSDAY	151 <i>11/12/14</i>	Survey Type: MANUAL
13	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings <i>Survey date:</i>	: THURSDAY	180 <i>19/04/18</i>	Survey Type: MANUAL
14	WS-03-A-09 LITTLEHAMPTON RO/ WORTHING	MI XED HOUSES & FLA AD	TS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings		197	SURVAY TYPA: MANUAL
15	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	03/07/18	WEST SUSSEX
	Residential Zone Total No of Dwellings	:	79	
	Survey date:	WEDNESDAY	07/11/18	Survey Type: MANUAL

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

Licence No: 623801

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

	ARRIVALS			DEPARTURES			TOTALS		
	No. Ave. Trip			No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	112	0.066	15	112	0.300	15	112	0.366
08:00 - 09:00	15	112	0.110	15	112	0.339	15	112	0.449
09:00 - 10:00	15	112	0.157	15	112	0.172	15	112	0.329
10:00 - 11:00	15	112	0.138	15	112	0.183	15	112	0.321
11:00 - 12:00	15	112	0.136	15	112	0.145	15	112	0.281
12:00 - 13:00	15	112	0.157	15	112	0.140	15	112	0.297
13:00 - 14:00	15	112	0.169	15	112	0.161	15	112	0.330
14:00 - 15:00	15	112	0.158	15	112	0.194	15	112	0.352
15:00 - 16:00	15	112	0.254	15	112	0.163	15	112	0.417
16:00 - 17:00	15	112	0.254	15	112	0.153	15	112	0.407
17:00 - 18:00	15	112	0.303	15	112	0.144	15	112	0.447
18:00 - 19:00	15	112	0.276	15	112	0.164	15	112	0.440
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.178			2.258			4.436

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

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

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Parameter summary

Trip rate parameter range selected:	70 - 197 (units:)
Survey date date range:	01/01/12 - 18/09/19
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			[DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	112	0.007	15	112	0.011	15	112	0.018
08:00 - 09:00	15	112	0.011	15	112	0.022	15	112	0.033
09:00 - 10:00	15	112	0.000	15	112	0.005	15	112	0.005
10:00 - 11:00	15	112	0.002	15	112	0.006	15	112	0.008
11:00 - 12:00	15	112	0.005	15	112	0.005	15	112	0.010
12:00 - 13:00	15	112	0.007	15	112	0.006	15	112	0.013
13:00 - 14:00	15	112	0.005	15	112	0.001	15	112	0.006
14:00 - 15:00	15	112	0.005	15	112	0.005	15	112	0.010
15:00 - 16:00	15	112	0.011	15	112	0.008	15	112	0.019
16:00 - 17:00	15	112	0.010	15	112	0.010	15	112	0.020
17:00 - 18:00	15	112	0.021	15	112	0.010	15	112	0.031
18:00 - 19:00	15	112	0.014	15	112	0.011	15	112	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.100			0.198

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

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

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

	ARRIVALS			[DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	112	0.078	15	112	0.419	15	112	0.497
08:00 - 09:00	15	112	0.136	15	112	0.557	15	112	0.693
09:00 - 10:00	15	112	0.198	15	112	0.248	15	112	0.446
10:00 - 11:00	15	112	0.179	15	112	0.256	15	112	0.435
11:00 - 12:00	15	112	0.183	15	112	0.201	15	112	0.384
12:00 - 13:00	15	112	0.207	15	112	0.189	15	112	0.396
13:00 - 14:00	15	112	0.242	15	112	0.222	15	112	0.464
14:00 - 15:00	15	112	0.214	15	112	0.266	15	112	0.480
15:00 - 16:00	15	112	0.435	15	112	0.230	15	112	0.665
16:00 - 17:00	15	112	0.408	15	112	0.241	15	112	0.649
17:00 - 18:00	15	112	0.442	15	112	0.200	15	112	0.642
18:00 - 19:00	15	112	0.404	15	112	0.242	15	112	0.646
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.126			3.271			6.397

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

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

Licence No: 623801
DTA Transportation Ltd Doctors Lane Henley in Arden

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

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	112	0.018	15	112	0.039	15	112	0.057
08:00 - 09:00	15	112	0.046	15	112	0.118	15	112	0.164
09:00 - 10:00	15	112	0.057	15	112	0.056	15	112	0.113
10:00 - 11:00	15	112	0.048	15	112	0.054	15	112	0.102
11:00 - 12:00	15	112	0.035	15	112	0.040	15	112	0.075
12:00 - 13:00	15	112	0.051	15	112	0.038	15	112	0.089
13:00 - 14:00	15	112	0.033	15	112	0.035	15	112	0.068
14:00 - 15:00	15	112	0.032	15	112	0.039	15	112	0.071
15:00 - 16:00	15	112	0.107	15	112	0.063	15	112	0.170
16:00 - 17:00	15	112	0.065	15	112	0.048	15	112	0.113
17:00 - 18:00	15	112	0.066	15	112	0.026	15	112	0.092
18:00 - 19:00	15	112	0.043	15	112	0.044	15	112	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.601			0.600			1.201

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

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

Licence No: 623801

DTA Transportation Ltd Doctors Lane Henley in Arden

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

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	112	0.003	15	112	0.023	15	112	0.026
08:00 - 09:00	15	112	0.002	15	112	0.035	15	112	0.037
09:00 - 10:00	15	112	0.002	15	112	0.013	15	112	0.015
10:00 - 11:00	15	112	0.005	15	112	0.005	15	112	0.010
11:00 - 12:00	15	112	0.004	15	112	0.007	15	112	0.011
12:00 - 13:00	15	112	0.007	15	112	0.010	15	112	0.017
13:00 - 14:00	15	112	0.004	15	112	0.004	15	112	0.008
14:00 - 15:00	15	112	0.007	15	112	0.005	15	112	0.012
15:00 - 16:00	15	112	0.023	15	112	0.008	15	112	0.031
16:00 - 17:00	15	112	0.014	15	112	0.006	15	112	0.020
17:00 - 18:00	15	112	0.014	15	112	0.004	15	112	0.018
18:00 - 19:00	15	112	0.017	15	112	0.003	15	112	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.123			0.225

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

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

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

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	112	0.107	15	112	0.492	15	112	0.599
08:00 - 09:00	15	112	0.195	15	112	0.733	15	112	0.928
09:00 - 10:00	15	112	0.257	15	112	0.322	15	112	0.579
10:00 - 11:00	15	112	0.235	15	112	0.320	15	112	0.555
11:00 - 12:00	15	112	0.226	15	112	0.254	15	112	0.480
12:00 - 13:00	15	112	0.272	15	112	0.242	15	112	0.514
13:00 - 14:00	15	112	0.284	15	112	0.261	15	112	0.545
14:00 - 15:00	15	112	0.258	15	112	0.314	15	112	0.572
15:00 - 16:00	15	112	0.575	15	112	0.309	15	112	0.884
16:00 - 17:00	15	112	0.496	15	112	0.304	15	112	0.800
17:00 - 18:00	15	112	0.543	15	112	0.239	15	112	0.782
18:00 - 19:00	15	112	0.478	15	112	0.300	15	112	0.778
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.926			4.090			8.016

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

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

Licence No: 623801

Appendix C

PIC Data



	Selected Range of Accidents between d	ates 01/12/2015 and 30/11/2020	SCALE	1 : 10620
	19019 Stourport.	+ Grown copyright. All rights reserved -	DATE	06/01/2021
BUCHANAN	KD	Licence No. 100024230 2021	DRAWING No.	
	Map1/1		DRAWN BY	2

AccsMap - Accident Analysis System

Selection: 19019 Stourport on Severn.

SELECTION RESULTS

Accidents between dates 01/12/2015 and 30/11/2020 (60) months

Notes: Amanda Owen 06.01.2021

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds (Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
1688389	01/07/2016	1	Slight	0	0	0	0	0	Light	No turn	Dry	1540	MINSTER ROAD STOURPORT ON SEVERN A451 36M N OF J/W KINGSW
16137403	30/11/2016	1	Slight	0	0	0	0	0	Light	Right	Wet/Damp	1554	MINSTER ROAD A451 KINGSWAY
17159953	03/02/2017	1	Slight	0	1	0	1	0	Light	No turn	Dry	1610	OPP NO 42 MINSTER ROAD STOURPORT A451 24M SOUTH OF JUNCTI
17176410	24/04/2017	1	Serious	0	0	1	0	0	Light	No turn	Dry	1214	BURLISH CROSSING STOURPORT, BEWDLEY RD NORTH B4195
17201964	13/07/2017	1	Serious	1	0	0	0	0	Light	No turn	Dry	1700	MINSTER ROAD A451 NEAR J/W KINGSWAY
18270325	20/02/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1020	OPP NO 171 WINDERMERE WAY
18274486	27/02/2018	1	Serious	0	0	1	0	1	Dark	No turn	Wet/Damp	1906	26 MINSTER ROAD MINSTER ROAD
18318221	07/08/2018	1	Slight	0	0	0	0	1	Light	No turn	Dry	1210	NO 90 BEWDLEY ROAD B4195 AT J/W BURLISH CROSSING
19815753	09/02/2019	1	Slight	0	0	0	0	0	Dark	No turn	Dry	0521	BEWDLEY ROAD NORTH (B4195) O/S NUMBER 116
19825952	13/03/2019	1	Slight	0	0	0	0	0	Dark	Left	Dry	2224	KINGSWAY J/W MINSTER ROAD (A451)
19828369	01/04/2019	1	Slight	0	0	1	1	0	Light	No turn	Dry	1520	WINDERMERE WAY O/S STOURPORT HIGH SCHOOL
19880296	19/09/2019	1	Serious	1	0	0	0	1	Light	Right	Wet/Damp	1308	KINGSWAY (A451) AT J/W MINSTER ROAD (A451)
19894937	31/10/2019	1	Slight	0	0	0	0	0	Light	Right	Dry	1730	MINSTER ROAD (A451) AT J/W KINGSWAY
19905091	29/11/2019	1	Slight	0	0	1	0	0	Dark	No turn	Wet/Damp	1830	MINSTER ROAD (A451) - 26M FROM J/W BULLUS ROAD
20983267	20/09/2020	1	Serious	0	1	0	0	1	Light	No turn	Dry	1320	MINSTER ROAD (A451) STOURPORT ON SEVERN 87M FROM J/W KING

Casualty Totals

15

Total number of accidents listed: 15

Appendix D

Traffic Count Data









JOB REF: 22075

JOB NAME: STOURPORT

1

SITE:

LOCATION: MINSTER ROAD / WINDERMERE WAY



DATE: 19/09/2017

				MOVE	MENT 1							MOVE	/IENT 2			
TIME			FROM MINS	TER ROAD (N) TO WIND	ERMERE WAY	r				FROM MINS	TER ROAD (M	I) TO MINST	ER ROAD (S))	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот
07:00	7	1	0	0	1	0	0	9	52	10	4	1	3	2	1	73
07:15	3	2	0	0	2	0	0	7	81	14	6	6	1	2	0	110
07:30	9	1	0	0	0	0	0	10	82	25	10	3	2	0	2	124
07:45	9	4	0	1	0	0	0	14	82	20	4	0	3	0	0	109
н/тот	28	8	0	1	3	0	0	40	297	69	24	10	9	4	3	416
08:00	20	4	1	0	0	0	0	25	77	22	9	2	1	0	1	112
08:15	17	4	0	0	0	0	0	21	74	21	11	2	1	0	0	109
08:30	26	2	0	0	0	0	0	28	104	19	12	1	1	0	0	137
08:45	10	2	0	0	0	0	0	12	103	26	4	0	1	1	0	135
н/тот	73	12	1	0	0	0	0	86	358	88	36	5	4	1	1	493
09:00	8	3	0	0	0	0	0	11	79	19	6	4	4	0	0	112
09:15	4	4	0	0	0	0	0	8	66	21	10	0	1	0	1	99
09:30	9	5	1	0	0	0	0	15	85	30	7	3	0	1	2	128
09:45	8	2	0	0	0	0	0	10	90	16	3	0	2	2	0	113
н/тот	29	14	1	0	0	0	0	44	320	86	26	7	7	3	3	452
P/TOT	130	34	2	1	3	0	0	170	975	243	86	22	20	8	7	1361

JOB REF: 22075

JOB NAME: STOURPORT

1

SITE:

LOCATION: MINSTER ROAD / WINDERMERE WAY



DATE: 19/09/2017

				MOVEN	/IENT 1							MOVE	MENT 2			
TIME			FROM MINST	FER ROAD (N) TO WINDI	ERMERE WAY	r				FROM MINS	TER ROAD (M	N) TO MINST	TER ROAD (S))	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот
16:00	21	4	0	0	1	1	0	27	128	17	2	1	1	1	2	152
16:15	24	3	0	0	0	1	0	28	130	22	4	0	1	0	0	157
16:30	24	5	0	0	1	0	0	30	148	32	2	1	1	3	0	187
16:45	33	8	0	0	0	0	0	41	175	22	5	1	1	2	5	211
н/тот	102	20	0	0	2	2	0	126	581	93	13	3	4	6	7	707
17:00	31	1	1	0	0	0	0	33	207	25	4	0	1	2	2	241
17:15	28	3	0	0	0	1	0	32	167	21	2	0	1	1	1	193
17:30	30	4	1	0	0	0	0	35	134	12	1	0	0	2	0	149
17:45	32	1	0	0	0	0	0	33	168	15	3	1	1	5	0	193
н/тот	121	9	2	0	0	1	0	133	676	73	10	1	3	10	3	776
18:00	26	2	1	0	0	0	0	29	130	15	4	0	1	3	0	153
18:15	14	1	0	0	0	0	0	15	111	8	0	0	1	0	0	120
18:30	18	1	1	0	0	0	0	20	112	7	3	1	1	3	1	128
18:45	24	4	0	0	0	0	0	28	112	8	4	0	1	0	1	126
н/тот	82	8	2	0	0	0	0	92	465	38	11	1	4	6	2	527
P/TOT	305	37	4	0	2	3	0	351	1722	204	34	5	11	22	12	2010

JOB REF: 22075

JOB NAME: STOURPORT

SITE:

LOCATION: MINSTER ROAD / WINDERMERE WAY

MOVEMENT 3 MOVEMENT 4 TIME FROM MINSTER ROAD (S) TO MINSTER ROAD (N) FROM MINSTER ROAD (S) TO WINDERMERE WAY CAR LGV CAR OGV1 OGV2 **PSV** MCL PCL тот LGV OGV1 OGV2 PSV MCL PCL TOT 07:00 07:15 07:30 07:45 H/TOT 08:00 08:15 08:30 08:45 H/TOT 09:00 09:15 09:30 09:45 H/TOT P/TOT



DATE: 19/09/2017

JOB REF: 22075

JOB NAME: STOURPORT

SITE:

LOCATION: MINSTER ROAD / WINDERMERE WAY

MOVEMENT 3 MOVEMENT 4 TIME FROM MINSTER ROAD (S) TO MINSTER ROAD (N) FROM MINSTER ROAD (S) TO WINDERMERE WAY LGV CAR OGV1 OGV2 **PSV** MCL PCL тот CAR LGV OGV1 OGV2 PSV MCL PCL TOT 16:00 16:15 16:30 16:45 H/TOT 17:00 17:15 17:30 17:45 H/TOT 18:00 18:15 18:30 18:45 H/TOT P/TOT



DATE: 19/09/2017

JOB REF: 22075

JOB NAME: STOURPORT

SITE:

LOCATION: MINSTER ROAD / WINDERMERE WAY

MOVEMENT 5 MOVEMENT 6 TIME FROM WINDERMERE WAY TO MINSTER ROAD (S) FROM WINDERMERE WAY TO MINSTER ROAD (N) CAR LGV LGV OGV1 OGV2 **PSV** MCL PCL тот CAR OGV1 OGV2 PSV MCL PCL TOT 07:00 07:15 07:30 07:45 H/TOT 08:00 08:15 08:30 08:45 H/TOT 09:00 09:15 09:30 09:45 H/TOT P/TOT



DATE: 19/09/2017

JOB REF: 22075

JOB NAME: STOURPORT

SITE:

LOCATION: MINSTER ROAD / WINDERMERE WAY

MOVEMENT 5 MOVEMENT 6 TIME FROM WINDERMERE WAY TO MINSTER ROAD (S) FROM WINDERMERE WAY TO MINSTER ROAD (N) CAR LGV LGV OGV1 OGV2 **PSV** MCL PCL тот CAR OGV1 OGV2 PSV MCL PCL TOT 16:00 16:15 16:30 16:45 H/TOT 17:00 17:15 17:30 17:45 H/TOT 18:00 18:15 18:30 18:45 H/TOT P/TOT



DATE: 19/09/2017

JOB REF: 22075

JOB NAME: STOURPORT

SITE:

LOCATION: MINSTER ROAD / WINDERMERE WAY

TO ARM A FROM ARM A MINSTER ROAD (N) TIME **MINSTER ROAD (N)** CAR LGV OGV1 OGV2 **PSV** MCL PCL тот CAR LGV OGV1 OGV2 PSV MCL PCL TOT 07:00 07:15 07:30 07:45 H/TOT 08:00 08:15 08:30 08:45 H/TOT 09:00 09:15 09:30 09:45 H/TOT P/TOT



DATE: 19/09/2017

JOB REF: 22075

JOB NAME: STOURPORT

SITE:

LOCATION: MINSTER ROAD / WINDERMERE WAY

TO ARM A FROM ARM A TIME MINSTER ROAD (N) **MINSTER ROAD (N)** CAR LGV OGV1 OGV2 **PSV** MCL PCL тот CAR LGV OGV1 OGV2 PSV MCL PCL TOT 16:00 16:15 16:30 16:45 H/TOT 17:00 17:15 17:30 17:45 H/TOT 18:00 18:15 18:30 18:45 H/TOT P/TOT

TO ARM A IS TOTAL OF MOVEMENTS 3, 6

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2



DATE: 19/09/2017

JOB REF: 22075

JOB NAME: STOURPORT

SITE:

LOCATION: MINSTER ROAD / WINDERMERE WAY

TO ARM B FROM ARM B TIME **MINSTER ROAD (S) MINSTER ROAD (S)** OGV1 CAR LGV OGV1 OGV2 **PSV** MCL PCL тот CAR LGV OGV2 PSV MCL PCL TOT 07:00 07:15 07:30 07:45 H/TOT 08:00 08:15 08:30 08:45 H/TOT 09:00 09:15 09:30 09:45 H/TOT P/TOT



DATE: 19/09/2017

JOB REF: 22075

JOB NAME: STOURPORT

SITE:

LOCATION: MINSTER ROAD / WINDERMERE WAY

TO ARM B FROM ARM B TIME **MINSTER ROAD (S) MINSTER ROAD (S)** CAR OGV1 LGV OGV1 OGV2 **PSV** MCL PCL тот CAR LGV OGV2 PSV MCL PCL TOT 16:00 16:15 16:30 16:45 H/TOT 17:00 17:15 17:30 17:45 H/TOT 18:00 18:15 18:30 18:45 H/TOT P/TOT

TO ARM B IS TOTAL OF MOVEMENTS 2, 5

FROM ARM B IS TOTAL OF MOVEMENTS 3, 4



DATE: 19/09/2017

JOB REF: 22075

JOB NAME: STOURPORT

SITE:

LOCATION: MINSTER ROAD / WINDERMERE WAY

TO ARM C FROM ARM C TIME WINDERMERE WAY WINDERMERE WAY CAR LGV CAR OGV1 OGV1 OGV2 PSV MCL PCL тот LGV OGV2 PSV MCL PCL TOT 07:00 07:15 07:30 07:45 н/тот 08:00 08:15 08:30 08:45 H/TOT 09:00 09:15 09:30 09:45 H/TOT P/TOT



DATE: 19/09/2017

JOB REF: 22075

JOB NAME: STOURPORT

SITE:

LOCATION: MINSTER ROAD / WINDERMERE WAY

TO ARM C FROM ARM C TIME WINDERMERE WAY WINDERMERE WAY CAR LGV OGV1 OGV2 PSV MCL PCL тот CAR LGV OGV1 OGV2 PSV MCL PCL TOT 16:00 16:15 16:30 16:45 H/TOT 17:00 17:15 17:30 17:45 H/TOT 18:00 18:15 18:30 18:45 H/TOT P/TOT

TO ARM C IS TOTAL OF MOVEMENTS 1, 4 FROM ARM C IS TOTAL OF MOVEMENTS 5, 6



DATE: 19/09/2017

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE: 19/09/2017

				MOVE	/IENT 1							MOVEN	/IENT 2			
TIME		FF		I CROSSING		Y ROAD N (N	W)				FROM BUR		NG TO LICKH	IILL ROAD N		
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот
07:00	10	2	0	0	0	0	0	12	8	0	0	0	0	0	0	8
07:15	5	1	0	0	0	0	0	6	12	1	0	0	1	0	2	16
07:30	13	2	0	0	2	0	0	17	10	1	0	0	0	0	0	11
07:45	22	5	1	1	0	0	0	29	8	1	0	0	0	0	0	9
н/тот	50	10	1	1	2	0	0	64	38	3	0	0	1	0	2	44
08:00	10	3	0	0	0	0	0	13	6	1	0	0	0	0	0	7
08:15	20	2	0	0	1	1	0	24	18	0	0	0	0	0	0	18
08:30	16	5	1	0	0	0	0	22	20	3	0	0	0	0	0	23
08:45	18	3	1	0	0	0	0	22	30	2	0	0	0	0	0	32
н/тот	64	13	2	0	1	1	0	81	74	6	0	0	0	0	0	80
09:00	19	2	0	0	0	0	0	21	13	0	0	0	0	0	0	13
09:15	13	4	1	0	0	0	0	18	7	0	0	0	1	0	0	8
09:30	13	2	0	0	0	0	0	15	11	1	0	0	0	0	0	12
09:45	8	1	0	0	0	0	0	9	10	1	0	0	0	0	0	11
н/тот	53	9	1	0	0	0	0	63	41	2	0	0	1	0	0	44
Р/ТОТ	167	32	4	1	3	1	0	208	153	11	0	0	2	0	2	168

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE: 19/09/2017

				MOVEN	/IENT 1							MOVEN	/IENT 2			
TIME		FF		I CROSSING 1	O BEWDLE	ROAD N (N	W)				FROM BUR		NG TO LICKH	IILL ROAD N		
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот
16:00	21	5	0	0	0	0	0	26	14	0	0	0	0	0	0	14
16:15	25	5	0	0	0	2	0	32	14	3	0	0	0	0	0	17
16:30	23	3	0	0	0	0	0	26	11	3	0	0	0	0	0	14
16:45	30	4	0	0	0	0	0	34	12	0	0	0	1	0	0	13
н/тот	99	17	0	0	0	2	0	118	51	6	0	0	1	0	0	58
17:00	40	8	0	0	0	0	0	48	16	0	0	0	0	1	0	17
17:15	25	6	0	0	0	1	0	32	15	5	0	0	1	0	0	21
17:30	28	4	1	0	0	0	0	33	12	0	0	0	0	0	2	14
17:45	30	4	0	0	0	0	0	34	22	0	0	0	0	0	0	22
н/тот	123	22	1	0	0	1	0	147	65	5	0	0	1	1	2	74
18:00	30	3	0	0	0	0	0	33	13	3	0	0	0	0	0	16
18:15	16	0	0	0	0	0	0	16	9	1	0	0	0	0	0	10
18:30	15	3	1	0	0	0	0	19	15	2	0	0	1	0	1	19
18:45	15	2	0	0	0	0	0	17	13	0	0	0	0	0	0	13
н/тот	76	8	1	0	0	0	0	85	50	6	0	0	1	0	1	58
P/TOT	298	47	2	0	0	3	0	350	166	17	0	0	3	1	3	190

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE: 19/09/2017

				MOVEN	/IENT 3							MOVEN	/IENT 4			
TIME		F	ROM BURLIS	H CROSSING	TO BEWDLE	Y ROAD N (S	E)			F		EY ROAD N (SE) TO BURI	ISH CROSSIN	G	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот
07:00	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1
07:15	2	2	0	0	0	0	0	4	2	2	0	0	0	0	0	4
07:30	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0	5
07:45	13	1	0	0	0	0	0	14	9	0	0	0	0	0	0	9
н/тот	32	5	0	0	0	0	0	37	17	2	0	0	0	0	0	19
08:00	10	1	0	0	0	0	0	11	11	0	0	0	0	0	0	11
08:15	11	0	0	0	0	0	0	11	13	0	1	0	0	0	0	14
08:30	11	0	0	0	0	0	0	11	21	4	0	0	0	0	0	25
08:45	16	2	0	0	0	0	0	18	8	1	0	0	0	0	0	9
н/тот	48	3	0	0	0	0	0	51	53	5	1	0	0	0	0	59
09:00	16	0	0	0	0	0	0	16	3	0	0	0	0	0	0	3
09:15	10	0	0	0	0	0	0	10	8	0	0	0	0	0	0	8
09:30	11	0	0	0	0	0	0	11	3	0	0	0	0	0	0	3
09:45	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
н/тот	44	0	0	0	0	0	0	44	18	0	0	0	0	0	0	18
P/TOT	124	8	0	0	0	0	0	132	88	7	1	0	0	0	0	96

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE: 19/09/2017

				MOVEN	/IENT 3							MOVEN	/IENT 4			
TIME		F	ROM BURLIS	H CROSSING	TO BEWDLE	Y ROAD N (S	E)			F	ROM BEWDL	EY ROAD N (SE) TO BURI	ISH CROSSIN	G	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот
16:00	8	0	0	0	0	1	0	9	8	1	0	0	0	0	0	9
16:15	10	1	0	0	0	0	0	11	8	0	0	0	0	0	0	8
16:30	4	2	0	0	0	0	0	6	7	3	0	0	0	0	1	11
16:45	12	2	0	0	0	0	0	14	15	1	0	0	0	0	0	16
н/тот	34	5	0	0	0	1	0	40	38	5	0	0	0	0	1	44
17:00	7	1	0	0	0	0	0	8	1	2	0	0	0	0	0	3
17:15	9	2	0	0	0	0	0	11	5	0	0	0	0	0	0	5
17:30	7	1	0	0	0	0	0	8	1	1	0	0	0	0	0	2
17:45	3	0	0	0	0	2	0	5	11	2	0	0	0	1	0	14
н/тот	26	4	0	0	0	2	0	32	18	5	0	0	0	1	0	24
18:00	9	0	0	0	0	0	0	9	10	2	0	0	0	0	0	12
18:15	11	0	1	0	0	0	0	12	9	0	0	0	0	0	0	9
18:30	11	0	0	0	0	0	0	11	9	1	0	0	0	0	0	10
18:45	7	1	0	0	0	0	0	8	5	0	0	0	0	0	0	5
н/тот	38	1	1	0	0	0	0	40	33	3	0	0	0	0	0	36
P/TOT	98	10	1	0	0	3	0	112	89	13	0	0	0	1	1	104

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE: 19/09/2017

				MOVEN	/IENT 5							MOVEN	/IENT 6			
TIME		FRC	M BEWDLEY	ROAD N (SE) TO BEWDL	EY ROAD N (NW)				FROM BEWD	LEY ROAD N	(SE) TO LICK		J	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот
07:00	26	8	3	1	1	1	0	40	1	0	0	0	0	0	0	1
07:15	22	12	2	1	0	0	0	37	4	0	0	0	0	0	0	4
07:30	46	10	7	3	1	0	0	67	2	0	0	0	0	0	0	2
07:45	43	10	6	0	0	0	0	59	9	1	0	0	0	0	0	10
н/тот	137	40	18	5	2	1	0	203	16	1	0	0	0	0	0	17
08:00	42	9	3	0	1	0	0	55	6	0	0	0	0	0	0	6
08:15	48	7	3	0	0	0	0	58	5	1	1	0	0	0	0	7
08:30	56	11	3	0	0	0	0	70	18	3	0	0	0	0	1	22
08:45	34	6	2	2	0	0	0	44	9	0	1	0	0	0	0	10
н/тот	180	33	11	2	1	0	0	227	38	4	2	0	0	0	1	45
09:00	39	8	2	4	0	0	0	53	9	2	0	0	0	0	0	11
09:15	34	8	1	0	0	0	0	43	8	2	0	0	0	0	0	10
09:30	39	11	4	0	0	1	0	55	4	0	2	0	0	0	0	6
09:45	37	7	4	0	0	0	0	48	8	2	2	0	0	0	0	12
н/тот	149	34	11	4	0	1	0	199	29	6	4	0	0	0	0	39
P/TOT	466	107	40	11	3	2	0	629	83	11	6	0	0	0	1	101

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE: 19/09/2017

				MOVE	/IENT 5							MOVEN	/IENT 6					
TIME		FRC	M BEWDLEY	ROAD N (SE) TO BEWDL	EY ROAD N (I	NW)		FROM BEWDLEY ROAD N (SE) TO LICKHILL ROAD N									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот		
16:00	69	9	2	1	0	0	0	81	6	0	0	0	0	0	0	6		
16:15	83	15	0	0	0	1	0	99	9	2	0	0	0	0	0	11		
16:30	114	21	1	2	0	1	0	139	3	0	0	0	0	0	0	3		
16:45	80	11	1	1	0	0	0	93	7	1	0	0	0	0	0	8		
н/тот	346	56	4	4	0	2	0	412	25	3	0	0	0	0	0	28		
17:00	73	16	1	0	0	1	0	91	8	0	0	0	0	1	0	9		
17:15	76	11	3	0	0	1	1	92	3	1	0	0	0	0	0	4		
17:30	80	23	0	0	0	3	0	106	7	0	0	0	0	0	0	7		
17:45	102	12	1	0	0	2	0	117	5	0	0	0	0	0	0	5		
н/тот	331	62	5	0	0	7	1	406	23	1	0	0	0	1	0	25		
18:00	81	9	2	0	0	1	1	94	3	2	0	0	0	0	0	5		
18:15	64	4	3	2	0	0	0	73	7	1	0	0	0	0	0	8		
18:30	63	8	0	0	0	2	0	73	6	0	0	0	0	0	0	6		
18:45	42	7	2	0	0	1	0	52	7	1	0	0	0	0	0	8		
н/тот	250	28	7	2	0	4	1	292	23	4	0	0	0	0	0	27		
P/TOT	927	146	16	6	0	13	2	1110	71	8	0	0	0	1	0	80		

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE: 19/09/2017

				MOVEN	IENT 7							MOVEN	/IENT 8					
TIME			FROM LICKH	ILL ROAD N T	O BEWDLEY	ROAD N (SE)		FROM LICKHILL ROAD N TO BURLISH CROSSING									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот		
07:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4		
07:15	4	0	0	0	0	0	0	4	4	2	0	0	0	0	0	6		
07:30	5	0	0	0	0	0	0	5	10	1	0	0	0	0	0	11		
07:45	1	1	0	0	0	0	0	2	10	0	1	0	0	1	0	12		
н/тот	10	1	0	0	0	0	0	11	27	4	1	0	0	1	0	33		
08:00	5	0	0	0	0	0	0	5	13	1	0	0	0	0	0	14		
08:15	6	0	0	0	0	0	0	6	17	2	0	0	0	0	0	19		
08:30	4	0	1	0	0	0	0	5	24	2	0	0	0	0	0	26		
08:45	8	0	0	0	0	0	0	8	17	2	0	0	0	0	0	19		
н/тот	23	0	1	0	0	0	0	24	71	7	0	0	0	0	0	78		
09:00	6	0	1	0	0	0	0	7	13	2	0	0	0	0	0	15		
09:15	5	2	2	0	0	0	0	9	8	1	0	0	0	0	0	9		
09:30	5	0	0	0	0	0	0	5	9	2	0	0	0	0	0	11		
09:45	3	1	0	0	0	0	0	4	13	1	0	0	0	0	0	14		
н/тот	19	3	3	0	0	0	0	25	43	6	0	0	0	0	0	49		
P/TOT	52	4	4	0	0	0	0	60	141	17	1	0	0	1	0	160		

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE: 19/09/2017

				MOVEN	/IENT 7							MOVEN	/IENT 8					
TIME			FROM LICKH	ILL ROAD N T	O BEWDLEY	ROAD N (SE)		FROM LICKHILL ROAD N TO BURLISH CROSSING									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот		
16:00	5	0	0	0	0	0	0	5	14	4	0	0	0	0	0	18		
16:15	1	0	0	0	0	0	0	1	19	0	0	0	0	0	0	19		
16:30	4	0	0	0	0	0	0	4	13	0	0	0	0	0	0	13		
16:45	2	1	0	0	0	0	0	3	12	0	0	0	0	0	0	12		
н/тот	12	1	0	0	0	0	0	13	58	4	0	0	0	0	0	62		
17:00	9	0	0	0	0	0	0	9	11	1	0	0	0	0	0	12		
17:15	3	0	0	0	0	0	0	3	12	0	0	0	1	0	0	13		
17:30	12	0	1	0	0	0	0	13	10	2	0	0	0	1	0	13		
17:45	4	1	0	0	0	0	0	5	11	1	1	0	0	0	1	14		
н/тот	28	1	1	0	0	0	0	30	44	4	1	0	1	1	1	52		
18:00	10	1	0	0	0	0	0	11	12	1	0	0	0	0	0	13		
18:15	3	1	0	0	0	0	0	4	6	2	0	0	0	0	0	8		
18:30	8	0	0	0	0	0	0	8	18	1	0	0	1	0	0	20		
18:45	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5		
н/тот	25	2	0	0	0	0	0	27	40	5	0	0	1	0	0	46		
P/TOT	65	4	1	0	0	0	0	70	142	13	1	0	2	1	1	160		

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE: 19/09/2017

				MOVEN	/IENT 9							MOVEN	1ENT 10					
TIME		F		LL ROAD N TO	BEWDLEY	ROAD N (NW	/)		FROM BEWDLEY ROAD N (NW) TO LICKHILL ROAD N									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот		
07:00	6	1	0	0	0	0	0	7	11	0	0	0	0	0	0	11		
07:15	24	1	0	0	0	0	0	25	15	4	1	0	0	0	0	20		
07:30	22	4	1	0	0	1	0	28	16	1	0	0	0	0	0	17		
07:45	18	1	0	0	0	0	0	19	23	3	2	0	0	0	0	28		
н/тот	70	7	1	0	0	1	0	79	65	8	3	0	0	0	0	76		
08:00	29	4	0	0	0	0	0	33	19	6	0	0	0	0	0	25		
08:15	29	3	1	0	0	0	1	34	31	3	0	0	0	0	0	34		
08:30	29	3	0	0	0	0	1	33	34	3	0	0	0	0	0	37		
08:45	34	2	1	0	0	0	0	37	11	3	1	0	0	1	0	16		
н/тот	121	12	2	0	0	0	2	137	95	15	1	0	0	1	0	112		
09:00	30	5	0	0	0	0	0	35	17	3	0	0	0	0	0	20		
09:15	26	3	2	0	0	0	0	31	19	4	0	0	0	0	0	23		
09:30	28	2	0	0	0	0	0	30	16	3	0	0	0	0	0	19		
09:45	19	3	2	0	0	0	0	24	9	2	0	0	0	0	0	11		
н/тот	103	13	4	0	0	0	0	120	61	12	0	0	0	0	0	73		
P/TOT	294	32	7	0	0	1	2	336	221	35	4	0	0	1	0	261		

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE: 19/09/2017

				MOVEN	/IENT 9							MOVEN	1ENT 10					
TIME		F		LL ROAD N TO	BEWDLEY	ROAD N (NW	/)		FROM BEWDLEY ROAD N (NW) TO LICKHILL ROAD N									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот		
16:00	36	5	0	0	0	0	0	41	20	2	0	0	0	0	0	22		
16:15	33	5	0	0	0	1	0	39	22	1	0	0	0	0	0	23		
16:30	20	3	0	0	0	0	0	23	22	6	1	0	0	0	0	29		
16:45	37	11	1	0	0	0	0	49	9	3	0	0	0	0	0	12		
н/тот	126	24	1	0	0	1	0	152	73	12	1	0	0	0	0	86		
17:00	26	5	1	0	0	2	0	34	24	3	0	0	0	0	0	27		
17:15	44	1	1	0	0	0	0	46	26	2	1	0	0	1	0	30		
17:30	33	7	1	0	0	0	0	41	19	3	0	0	0	0	0	22		
17:45	19	2	0	0	0	0	0	21	30	2	1	0	0	0	0	33		
н/тот	122	15	3	0	0	2	0	142	99	10	2	0	0	1	0	112		
18:00	17	4	0	0	0	1	0	22	20	2	0	0	0	0	0	22		
18:15	19	4	0	0	0	0	0	23	22	2	0	0	0	0	0	24		
18:30	16	1	0	0	0	1	0	18	16	4	0	0	0	0	0	20		
18:45	21	3	1	0	0	0	0	25	18	3	0	0	0	0	0	21		
н/тот	73	12	1	0	0	2	0	88	76	11	0	0	0	0	0	87		
P/TOT	321	51	5	0	0	5	0	382	248	33	3	0	0	1	0	285		

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE: 19/09/2017

				MOVEN	IENT 11							MOVEN	1ENT 12					
TIME		FRC	M BEWDLEY	ROAD N (NV	V) TO BEWD	DLEY ROAD N	(SE)		FROM BEWDLEY ROAD N (NW) TO BURLISH CROSSING									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот		
07:00	62	11	2	1	0	0	0	76	8	5	0	0	1	1	0	15		
07:15	73	10	1	0	0	1	0	85	11	3	0	0	0	0	0	14		
07:30	76	15	6	0	0	1	0	98	18	6	0	1	0	0	0	25		
07:45	76	14	1	0	0	0	0	91	30	6	0	0	0	0	0	36		
н/тот	287	50	10	1	0	2	0	350	67	20	0	1	1	1	0	90		
08:00	69	12	2	0	0	0	0	83	32	5	2	0	0	0	0	39		
08:15	68	9	1	2	0	0	0	80	33	1	0	0	0	0	0	34		
08:30	50	6	4	1	1	1	0	63	26	4	1	0	0	0	0	31		
08:45	64	12	0	1	2	1	0	80	17	4	1	0	0	0	0	22		
н/тот	251	39	7	4	3	2	0	306	108	14	4	0	0	0	0	126		
09:00	45	9	1	3	2	0	0	60	17	0	0	0	0	0	0	17		
09:15	75	9	4	0	0	0	0	88	20	0	0	0	0	0	0	20		
09:30	56	5	1	2	0	0	0	64	11	2	0	0	0	0	0	13		
09:45	47	9	3	2	0	0	0	61	16	1	0	0	0	0	0	17		
н/тот	223	32	9	7	2	0	0	273	64	3	0	0	0	0	0	67		
P/TOT	761	121	26	12	5	4	0	929	239	37	4	1	1	1	0	283		

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE: 19/09/2017

				MOVEN	IENT 11							MOVEN	IENT 12					
TIME		FRC	OM BEWDLEY	ROAD N (NV	V) TO BEWD	DLEY ROAD N	(SE)		FROM BEWDLEY ROAD N (NW) TO BURLISH CROSSING									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот		
16:00	55	10	2	0	1	1	1	70	20	6	0	0	1	0	0	27		
16:15	49	13	2	0	1	1	0	66	16	5	1	0	0	0	0	22		
16:30	67	9	0	1	0	1	0	78	10	4	0	0	0	0	0	14		
16:45	49	11	1	2	1	1	0	65	11	1	1	0	0	0	0	13		
н/тот	220	43	5	3	3	4	1	279	57	16	2	0	1	0	0	76		
17:00	47	8	2	0	0	1	0	58	26	6	0	0	0	1	0	33		
17:15	52	15	4	1	1	1	0	74	29	3	1	0	0	0	0	33		
17:30	63	7	3	0	0	0	0	73	17	2	0	0	0	0	0	19		
17:45	55	1	4	0	0	0	0	60	33	4	0	0	0	0	0	37		
н/тот	217	31	13	1	1	2	0	265	105	15	1	0	0	1	0	122		
18:00	37	2	3	1	0	1	2	46	14	1	0	0	0	0	0	15		
18:15	66	6	2	0	0	0	0	74	26	2	0	0	0	0	0	28		
18:30	39	4	1	0	0	0	0	44	10	0	1	0	0	0	0	11		
18:45	50	5	1	0	0	1	0	57	20	1	0	0	0	0	0	21		
н/тот	192	17	7	1	0	2	2	221	70	4	1	0	0	0	0	75		
Р/ТОТ	629	91	25	5	4	8	3	765	232	35	4	0	1	1	0	273		

JOB REF: 22075

JOB NAME: STOURPORT

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N

TO ARM A FROM ARM A TIME **BURLISH CROSSING BURLISH CROSSING** CAR LGV OGV1 OGV2 PSV MCL PCL тот CAR LGV OGV1 OGV2 PSV MCL PCL тот 07:00 07:15 07:30 07:45 н/тот 08:00 08:15 08:30 08:45 H/TOT 09:00 09:15 09:30 09:45 н/тот P/TOT



DATE: 19/09/2017
JOB REF: 22075

JOB NAME: STOURPORT

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N

TO ARM A FROM ARM A TIME **BURLISH CROSSING BURLISH CROSSING** CAR LGV OGV1 OGV2 PSV MCL PCL тот CAR LGV OGV1 OGV2 PSV MCL PCL тот 16:00 16:15 16:30 16:45 н/тот 17:00 17:15 17:30 17:45 H/TOT 18:00 18:15 18:30 18:45 н/тот P/TOT

TO ARM A IS TOTAL OF MOVEMENTS 4, 8, 12

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3



DATE: 19/09/2017

DAY: TUESDAY

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



				TO A	RM B							FROM	ARM B			
TIME				BEWDLEY R	OAD N (SE)							BEWDLEY R	OAD N (SE)			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот
07:00	70	12	2	1	0	0	0	85	28	8	3	1	1	1	0	42
07:15	79	12	1	0	0	1	0	93	28	14	2	1	0	0	0	45
07:30	90	16	6	0	0	1	0	113	53	10	7	3	1	0	0	74
07:45	90	16	1	0	0	0	0	107	61	11	6	0	0	0	0	78
н/тот	329	56	10	1	0	2	0	398	170	43	18	5	2	1	0	239
08:00	84	13	2	0	0	0	0	99	59	9	3	0	1	0	0	72
08:15	85	9	1	2	0	0	0	97	66	8	5	0	0	0	0	79
08:30	65	6	5	1	1	1	0	79	95	18	3	0	0	0	1	117
08:45	88	14	0	1	2	1	0	106	51	7	3	2	0	0	0	63
н/тот	322	42	8	4	3	2	0	381	271	42	14	2	1	0	1	331
09:00	67	9	2	3	2	0	0	83	51	10	2	4	0	0	0	67
09:15	90	11	6	0	0	0	0	107	50	10	1	0	0	0	0	61
09:30	72	5	1	2	0	0	0	80	46	11	6	0	0	1	0	64
09:45	57	10	3	2	0	0	0	72	49	9	6	0	0	0	0	64
н/тот	286	35	12	7	2	0	0	342	196	40	15	4	0	1	0	256
P/TOT	937	133	30	12	5	4	0	1121	637	125	47	11	3	2	1	826



JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE:

DAY: TUESDAY

19/09/2017

				TO A	RM B							FROM	ARM B			
TIME				BEWDLEY R	OAD N (SE)							BEWDLEY R	OAD N (SE)			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот
16:00	68	10	2	0	1	2	1	84	83	10	2	1	0	0	0	96
16:15	60	14	2	0	1	1	0	78	100	17	0	0	0	1	0	118
16:30	75	11	0	1	0	1	0	88	124	24	1	2	0	1	1	153
16:45	63	14	1	2	1	1	0	82	102	13	1	1	0	0	0	117
н/тот	266	49	5	3	3	5	1	332	409	64	4	4	0	2	1	484
17:00	63	9	2	0	0	1	0	75	82	18	1	0	0	2	0	103
17:15	64	17	4	1	1	1	0	88	84	12	3	0	0	1	1	101
17:30	82	8	4	0	0	0	0	94	88	24	0	0	0	3	0	115
17:45	62	2	4	0	0	2	0	70	118	14	1	0	0	3	0	136
Н/ТОТ	271	36	14	1	1	4	0	327	372	68	5	0	0	9	1	455
18:00	56	3	3	1	0	1	2	66	94	13	2	0	0	1	1	111
18:15	80	7	3	0	0	0	0	90	80	5	3	2	0	0	0	90
18:30	58	4	1	0	0	0	0	63	78	9	0	0	0	2	0	89
18:45	61	6	1	0	0	1	0	69	54	8	2	0	0	1	0	65
н/тот	255	20	8	1	0	2	2	288	306	35	7	2	0	4	1	355
Р/ТОТ	792	105	27	5	4	11	3	947	1087	167	16	6	0	15	3	1294

TO ARM B IS TOTAL OF MOVEMENTS 3, 7, 11

FROM ARM B IS TOTAL OF MOVEMENTS 4, 5, 6

JOB REF: 22075

JOB NAME: STOURPORT

SITE:

P/TOT

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N

TO ARM C FROM ARM C TIME LICKHILL ROAD N LICKHILL ROAD N CAR LGV OGV1 OGV2 PSV MCL PCL тот CAR LGV OGV1 OGV2 PSV MCL PCL тот 07:00 07:15 07:30 07:45 н/тот 08:00 08:15 08:30 08:45 H/TOT 09:00 09:15 09:30 09:45 н/тот



DATE: 19/09/2017

DAY: TUESDAY

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



TO ARM C IS TOTAL OF MOVEMENTS 2, 6, 10

FROM ARM C IS TOTAL OF MOVEMENTS 7, 8, 9



DATE: 19/09/2017

DAY: TUESDAY

JOB REF:

JOB NAME: STOURPORT

CAR

SITE:

TIME

07:00

07:15

07:30

07:45

н/тот

08:00

08:15

08:30

08:45

H/TOT

09:00

09:15

09:30

09:45

н/тот

P/TOT

BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N LOCATION:

TO ARM D FROM ARM D **BEWDLEY ROAD N (NW) BEWDLEY ROAD N (NW)** LGV OGV1 OGV2 PSV MCL PCL тот CAR LGV OGV1 OGV2 PSV MCL PCL



```
DAY:
```

тот

DATE: 19/09/2017

TUESDAY

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N



DATE:	19/09/2017
-------	------------

DAY: TUESDAY

				TO AI	RM D							FROM	ARM D			
TIME				BEWDLEY RO	DAD N (NW)							BEWDLEY RO	DAD N (NW)			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	тот
16:00	126	19	2	1	0	0	0	148	95	18	2	0	2	1	1	119
16:15	141	25	0	0	0	4	0	170	87	19	3	0	1	1	0	111
16:30	157	27	1	2	0	1	0	188	99	19	1	1	0	1	0	121
16:45	147	26	2	1	0	0	0	176	69	15	2	2	1	1	0	90
н/тот	571	97	5	4	0	5	0	682	350	71	8	3	4	4	1	441
17:00	139	29	2	0	0	3	0	173	97	17	2	0	0	2	0	118
17:15	145	18	4	0	0	2	1	170	107	20	6	1	1	2	0	137
17:30	141	34	2	0	0	3	0	180	99	12	3	0	0	0	0	114
17:45	151	18	1	0	0	2	0	172	118	7	5	0	0	0	0	130
н/тот	576	99	9	0	0	10	1	695	421	56	16	1	1	4	0	499
18:00	128	16	2	0	0	2	1	149	71	5	3	1	0	1	2	83
18:15	99	8	3	2	0	0	0	112	114	10	2	0	0	0	0	126
18:30	94	12	1	0	0	3	0	110	65	8	2	0	0	0	0	75
18:45	78	12	3	0	0	1	0	94	88	9	1	0	0	1	0	99
н/тот	399	48	9	2	0	6	1	465	338	32	8	1	0	2	2	383
Р/ТОТ	1546	244	23	6	0	21	2	1842	1109	159	32	5	5	10	3	1323

TO ARM D IS TOTAL OF MOVEMENTS 1, 5, 9

FROM ARM D IS TOTAL OF MOVEMENTS 10, 11, 12

QUEUE LENGTHS

JOB REF: 22075

JOB NAME: STOURPORT

1

SITE:

AXIOM Traffic Limited

DAY:

DATE: 19/09/2017

TUESDAY

LOCATION: MINSTER ROAD / WINDERMERE WAY

NOTE:

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

TIME			WINDERN	IERE WAY	TIME			WINDERN	NERE WAY
	LANE 1	LANE 1	LANE 1	LANE 2		LANE 1	LANE 1	LANE 1	LANE 2
07:00	0	0	0	1	16:00	0	0	0	0
07:05	0	0	0	0	16:05	0	0	0	0
07:10	0	0	0	0	16:10	0	0	0	2
07:15	0	0	1	0	16:15	0	0	0	0
07:20	0	0	2	0	16:20	0	0	0	0
07:25	0	0	0	0	16:25	2	0	0	0
07:30	0	0	0	0	16:30	0	0	1	1
07:35	0	0	0	0	16:35	1	0	1	1
07:40	0	0	0	0	16:40	0	0	0	2
07:45	0	0	2	0	16:45	0	0	0	0
07:50	0	0	0	5	16:50	0	0	0	2
07:55	0	0	1	0	16:55	0	0	0	2
08:00	0	0	1	1	17:00	0	0	0	0
08:05	0	0	0	0	17:05	0	0	0	1
08:10	2	0	0	0	17:10	0	0	0	0
08:15	0	0	0	0	17:15	0	0	0	0
08:20	0	0	2	0	17:20	0	0	0	0
08:25	0	0	1	2	17:25	0	0	0	1
08:30	0	0	0	0	17:30	0	0	0	0
08:35	8	0	1	0	17:35	0	0	6	0
08:40	2	0	1	7	17:40	0	0	8	0
08:45	4	0	0	4	17:45	0	0	0	0
08:50	0	0	0	3	17:50	0	0	0	1
08:55	0	0	0	0	17:55	0	0	0	0
09:00	0	0	0	4	18:00	0	0	0	2
09:05	0	0	0	1	18:05	0	0	0	5
09:10	0	0	1	1	18:10	0	0	1	0
09:15	0	0	1	0	18:15	0	0	0	1
09:20	0	0	0	0	18:20	0	0	0	0
09:25	0	0	0	0	18:25	0	0	0	0
09:30	0	0	0	0	18:30	0	0	1	0
09:35	0	0	0	2	18:35	0	0	0	0
09:40	0	0	0	1	18:40	0	0	0	0
09:45	0	0	0	0	18:45	0	0	0	1
09:50	0	0	0	0	18:50	0	0	0	1
09:55	0	0	0	0	18:55	0	0	0	0
10:00	0	0	0	0	19:00	0	0	0	0

QUEUE LENGTHS

JOB REF: 22075

JOB NAME: STOURPORT

2

SITE:

NOTE:

LOCATION: BURLISH CROSSING / BEWDLEY ROAD N / LICKHILL ROAD N

Queue Lengths recorded by the number of vehicles queuing at the start of the green phase nearest each 5-minute inter

TIME	BUKLISH			BEWDLET	TINAE	BUKLISH			BEWDLET
TIVIE	CROSSING		N		TIVIE	CROSSING		N	
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1	LANE 1
07:00	3	2	2	3	16:00	6	16	4	27
07:05	2	1	4	8	16:05	5	14	6	32
07:10	1	1	0	3	16:10	9	18	12	23
07:15	3	2	2	6	16:15	8	24	10	28
07:20	3	3	6	18	16:20	7	14	12	14
07:25	1	8	4	12	16:25	13	20	7	21
07:30	5	6	6	14	16:30	12	16	8	23
07:35	7	5	9	9	16:35	10	20	9	26
07:40	1	3	2	8	16:40	9	23	11	29
07:45	10	7	4	22	16:45	8	24	12	32
07:50	4	9	6	17	16:50	10	26	10	22
07:55	5	8	3	24	16:55	10	29	14	15
08:00	4	6	9	10	17:00	8	18	6	20
08:05	6	8	6	13	17:05	14	16	8	17
08:10	1	8	7	26	17:10	12	21	10	33
08:15	4	10	8	16	17:15	8	14	8	38
08:20	11	8	6	19	17:20	17	12	16	39
08:25	10	8	14	22	17:25	13	21	6	35
08:30	6	14	13	10	17:30	12	20	9	26
08:35	4	21	15	26	17:35	8	23	10	20
08:40	5	19	13	29	17:40	12	19	12	28
08:45	9	7	12	32	17:45	9	22	9	29
08:50	11	12	5	14	17:50	10	15	3	17
08:55	10	11	2	20	17:55	11	16	9	15
09:00	9	15	8	19	18:00	7	12	5	10
09:05	7	7	3	18	18:05	4	8	6	8
09:10	4	2	8	4	18:10	7	10	3	9
09:15	6	9	8	11	18:15	6	6	2	10
09:20	5	11	8	10	18:20	3	9	7	10
09:25	3	4	6	7	18:25	6	11	3	11
09:30	4	4	5	9	18:30	5	12	4	8
09:35	6	4	4	12	18:35	2	2	2	2
09:40	1	7	1	4	18:40	4	8	2	13
09:45	3	8	4	5	18:45	3	8	4	9
09:50	3	5	3	8	18:50	2	8	4	6
09:55	1	2	6	2	18:55	3	6	2	8
10:00	4	6	5	8	19:00	3	4	2	6



DAY:

DATE: 19/09/2017

TUESDAY

10189		STOURPORT ON SE	VERN							
		NOVEMBER 202		Posted Speed						
Site	Location	Direction	Start Date	End Date	Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No:	Coniston Crescent Site No: Stourport on Severn a	Channel: Northwestbound	Thu 12-Nov-20	Wed 18-Nov-20	30	376	60	54	23.9	19.0
10189001	to lamp column 5 OSGR - SO 80863 72560	Channel: Southeastbound	Thu 12-Nov-20	Wed 18-Nov-20	30	877	162	125	20.5	16.2

10189		STOU	RPORT ON S	SEVERN		Site No: 1018900)1	Location	Coniston C	rescent Stour	port on Se	evern - I/c 5	5	
Thu 12-Nov-2	20 to Wed 18-N	ov-20				Channel: Northw	estbound							
TIME	TOTAL	MOTOR-	CARS OR CAR- BASED	LIGHT GOODS		TWO AXLE, SIX TYRE,	THREE AXLE	FOUR OR MORE AXLE	FOUR OR LESS AXLE	FIVE AXLE	SIX OR MORE AXLE	FIVE OR LESS AXLE MULTI- TRAILER	SIX AXLE MULTI- TRAILER	SEVEN OR MORE AXLE
PERIOD	VEHICLES	CYCLES	LGV	VEHICLES	BUSES	RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Thu 12-Nov	-20													
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
09:00	8	2	4	2	0	0	0	0	0	0	0	0	0	0
10:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
11:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0
12:00	5	1	4	0	0	0	0	0	0	0	0	0	0	0
13:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
14:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0
15:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0
16:00	8	0	6	1	0	0	1	0	0	0	0	0	0	0
17:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0
18:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	64	3	46	14	0	0	1	0	0	0	0	0	0	0
16H,6-22	67	4	48	14	0	0	1	0	0	0	0	0	0	0
18H,6-24	67	4	48	14	0	0	1	0	0	0	0	0	0	0
24H,0-24	67	4	48	14	0	0	1	0	0	0	0	0	0	0

10189		STOU	RPORT ON S	SEVERN		Site No: 1018900)1	Location	Coniston C	rescent Stour	port on Se	evern - I/c 5	5	
Thu 12-Nov-2	0 to Wed 18-N	ov-20				Channel: Northw	estbound							
TIME	τοται	мотор	CARS OR CAR-			TWO AXLE,	THREE	FOUR OR MORE	FOUR OR LESS		SIX OR MORE	FIVE OR LESS AXLE MULTI-	SIX AXLE MULTI-	SEVEN OR MORE
	VEHICLES	CYCLES		VEHICLES	BUSES	RIGID/RUSES			ARTIC		ARTIC			ARTIC
Fri 13-Nov-2	20	UTULLU	201	VEINGELO	DUULU		RICID	KICID	/			/	/	/
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
09:00	5	1	2	2	0	0	0	0	0	0	0	0	0	0
10:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
11:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0
12:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
13:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
14:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0
15:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
16:00	6	3	2	1	0	0	0	0	0	0	0	0	0	0
17:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0
18:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
19:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
20:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	46	4	27	15	0	0	0	0	0	0	0	0	0	0
16H,6-22	53	4	34	15	0	0	0	0	0	0	0	0	0	0
18H,6-24	53	4	34	15	0	0	0	0	0	0	0	0	0	0
24H,0-24	53	4	34	15	0	0	0	0	0	0	0	0	0	0

10189		STOU	RPORT ON S	SEVERN		Site No: 1018900)1	Location	Coniston C	rescent Stour	port on Se	evern - I/c 5	5	
Thu 12-Nov-2	0 to Wed 18-N	ov-20				Channel: Northw	estbound							
TIME	TOTAL	MOTOR-	CARS OR CAR- BASED	LIGHT GOODS		TWO AXLE, SIX TYRE,	THREE	FOUR OR MORE AXLE	FOUR OR LESS AXLE	FIVE AXLE	SIX OR MORE AXLE	FIVE OR LESS AXLE MULTI- TRAILER	SIX AXLE MULTI- TRAILER	SEVEN OR MORE AXLE
PERIOD	VEHICLES	CYCLES	LGV	VEHICLES	BUSES	RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Sat 14-Nov-2	20													
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
08:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
09:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
10:00	7	0	3	4	0	0	0	0	0	0	0	0	0	0
11:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
12:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
13:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
14:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
15:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
16:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
17:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
18:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	39	0	29	10	0	0	0	0	0	0	0	0	0	0
16H,6-22	42	1	31	10	0	0	0	0	0	0	0	0	0	0
18H,6-24	43	1	32	10	0	0	0	0	0	0	0	0	0	0
24H,0-24	43	1	32	10	0	0	0	0	0	0	0	0	0	0

10189		STOU	RPORT ON S	SEVERN		Site No: 1018900)1	Location	Coniston C	rescent Stour	port on Se	evern - I/c 5	5	
Thu 12-Nov-2	20 to Wed 18-N	ov-20				Channel: Northw	estbound							
TIME	TOTAL	MOTOR-	CARS OR CAR- BASED	LIGHT GOODS		TWO AXLE, SIX TYRE,	THREE AXLE	FOUR OR MORE AXLE	FOUR OR LESS AXLE	FIVE AXLE	SIX OR MORE AXLE	FIVE OR LESS AXLE MULTI- TRAILER	SIX AXLE MULTI- TRAILER	SEVEN OR MORE AXLE
PERIOD	VEHICLES	CYCLES	LGV	VEHICLES	BUSES	RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Sun 15-Nov	-20	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
09:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
11:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
12:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
13:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
16:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
19:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	30	0	25	5	0	0	0	0	0	0	0	0	0	0
16H,6-22	33	0	28	5	0	0	0	0	0	0	0	0	0	0
18H,6-24	33	0	28	5	0	0	0	0	0	0	0	0	0	0
24H,0-24	33	0	28	5	0	0	0	0	0	0	0	0	0	0

10189		STOU	RPORT ON S	SEVERN		Site No: 10189001 Location			on Coniston Crescent Stourport on Severn - I/c 5					
Thu 12-Nov-2	20 to Wed 18-N	ov-20				Channel: Northw	estbound							
			CARS OR CAR-	LIGHT		TWO AXLE,	THREE	FOUR OR MORE	FOUR OR LESS		SIX OR MORE	FIVE OR LESS AXLE MULTI-	SIX AXLE MULTI-	SEVEN OR MORE
TIME	TOTAL	MOTOR-	BASED	GOODS	DUCEC	SIX TYRE,	AXLE	AXLE	AXLE	FIVE AXLE	AXLE	TRAILER	TRAILER	AXLE
PERIOD Mon 16-Nov	VEHICLES	CYCLES	LGV	VEHICLES	BO2F2	RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
08:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
09:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
10:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
11:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0
12:00	5	1	3	1	0	0	0	0	0	0	0	0	0	0
13:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
14:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
15:00	14	0	10	4	0	0	0	0	0	0	0	0	0	0
16:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
18:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
19:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1211,7-19	59	1	45	13	0	0	0	0	0	0	0	0	0	0
101,0-22	62	1	47	14	0	0	0	0	0	0	0	0	0	0
244 0-24	63	1	47	15	0	0	0	0	0	0	0	0	0	0
24H,0-24	63	1	47	15	0	0	0	0	0	0	0	0	0	0

10189		STOU	RPORT ON S	SEVERN		Site No: 10189001 Location			on Coniston Crescent Stourport on Severn - I/c 5					
Thu 12-Nov-2	20 to Wed 18-N	ov-20				Channel: Northw	estbound							
TIME	TOTAL	MOTOD	CARS OR CAR-	LIGHT		TWO AXLE,	THREE	FOUR OR MORE	FOUR OR LESS		SIX OR MORE	FIVE OR LESS AXLE MULTI-	SIX AXLE MULTI-	SEVEN OR MORE
		MOTOR-	BASED		DUCES									
Tue 17-Nov-	-20	CICLES	LOV	VEHICLES	DUJEJ	RIGID/B03E3	RIGID	RIGID	ARTIC	AKIIC	AKIIC	ARTIC	AKIIC	AKIIC
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
08:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0
09:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
10:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0
11:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
12:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
13:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
14:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
15:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
16:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
17:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0
18:00	4	1	1	2	0	0	0	0	0	0	0	0	0	0
19:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	63	1	47	15	0	0	0	0	0	0	0	0	0	0
16H,6-22	66	1	49	16	0	0	0	0	0	0	0	0	0	0
18H,6-24	66	1	49	16	0	0	0	0	0	0	0	0	0	0
24H,0-24	66	1	49	16	0	0	0	0	0	0	0	0	0	0

10189		STOU	RPORT ON S	SEVERN		Site No: 1018900	Location	on Coniston Crescent Stourport on Severn - I/c 5						
Thu 12-Nov-2	20 to Wed 18-N	ov-20				Channel: Northw	estbound							
			CARS OR					FOUR OR	FOUR OR		SIX OR	FIVE OR LESS AXLE	SIX AXLE	SEVEN OR
TIME	τοται	MOTOR				IWO AXLE,						MULII-		MORE
PERIOD	VEHICLES	CYCLES	LGV	VEHICLES	BUSES	RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Wed 18-Nov	/-20													
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
08:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
09:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
10:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0
11:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
12:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
13:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
14:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0
15:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
16:00	8	0	5	3	0	0	0	0	0	0	0	0	0	0
17:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0
18:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
19:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0
20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H 7-19	48	1	35	12	0	0	0	0	0	0	0	0	0	0
16H 6-22	51	2	37	12	0	0	0	0	0	0	0	0	0	0
18H.6-24	51	2	37	12	0	0	0	0	0	0	0	ů 0	0	0
24H,0-24	51	2	37	12	0	0	0	0	0	0	0	0	0	0

10189	189STOURPORT ON SEVERN						Site No: 10189001 Location				Coniston Crescent Stourport on Severn - I/c 5				
Thu 12-Nov-2	0 to Wed 18-N	ov-20				Channel: Northw	estbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-	CARS OR CAR- BASED L GV	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	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Daily Totals					20010										
Thu 12-Nov-20	67	4	48	14	0	0	1	0	0	0	0	0	0	0	
Fri 13-Nov-20	53	4	34	15	0	0	0	0	0	0	0	0	0	0	
Sat 14-Nov-20	43	1	32	10	0	0	0	0	0	0	0	0	0	0	
Sun 15-Nov-20	33	0	28	5	0	0	0	0	0	0	0	0	0	0	
Mon 16-Nov-20	63	1	47	15	0	0	0	0	0	0	0	0	0	0	
Tue 17-Nov-20	66	1	49	16	0	0	0	0	0	0	0	0	0	0	
Wed 18-Nov-20	51	2	37	12	0	0	0	0	0	0	0	0	0	0	
Total Vehicl	es														
[]	376	13	275	87	0	0	1	0	0	0	0	0	0	0	
80 -						Daily	Totals								



10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Northwestbound		

TIME	TOTAL	MOTOR-	MOTOR-	0450	0100.04					DUG	
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BOS	BUS %
00:00	0	0		0		0		0		0	
01:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0		0		0		0		0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03.00	0	0	-	0	-	0	-	0	-	0	-
04.00	0	0	_	0	_	0	-	0	_	0	-
05:00	2	0	0.0	2	100.0	0	-	0	0.0	0	-
07:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
07.00	2	0	0.0	2	80.0	1	20.0	0	0.0	0	0.0
00:00	J	2	25.0	4	50.0	2	20.0	0	0.0	0	0.0
10:00	0	2	25.0	4	50.0	2	20.0	0	0.0	0	0.0
11:00	5	0	0.0	2	60.0	2	40.0	0	0.0	0	0.0
12:00	5	1	20.0	3	80.0	2	40.0	0	0.0	0	0.0
12:00	5	0	20.0	4	80.0	1	20.0	0	0.0	0	0.0
14:00	5	0	0.0	4	60.0	1	20.0	0	0.0	0	0.0
14.00	0	0	0.0	<u> </u>	75.0	2	40.0	0	0.0	0	0.0
15:00	0	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
10:00	0	0	0.0	6	75.0	2	12.5	0	12.5	0	0.0
17:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
18:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
19:00	0	0	-	0	-	0	-	0	-	0	-
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	1	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	64	3	4.7	46	71.9	14	21.9	1	1.6	0	0.0
16H,6-22	67	4	6.0	48	71.6	14	20.9	1	1.5	0	0.0
18H,6-24	67	4	6.0	48	71.6	14	20.9	1	1.5	0	0.0
24H,0-24	67	4	6.0	48	71.6	14	20.9	1	1.5	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Northwestbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 13-Nov-20	_	_		_		_		_		_	
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	0	0	-	0	-	0	-	0	-	0	-
08:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
09:00	5	1	20.0	2	40.0	2	40.0	0	0.0	0	0.0
10:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
11:00	2	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
12:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
13:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
14:00	3	0	0.0	0	0.0	3	100.0	0	0.0	0	0.0
15:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
16:00	6	3	50.0	2	33.3	1	16.7	0	0.0	0	0.0
17:00	7	0	0.0	4	57.1	3	42.9	0	0.0	0	0.0
18:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
19:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
20:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	46	4	8.7	27	58.7	15	32.6	0	0.0	0	0.0
16H,6-22	53	4	7.6	34	64.2	15	28.3	0	0.0	0	0.0
18H,6-24	53	4	7.6	34	64.2	15	28.3	0	0.0	0	0.0
24H,0-24	53	4	7.6	34	64.2	15	28.3	0	0.0	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Northwestbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 14-Nov-20											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
08:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
09:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
10:00	7	0	0.0	3	42.9	4	57.1	0	0.0	0	0.0
11:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
12:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
13:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
14:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
15:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
16:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
17:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
18:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
19:00	0	0	-	0	-	0	-	0	-	0	-
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	2	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
22:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	39	0	0.0	29	74.4	10	25.6	0	0.0	0	0.0
16H,6-22	42	1	2.4	31	73.8	10	23.8	0	0.0	0	0.0
18H,6-24	43	1	2.3	32	74.4	10	23.3	0	0.0	0	0.0
24H,0-24	43	1	2.3	32	74.4	10	23.3	0	0.0	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Northwestbound		

TIME	TOTAL	MOTOR-	MOTOR-							5110	
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BOS	BUS %
Sun 15-Nov-20				0		0		0		0	
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	0	0	-	0	-	0	-	0	-	0	-
08:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
09:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
10:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
11:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
13:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
14:00	0	0	-	0	-	0	-	0	-	0	-
15:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
16:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
17:00	0	0	-	0	-	0	-	0	-	0	-
18:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
19:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	30	0	0.0	25	83.3	5	16.7	0	0.0	0	0.0
16H,6-22	33	0	0.0	28	84.9	5	15.2	0	0.0	0	0.0
18H,6-24	33	0	0.0	28	84.9	5	15.2	0	0.0	0	0.0
24H,0-24	33	0	0.0	28	84.9	5	15.2	0	0.0	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Northwestbound		

TIME	TOTAL	MOTOR-	MOTOR-	0450	0450.04					DUIG	
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BOS	BUS %
) 0	0		0		0		0		0	
00.00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
07:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
08:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
09:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
10:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
11:00	5	0	0.0	2	40.0	3	60.0	0	0.0	0	0.0
12:00	5	1	20.0	3	60.0	1	20.0	0	0.0	0	0.0
13:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
14:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
15:00	14	0	0.0	10	71.4	4	28.6	0	0.0	0	0.0
16:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
17:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
18:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
19:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
12H,7-19	59	1	1.7	45	76.3	13	22.0	0	0.0	0	0.0
16H,6-22	62	1	1.6	47	75.8	14	22.6	0	0.0	0	0.0
18H,6-24	63	1	1.6	47	74.6	15	23.8	0	0.0	0	0.0
24H,0-24	63	1	1.6	47	74.6	15	23.8	0	0.0	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Northwestbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 17-Nov-20											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
08:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
09:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
10:00	2	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
11:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
12:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
13:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
14:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
15:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
16:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
17:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
18:00	4	1	25.0	1	25.0	2	50.0	0	0.0	0	0.0
19:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	63	1	1.6	47	74.6	15	23.8	0	0.0	0	0.0
16H,6-22	66	1	1.5	49	74.2	16	24.2	0	0.0	0	0.0
18H,6-24	66	1	1.5	49	74.2	16	24.2	0	0.0	0	0.0
24H,0-24	66	1	1.5	49	74.2	16	24.2	0	0.0	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Northwestbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 18-Nov-2	0										
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
08:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
09:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
10:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
11:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
12:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
13:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
14:00	2	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
15:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
16:00	8	0	0.0	5	62.5	3	37.5	0	0.0	0	0.0
17:00	6	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
18:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
19:00	2	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	48	1	2.1	35	72.9	12	25.0	0	0.0	0	0.0
16H,6-22	51	2	3.9	37	72.6	12	23.5	0	0.0	0	0.0
18H,6-24	51	2	3.9	37	72.6	12	23.5	0	0.0	0	0.0
24H,0-24	51	2	3.9	37	72.6	12	23.5	0	0.0	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Northwestbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 12-Nov-20	67	4	6.0	48	71.6	14	20.9	1	1.5	0	0.0
Fri 13-Nov-20	53	4	7.6	34	64.2	15	28.3	0	0.0	0	0.0
Sat 14-Nov-20	43	1	2.3	32	74.4	10	23.3	0	0.0	0	0.0
Sun 15-Nov-20	33	0	0.0	28	84.9	5	15.2	0	0.0	0	0.0
Mon 16-Nov-20	63	1	1.6	47	74.6	15	23.8	0	0.0	0	0.0
Tue 17-Nov-20	66	1	1.5	49	74.2	16	24.2	0	0.0	0	0.0
Wed 18-Nov-20	51	2	3.9	37	72.6	12	23.5	0	0.0	0	0.0
Total Vehicles											
[]	376	13	3.3	275	73.8	87	22.7	1	0.2	0	0.0



Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 12-Nov	-20															
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
07:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
08:00	5	-	17.5	5.6	0	1	0	3	1	0	0	0	0	0	0	0
09:00	8	-	16	5.5	0	2	1	4	1	0	0	0	0	0	0	0
10:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
11:00	5	-	18.5	7.9	0	1	1	1	1	1	0	0	0	0	0	0
12:00	5	-	18.5	6.3	0	1	0	2	2	0	0	0	0	0	0	0
13:00	5	-	17.5	5.7	0	0	3	0	2	0	0	0	0	0	0	0
14:00	5	-	18.5	3.7	0	0	1	3	1	0	0	0	0	0	0	0
15:00	8	-	18.5	4	0	0	2	4	2	0	0	0	0	0	0	0
16:00	8	-	18.5	4	0	0	2	4	2	0	0	0	0	0	0	0
17:00	8	-	17.9	2.3	0	0	1	7	0	0	0	0	0	0	0	0
18:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	64	23.1	18.3	4.8	0	5	11	32	14	2	0	0	0	0	0	0
16H,6-22	67	23.3	18.4	4.8	0	5	12	32	16	2	0	0	0	0	0	0
18H,6-24	67	23.3	18.4	4.8	0	5	12	32	16	2	0	0	0	0	0	0
24H,0-24	67	23.3	18.4	4.8	0	5	12	32	16	2	0	0	0	0	0	0

Total 85%ile Mean Stand Time 11-<16 16-<21 21-<26 26-<31 31-<36 36-<41 41-<46 46-<51 51-<56 <6Mph 6-<11 =>56 Period Vehicles Speed Dev. Speed Fri 13-Nov-20 00:00 ---01:00 ---02:00 ---03:00 ---04:00 ---05:00 ---06:00 -18.5 -07:00 ---08:00 17.5 2.6 -09:00 19.5 6.6 -10:00 19.8 4.9 -11:00 18.5 7.1 -3.2 12:00 -13:00 23.5 1.6 -14:00 -20.2 7.6 15:00 18.5 4.2 -16:00 13.5 4.7 -17:00 5.2 18.5 -18:00 3.5 -18.5 19:00 -4.2 20:00 10.6 -21:00 ---22:00 ---23:00 ---12H,7-19 24.3 5.3 16H.6-22 24.4 19.1 5.3 18H,6-24 24.4 19.1 5.3 24H,0-24 24.4 19.1 5.3

Total 85%ile Mean Stand Time 11-<16 16-<21 21-<26 26-<31 31-<36 36-<41 41-<46 46-<51 51-<56 <6Mph 6-<11 =>56 Period Vehicles Speed Dev. Speed Sat 14-Nov-20 00:00 ---01:00 ---02:00 ---03:00 ---04:00 ---05:00 ---06:00 23.5 --07:00 18.5 1.8 -08:00 13.5 1.7 -09:00 18.5 -10:00 22.1 -11:00 3.5 -4.2 12:00 18.5 -13:00 16.8 3.1 -14:00 -16.8 7.6 15:00 17.5 2.6 -16:00 20.2 3.1 -17:00 23.5 1.8 -18:00 23.5 1.8 -19:00 ---20:00 ---21:00 -10.6 22:00 28.5 --23:00 ---12H,7-19 23.8 19.1 4.4 16H.6-22 24.2 19.3 4.6 18H,6-24 24.5 19.5 4.8 24H,0-24 24.5 19.5 4.8

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 15-Nov	-20															
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	-	13.5	5	0	1	1	1	0	0	0	0	0	0	0	0
09:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
10:00	4	-	19.8	4.9	0	0	1	1	2	0	0	0	0	0	0	0
11:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
12:00	5	-	18.5	3.7	0	0	1	3	1	0	0	0	0	0	0	0
13:00	5	-	21.5	3.1	0	0	0	2	3	0	0	0	0	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3	-	23.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
16:00	5	-	18.5	3.7	0	0	1	3	1	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
19:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	30	23.9	19.3	4.4	0	1	5	12	12	0	0	0	0	0	0	0
16H,6-22	33	24.3	19.7	4.6	0	1	5	13	13	1	0	0	0	0	0	0
18H,6-24	33	24.3	19.7	4.6	0	1	5	13	13	1	0	0	0	0	0	0
24H,0-24	33	24.3	19.7	4.6	0	1	5	13	13	1	0	0	0	0	0	0

Time	Total	85%ile	Mean	Stand	/ Mas la	/ 11	44 47	1/ 01	01 07	0/ 01	21 .27	2/ 11	41 4/	44 51		57
Period	Vehicles	Speed	Speed	Dev.	<6ivipn	6-<11	11-<16	16-<21	21-<26	26-<31	31-<30	36-<41	41-<46	46-<51	51-<50	=>56
Mon 16-Nov	v-20															
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
07:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
08:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
09:00	5	-	16.5	4.6	0	0	3	1	1	0	0	0	0	0	0	0
10:00	7	-	17.8	3.7	0	0	2	4	1	0	0	0	0	0	0	0
11:00	5	-	18.5	7.2	0	1	1	0	3	0	0	0	0	0	0	0
12:00	5	-	17.5	6.6	0	1	1	1	2	0	0	0	0	0	0	0
13:00	3	-	23.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
14:00	4	-	22.3	2.8	0	0	0	1	3	0	0	0	0	0	0	0
15:00	14	20.7	18.1	4.8	0	1	2	9	1	1	0	0	0	0	0	0
16:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
17:00	11	23.9	20.3	3.7	0	0	1	5	5	0	0	0	0	0	0	0
18:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
19:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	59	23.9	19	4.7	0	3	10	25	20	1	0	0	0	0	0	0
16H,6-22	62	24	19.1	4.6	0	3	10	26	22	1	0	0	0	0	0	0
18H,6-24	63	24.2	19.3	4.7	0	3	10	26	22	2	0	0	0	0	0	0
24H,0-24	63	24.2	19.3	4.7	0	3	10	26	22	2	0	0	0	0	0	0

10189 STOURPORT ON SEVERN Site No: 10189001 Location Coniston Crescent Stourport on Severn - I/c 5 Channel: Northwestbound

Thu 12-Nov-20 to Wed 18-Nov-20

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 17-Nov	-20															
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
08:00	6	-	15.2	4.3	0	1	2	3	0	0	0	0	0	0	0	0
09:00	7	-	17.1	4.9	0	1	1	4	1	0	0	0	0	0	0	0
10:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
11:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
12:00	4	-	19.8	2.8	0	0	0	3	1	0	0	0	0	0	0	0
13:00	7	-	21.4	4.2	0	0	0	4	2	1	0	0	0	0	0	0
14:00	2	-	14.2	13.2	1	0	0	0	1	0	0	0	0	0	0	0
15:00	8	-	17.9	4.4	0	0	3	3	2	0	0	0	0	0	0	0
16:00	8	-	19.1	3.5	0	0	1	5	2	0	0	0	0	0	0	0
17:00	9	-	20.2	3.8	0	0	1	4	4	0	0	0	0	0	0	0
18:00	4	-	17.3	4.9	0	0	2	1	1	0	0	0	0	0	0	0
19:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	63	23.2	18.6	4.5	1	2	10	33	16	1	0	0	0	0	0	0
16H,6-22	66	23.5	18.8	4.6	1	2	10	34	17	2	0	0	0	0	0	0
18H,6-24	66	23.5	18.8	4.6	1	2	10	34	17	2	0	0	0	0	0	0
24H,0-24	66	23.5	18.8	4.6	1	2	10	34	17	2	0	0	0	0	0	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 18-Nov-20																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0			-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
08:00	2	-	13.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
09:00	3	-	16.8	3.1	0	0	1	2	0	0	0	0	0	0	0	0
10:00	5	-	17.5	2.6	0	0	1	4	0	0	0	0	0	0	0	0
11:00	4	-	14.8	6.4	0	1	2	0	1	0	0	0	0	0	0	0
12:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
13:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
14:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
15:00	4	-	18.5	7.1	0	0	2	1	0	1	0	0	0	0	0	0
16:00	8	-	17.3	2.7	0	0	2	6	0	0	0	0	0	0	0	0
17:00	6	-	17.7	5.1	0	0	3	1	2	0	0	0	0	0	0	0
18:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
19:00	2	-	16	3.5	0	0	1	1	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	48	22.7	18.2	4.4	0	2	11	24	10	1	0	0	0	0	0	0
16H,6-22	51	22.8	18.2	4.4	0	2	12	25	11	1	0	0	0	0	0	0
18H,6-24	51	22.8	18.2	4.4	0	2	12	25	11	1	0	0	0	0	0	0
24H,0-24	51	22.8	18.2	4.4	0	2	12	25	11	1	0	0	0	0	0	0

10189 STOURPORT ON SEVERN Site No: 10189001 Location Coniston Crescent Stourport on Severn - I/c 5 Thu 12-Nov-20 to Wed 18-Nov-20 Channel: Northwestbound Total 85%ile Mean Stand Time 11-<16 16-<21 21-<26 26-<31 31-<36 36-<41 41-<46 46-<51 51-<56 <6Mph 6-<11 =>56 Vehicles Period Speed Dev. Speed **Daily Totals** Thu 12-Nov-20 67 23.3 18.4 4.8 0 5 12 32 16 2 0 0 0 0 0 0 Fri 13-Nov-20 53 5.3 9 20 17 3 24.4 19.1 0 4 0 0 0 0 0 0 Sat 14-Nov-20 43 24.5 18 13 3 19.5 4.8 0 1 8 0 0 0 0 0 0 Sun 15-Nov-20 33 24.3 19.7 4.6 0 1 5 13 13 1 0 0 0 0 0 0 Mon 16-Nov-20 63 24.2 19.3 4.7 0 3 10 26 22 2 0 0 0 0 0 0 2 2 Tue 17-Nov-20 66 23.5 1 10 34 17 0 0 0 0 0 0 18.8 4.6 Wed 18-Nov-20 51 22.8 18.2 4.4 0 2 12 25 11 1 0 0 0 0 0 0 **Total Vehicles** 376 23.9 109 [--] 19.0 4.7 1 18 66 168 14 0 0 0 0 0 0 30 **Total Vehicles** 180 168 24.4 24.5 24.3 24.2 23.9 23.5 23.3 22.8 160 140 19.7 19.5 19.3 19.0 20 18 of Vehicles 00 80 109 Mean hdm 66 10 9⁶⁰ 40 **8**5%ile 18 14 20 0 0 0 0 0 0 0 0 6-<11 11-<16 16-<21 21-<26 26-<31 31-<36 36-<41 41-<46 46-<51 51-<56 <6Mph =>56 Thu 12- Fri 13-Nov- Sat 14-Nov- Sun 15-Mon 16-Tue 17-Wed 18-Total Speed Bins Vehicles Nov-20 20 20 Nov-20 Nov-20 Nov-20 Nov-20

10189	ST	OURPORT ON SEVE	RN	Site No: 10189001	l	Location	Coniston Crescent	Stourport on Seve	ern - I/c 5
					stbound				
					Stoound				
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	12/11/20	13/11/20	14/11/20	15/11/20	16/11/20	17/11/20	18/11/20	Av	Av
Week Begin: 12-N	lov-20								
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	2	1	1	0	2	1	1	1	1
07:00	2	0	2	0	1	3	4	2	2
08:00	5	5	3	3	2	6	2	4	4
09:00	8	5	3	1	5	7	3	6	5
10:00	2	4	7	4	7	2	5	4	4
11:00	5	2	2	3	5	3	4	4	3
12:00	5	4	4	5	5	4	3	4	4
13:00	5	4	3	5	3	7	3	4	4
14:00	5	3	3	0	4	2	2	3	3
15:00	8	4	5	3	14	8	4	8	7
16:00	8	6	3	5	1	8	8	6	6
17:00	8	7	2	0	11	9	6	8	6
18:00	3	2	2	1	1	4	4	3	2
19:00	0	4	0	2	1	2	2	2	2
20:00	0	2	0	0	0	0	0	0	0
21:00	1	0	2	1	0	0	0	0	1
22:00	0	0	1	0	0	0	0	0	0
23:00	0	0	0	0	1	0	0	0	0
12H,7-19	64	46	39	30	59	63	48	56	50
16H,6-22	67	53	42	33	62	66	51	60	53
18H,6-24	67	53	43	33	63	66	51	60	54
24H,0-24	67	53	43	33	63	66	51	60	54
Am	09:00	09:00	10:00	10:00	10:00	09:00	10:00		
Peak	8	5	7	4	7	7	5		
Pm	17:00	17:00	15:00	16:00	15:00	17:00	16:00		
Peak	8	7	5	5	14	9	8		


10189	9 STOURPORT ON SEVERN Site N						Site No: 10189001 Location Coniston Crescent Stourport on Severn - I/c 5							
Thu 12-Nov-2	20 to Wed 18-N	ov-20				Channel: Southea	astbound							
THE	TOTAL	MOTOD	CARS OR CAR-	LIGHT		TWO AXLE,	THREE	FOUR OR MORE	FOUR OR LESS		SIX OR MORE	FIVE OR LESS AXLE MULTI-	SIX AXLE MULTI-	SEVEN OR MORE
		MOTOR-	BASED		BUSES	SIX IYRE,								
Thu 12-Nov	-20	GIGELS	LGV	VEINCELS	DUJLJ	KIGID/DOJLJ	RIGID	RIGID	ARTIC	ARTIC	ANTIC	AKTIC	AKTIC	ANTIC
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	1	1	1	0	0	0	0	0	0	0	0	0	0
07:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
08:00	64	0	57	6	0	0	1	0	0	0	0	0	0	0
09:00	8	2	6	0	0	0	0	0	0	0	0	0	0	0
10:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	7	1	5	1	0	0	0	0	0	0	0	0	0	0
13:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
14:00	20	0	17	3	0	0	0	0	0	0	0	0	0	0
15:00	31	0	29	2	0	0	0	0	0	0	0	0	0	0
16:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0
17:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
19:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	155	3	135	16	0	0	1	0	0	0	0	0	0	0
16H,6-22	162	4	140	17	0	0	1	0	0	0	0	0	0	0
18H,6-24	163	4	141	17	0	0	1	0	0	0	0	0	0	0
24H,0-24	163	4	141	17	0	0	1	0	0	0	0	0	0	0

10189	9 STOURPORT ON SEVERN Site						Site No: 10189001 Location			on Coniston Crescent Stourport on Severn - I/c 5				
Thu 12-Nov-2	0 to Wed 18-N	ov-20				Channel: Southea	astbound							
TIME	τοται	MOTOR-	CARS OR CAR- BASED			TWO AXLE, SIX TYRE	THREE AXI F	FOUR OR MORE AXI F	FOUR OR LESS AXI F	FIVF AXI F	SIX OR MORE AXI F	FIVE OR LESS AXLE MULTI- TRAILFR	SIX AXLE MULTI- TRAILER	SEVEN OR MORE AXI F
PERIOD	VEHICLES	CYCLES	LGV	VEHICLES	BUSES	RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Fri 13-Nov-2	20		-								-			
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:00	78	2	73	3	0	0	0	0	0	0	0	0	0	0
09:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0
10:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
12:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0
13:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
14:00	23	0	20	3	0	0	0	0	0	0	0	0	0	0
15:00	37	2	34	1	0	0	0	0	0	0	0	0	0	0
16:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
17:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
18:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	170	4	153	13	0	0	0	0	0	0	0	0	0	0
16H,6-22	171	4	154	13	0	0	0	0	0	0	0	0	0	0
18H,6-24	171	4	154	13	0	0	0	0	0	0	0	0	0	0
24H,0-24	171	4	154	13	0	0	0	0	0	0	0	0	0	0

10189	9 STOURPORT ON SEVERN Site No:						Site No: 10189001 Location Coniston Crescent Stourport on Severn - I/c 5							
Thu 12-Nov-2	0 to Wed 18-N	ov-20				Channel: Southea	astbound							
TIME	τοται	MOTOP-	CARS OR CAR- BASED			TWO AXLE,		FOUR OR MORE	FOUR OR LESS	ΕΙνε αγι ε	SIX OR MORE	FIVE OR LESS AXLE MULTI- TPAILEP	SIX AXLE MULTI- TRAILER	SEVEN OR MORE
PERIOD	VEHICLES	CYCLES	LGV	VEHICLES	BUSES	RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Sat 14-Nov-	20													
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
09:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
10:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
12:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0
15:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
16:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
17:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
18:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
19:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	33	1	27	5	0	0	0	0	0	0	0	0	0	0
16H,6-22	37	1	31	5	0	0	0	0	0	0	0	0	0	0
18H,6-24	39	1	33	5	0	0	0	0	0	0	0	0	0	0
24H,0-24	40	1	34	5	0	0	0	0	0	0	0	0	0	0

10189	9 STOURPORT ON SEVERN Site N						Site No: 10189001 Location Coniston Crescent Stourport on Severn - I/c 5							
Thu 12-Nov-2	20 to Wed 18-N	ov-20				Channel: Southea	astbound							
			CARS OR CAR-	LIGHT		TWO AXLE,	THREE	FOUR OR MORE	FOUR OR LESS		SIX OR MORE	FIVE OR LESS AXLE MULTI-	SIX AXLE MULTI-	SEVEN OR MORE
		MUTUR-	BASED		DUCES									
Sun 15-Nov	/-20	CICLES	LGV	VEHICLES	DUSES	RIGID/DUSES	RIGID	RIGID	ARTIC	AKIIC	ARTIC	ARTIC	AKIIC	AKIIC
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
10:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
12:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
13:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
14:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
15:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
16:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
164 6-22	20	0	24	2	0	0	0	0	0	0	0	0	0	0
18H 6-24	20	0	20	2	0	0	0	0	0	0	0	0	0	0
24H.0-24	28	0	26	2	0	0	0	0	0	0	0	0	0	0

10189	9 STOURPORT ON SEVERN Site						Site No: 10189001 Location Coniston Crescent Stor				ourport on Severn - I/c 5			
Thu 12-Nov-2	20 to Wed 18-N	ov-20				Channel: Southea	astbound							
			CARS OR CAR-	LIGHT		TWO AXLE,	THREE	FOUR OR MORE	FOUR OR LESS		SIX OR MORE	FIVE OR LESS AXLE MULTI-	SIX AXLE MULTI-	SEVEN OR MORE
TIME	TOTAL	MOTOR-	BASED	GOODS	DUCEC	SIX TYRE,	AXLE	AXLE	AXLE	FIVE AXLE	AXLE	TRAILER	TRAILER	AXLE
PERIOD		CYCLES	LGV	VEHICLES	BO2F2	RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0
07:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
08:00	59	0	53	3	0	0	2	0	0	0	0	1	0	0
09:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
10:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
11:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
12:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
13:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
14:00	24	0	22	2	0	0	0	0	0	0	0	0	0	0
15:00	33	0	30	3	0	0	0	0	0	0	0	0	0	0
16:00	7	1	6	0	0	0	0	0	0	0	0	0	0	0
17:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
18:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
19:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
23.00	1/2	1	12/	10	0	0	2	0	0	0	0	1	0	0
16H 6-22	140	2	129	10	0	0	2	0	0	0	0	1	0	0
18H 6-24	155	2	140	10	0	0	2	0	0	0	0	1	0	0
24H,0-24	156	2	141	10	0	0	2	0	0	0	0	1	0	0

10189	9 STOURPORT ON SEVERN Site No: 101						Site No: 10189001 Location Coniston Crescent Stourport on Severn - I/c 5							
Thu 12-Nov-2	20 to Wed 18-N	lov-20				Channel: Southea	astbound							
			CARS OR CAR-	LIGHT		TWO AXLE,	THREE	FOUR OR MORE	FOUR OR LESS		SIX OR MORE	FIVE OR LESS AXLE MULTI-	SIX AXLE MULTI-	SEVEN OR MORE
TIME	TOTAL	MOTOR-	BASED	GOODS	DUCTO	SIX TYRE,	AXLE	AXLE	AXLE	FIVE AXLE	AXLE	TRAILER	TRAILER	AXLE
Tue 17-Nov	VEHICLES	CYCLES	LGV	VEHICLES	BO2F2	RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
06:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0
07:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
08:00	62	1	58	3	0	0	0	0	0	0	0	0	0	0
09:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
10:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
11:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
12:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
13:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0
14:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0
15:00	40	0	37	3	0	0	0	0	0	0	0	0	0	0
16:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
17:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
18:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
19:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H 7-10	162	2	153	7	0	0	0	0	0	0	0	0	0	0
16H 6-22	167	3	157	7	0	0	0	0	0	0	0	0	0	0
18H.6-24	168	3	158	7	0	0	0	0	0	0	0	0	0	0
24H,0-24	170	3	159	8	0	0	0	0	0	0	0	0	0	0

	Site No: 10189001 Location Coniston Crescent Stourport on Severn - I/c 5					
FIVE OR LESS AXLE MULTI-	SIX AXLE MULTI-	SEVEN OR MORE				
TRAILER	RTRAILER	AXLE				
ARTIC	ARTIC	ARTIC				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
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0	0	0				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
0	0	0				
	FIVE OR LESS AXLE MULTI- TRAILER ARTIC 0 0 0 0 0 0 0 0 0 0 0 0 0	FIVE OR LESS AXLE SIX AXLE MULTI- MULTI- TRAILER TRAILER ARTIC ARTIC 0 0 0 <td< td=""></td<>				

10189		STOUR	RPORT ON S	SEVERN		Site No: 1018900)1	Location	Coniston C	rescent Stour	port on Se	evern - I/c 5	5	
Thu 12-Nov-20	0 to Wed 18-N	ov-20				Channel: Southea	astbound							
												FIVE OR LESS		SEVEN
			CARS OR					FOUR OR	FOUR OR		SIX OR	AXLE	SIX AXLE	OR
			CAR-	LIGHT		TWO AXLE,	THREE	MORE	LESS		MORE	MULTI-	MULTI-	MORE
TIME	TOTAL	MOTOR-	BASED	GOODS	511050	SIX TYRE,	AXLE	AXLE	AXLE	FIVE AXLE	AXLE	TRAILER	TRAILER	AXLE
PERIOD Daily Totala	VEHICLES	CYCLES	LGV	VEHICLES	BUSES	RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Thu 12 Nov 20	162	1	1 / 1	17	0	0	1	0	0	0	0	0	0	0
Fri 12 Nov 20	103	4	141	12	0	0	0	0	0	0	0	0	0	0
FII 13-INOV-20	1/1	4	154	13	0	0	0	0	0	0	0	0	0	0
Sat 14-Nov-20	40	1	34	5	0	0	0	0	0	0	0	0	0	0
Sun 15-Nov-20	28	0	26	2	0	0	0	0	0	0	0	0	0	0
Mon 16-Nov-20	156	2	141	10	0	0	2	0	0	0	0	1	0	0
Tue 17-Nov-20	170	3	159	8	0	0	0	0	0	0	0	0	0	0
Wed 18-Nov-20	149	3	135	10	0	0	1	0	0	0	0	0	0	0
Total Vehicle	es													
[]	877	17	790	65	0	0	4	0	0	0	0	1	0	0
180 -						Daily	Totals							
100														
160 +														
140 -	140													



10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Southeastbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 12-Nov-20											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	3	1	33.3	1	33.3	1	33.3	0	0.0	0	0.0
07:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
08:00	64	0	0.0	57	89.1	6	9.4	1	1.6	0	0.0
09:00	8	2	25.0	6	75.0	0	0.0	0	0.0	0	0.0
10:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
11:00	0	0	-	0	-	0	-	0	-	0	-
12:00	7	1	14.3	5	71.4	1	14.3	0	0.0	0	0.0
13:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
14:00	20	0	0.0	17	85.0	3	15.0	0	0.0	0	0.0
15:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
16:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
17:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
18:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
19:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
20:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
21:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	155	3	1.9	135	87.1	16	10.3	1	0.7	0	0.0
16H,6-22	162	4	2.5	140	86.4	17	10.5	1	0.6	0	0.0
18H,6-24	163	4	2.5	141	86.5	17	10.4	1	0.6	0	0.0
24H,0-24	163	4	2.5	141	86.5	17	10.4	1	0.6	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Southeastbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 13-Nov-20											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
08:00	78	2	2.6	73	93.6	3	3.9	0	0.0	0	0.0
09:00	11	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
10:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
11:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
12:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
13:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
14:00	23	0	0.0	20	87.0	3	13.0	0	0.0	0	0.0
15:00	37	2	5.4	34	91.9	1	2.7	0	0.0	0	0.0
16:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
17:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
18:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
19:00	0	0	-	0	-	0	-	0	-	0	-
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	170	4	2.4	153	90.0	13	7.7	0	0.0	0	0.0
16H,6-22	171	4	2.3	154	90.1	13	7.6	0	0.0	0	0.0
18H,6-24	171	4	2.3	154	90.1	13	7.6	0	0.0	0	0.0
24H,0-24	171	4	2.3	154	90.1	13	7.6	0	0.0	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Southeastbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 14-Nov-20	_	_				_		_		_	
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
08:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
09:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
10:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
11:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
13:00	0	0	-	0	-	0	-	0	-	0	-
14:00	4	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
15:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
16:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
17:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
18:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
19:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	33	1	3.0	27	81.8	5	15.2	0	0.0	0	0.0
16H,6-22	37	1	2.7	31	83.8	5	13.5	0	0.0	0	0.0
18H,6-24	39	1	2.6	33	84.6	5	12.8	0	0.0	0	0.0
24H,0-24	40	1	2.5	34	85.0	5	12.5	0	0.0	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Southeastbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Nov-20)										
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	0	0	-	0	-	0	-	0	-	0	-
08:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
09:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
10:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
11:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
12:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
13:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
14:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
15:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
16:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
17:00	0	0	-	0	-	0	-	0	-	0	-
18:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
19:00	0	0	-	0	-	0	-	0	-	0	-
20:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
16H,6-22	28	0	0.0	26	92.9	2	7.1	0	0.0	0	0.0
18H,6-24	28	0	0.0	26	92.9	2	7.1	0	0.0	0	0.0
24H,0-24	28	0	0.0	26	92.9	2	7.1	0	0.0	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Southeastbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 16-Nov-20	0										
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	2	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
07:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
08:00	59	0	0.0	53	89.8	3	5.1	3	5.1	0	0.0
09:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
10:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
11:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
13:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
14:00	24	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
15:00	33	0	0.0	30	90.9	3	9.1	0	0.0	0	0.0
16:00	7	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
17:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
18:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
19:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	148	1	0.7	134	90.5	10	6.8	3	2.0	0	0.0
16H,6-22	153	2	1.3	138	90.2	10	6.5	3	2.0	0	0.0
18H,6-24	155	2	1.3	140	90.3	10	6.5	3	1.9	0	0.0
24H,0-24	156	2	1.3	141	90.4	10	6.4	3	1.9	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Southeastbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 17-Nov-20											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
06:00	3	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
07:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
08:00	62	1	1.6	58	93.6	3	4.8	0	0.0	0	0.0
09:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
10:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
11:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
12:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
13:00	3	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
14:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
15:00	40	0	0.0	37	92.5	3	7.5	0	0.0	0	0.0
16:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
17:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
18:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
19:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
20:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	162	2	1.2	153	94.4	7	4.3	0	0.0	0	0.0
16H,6-22	167	3	1.8	157	94.0	7	4.2	0	0.0	0	0.0
18H,6-24	168	3	1.8	158	94.1	7	4.2	0	0.0	0	0.0
24H,0-24	170	3	1.8	159	93.5	8	4.7	0	0.0	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Southeastbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 18-Nov-2	0										
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	2	1	50.0	0	0.0	1	50.0	0	0.0	0	0.0
07:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
08:00	53	2	3.8	48	90.6	3	5.7	0	0.0	0	0.0
09:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
10:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
11:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
12:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
13:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
14:00	18	0	0.0	16	88.9	1	5.6	1	5.6	0	0.0
15:00	43	0	0.0	42	97.7	1	2.3	0	0.0	0	0.0
16:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
17:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
18:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
19:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	144	2	1.4	133	92.4	8	5.6	1	0.7	0	0.0
16H,6-22	147	3	2.0	133	90.5	10	6.8	1	0.7	0	0.0
18H,6-24	147	3	2.0	133	90.5	10	6.8	1	0.7	0	0.0
24H,0-24	149	3	2.0	135	90.6	10	6.7	1	0.7	0	0.0

10189	STOURPORT ON SEVERN	Site No: 10189001	Location	Coniston Crescent Stourport on Severn - I/c 5
Thu 12-Nov-20 to Wed 18-Nov-20		Channel: Southeastbound		

TIME	TOTAL	MOTOR-	MOTOR-								
PERIOD	VEHICLES	CYCLES	CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 12-Nov-20	163	4	2.5	141	86.5	17	10.4	1	0.6	0	0.0
Fri 13-Nov-20	171	4	2.3	154	90.1	13	7.6	0	0.0	0	0.0
Sat 14-Nov-20	40	1	2.5	34	85.0	5	12.5	0	0.0	0	0.0
Sun 15-Nov-20	28	0	0.0	26	92.9	2	7.1	0	0.0	0	0.0
Mon 16-Nov-20	156	2	1.3	141	90.4	10	6.4	3	1.9	0	0.0
Tue 17-Nov-20	170	3	1.8	159	93.5	8	4.7	0	0.0	0	0.0
Wed 18-Nov-20	149	3	2.0	135	90.6	10	6.7	1	0.7	0	0.0
Total Vehicles											
[]	877	17	1.8	790	89.8	65	7.9	5	0.5	0	0.0



10189 STOURPORT ON SEVERN Site No: 10189001 Location Coniston Crescent Stourport on Severn - I/c 5 Channel: Southeastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 12-Nov	-20															
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	-	11.8	3.1	0	1	2	0	0	0	0	0	0	0	0	0
07:00	6	-	18.5	6.4	0	1	1	1	3	0	0	0	0	0	0	0
08:00	64	19.2	14.5	4.4	3	8	29	22	2	0	0	0	0	0	0	0
09:00	8	-	13.7	5.2	1	1	3	3	0	0	0	0	0	0	0	0
10:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	7	-	13.7	4.8	1	0	4	2	0	0	0	0	0	0	0	0
13:00	3	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
14:00	20	20.2	16.5	4.6	0	2	7	8	3	0	0	0	0	0	0	0
15:00	31	18.4	14.3	3.7	0	5	16	10	0	0	0	0	0	0	0	0
16:00	12	20.3	17.3	4.5	0	1	3	6	2	0	0	0	0	0	0	0
17:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
18:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
19:00	2	-	16	3.5	0	0	1	1	0	0	0	0	0	0	0	0
20:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
21:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	155	19.8	15.1	4.6	5	19	65	55	11	0	0	0	0	0	0	0
16H,6-22	162	19.9	15.1	4.6	5	20	68	56	13	0	0	0	0	0	0	0
18H,6-24	163	20	15.2	4.6	5	20	68	57	13	0	0	0	0	0	0	0
24H,0-24	163	20	15.2	4.6	5	20	68	57	13	0	0	0	0	0	0	0

10189

STOURPORT ON SEVERN

Site No: 10189001

Channel: Southeastbound

Location Coniston Crescent Stourport on Severn - I/c 5

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 13-Nov-2	20															
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
08:00	78	18.5	14.1	4	2	11	42	22	1	0	0	0	0	0	0	0
09:00	11	20	16.7	4.3	0	1	3	6	1	0	0	0	0	0	0	0
10:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
11:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
12:00	5	-	16.5	5.8	0	1	1	2	1	0	0	0	0	0	0	0
13:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
14:00	23	19.4	15.7	3.6	0	2	9	12	0	0	0	0	0	0	0	0
15:00	37	18.9	14.1	4.5	1	8	15	12	1	0	0	0	0	0	0	0
16:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
17:00	4	-	19.8	2.8	0	0	0	3	1	0	0	0	0	0	0	0
18:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	170	19.6	15.1	4.3	3	23	70	66	8	0	0	0	0	0	0	0
16H,6-22	171	19.6	15.1	4.3	3	23	70	67	8	0	0	0	0	0	0	0
18H,6-24	171	19.6	15.1	4.3	3	23	70	67	8	0	0	0	0	0	0	0
24H,0-24	171	19.6	15.1	4.3	3	23	70	67	8	0	0	0	0	0	0	0

STOURPORT

STOURPORT ON SEVERN

Site No: 10189001

Channel: Southeastbound

Location Coniston Crescent Stourport on Severn - I/c 5

Thu 12-Nov-20 to Wed 18-Nov-20

10189

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 14-Nov-	20															
00:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
08:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
09:00	2	-	16	3.5	0	0	1	1	0	0	0	0	0	0	0	0
10:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
11:00	5	-	17.5	2.6	0	0	1	4	0	0	0	0	0	0	0	0
12:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
13:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
14:00	4	-	13.5	4.2	0	1	2	1	0	0	0	0	0	0	0	0
15:00	4	-	16	5.2	0	1	0	3	0	0	0	0	0	0	0	0
16:00	7	-	18.5	4.3	0	0	2	3	2	0	0	0	0	0	0	0
17:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
18:00	4	-	16	5.2	0	1	0	3	0	0	0	0	0	0	0	0
19:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
23:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	33	20.2	17	3.9	0	3	6	22	2	0	0	0	0	0	0	0
16H,6-22	37	20.8	17.6	4.5	0	3	7	22	4	1	0	0	0	0	0	0
18H,6-24	39	20.6	18	5	0	3	7	23	4	1	1	0	0	0	0	0
24H,0-24	40	20.4	18	5	0	3	7	24	4	1	1	0	0	0	0	0

10189 STOURPORT ON SEVERN Site No: 10189001 Location Coniston Crescent Stourport on Severn - I/c 5 Channel: Southeastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 15-Nov	/-20															
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
09:00	3	-	15.2	3.1	0	0	2	1	0	0	0	0	0	0	0	0
10:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
11:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
12:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
13:00	3	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
14:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
15:00	6	-	16	4.4	0	0	4	1	1	0	0	0	0	0	0	0
16:00	4	-	17.3	2.8	0	0	1	3	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	26	22.9	18.1	4.2	0	0	9	10	7	0	0	0	0	0	0	0
16H,6-22	28	22.6	18.1	4.1	0	0	9	12	7	0	0	0	0	0	0	0
18H,6-24	28	22.6	18.1	4.1	0	0	9	12	7	0	0	0	0	0	0	0
24H,0-24	28	22.6	18.1	4.1	0	0	9	12	7	0	0	0	0	0	0	0

10189 STOURPORT ON SEVERN Site No: 10189001 Location Coniston Crescent Stourport on Severn - I/c 5 Channel: Southeastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 16-Nov	/-20															
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
07:00	5	-	19.5	6.6	0	1	0	1	3	0	0	0	0	0	0	0
08:00	59	19.5	15.2	4.4	4	2	26	25	2	0	0	0	0	0	0	0
09:00	7	-	17.1	4	0	0	3	3	1	0	0	0	0	0	0	0
10:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
11:00	3	-	11.8	5.9	0	2	0	1	0	0	0	0	0	0	0	0
12:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
13:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
14:00	24	19.6	15.4	4.5	1	2	9	11	1	0	0	0	0	0	0	0
15:00	33	19.3	15.1	4.2	1	3	15	13	1	0	0	0	0	0	0	0
16:00	7	-	18.7	6.8	1	0	0	3	3	0	0	0	0	0	0	0
17:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
18:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
19:00	3	-	20.2	5.9	0	0	1	0	2	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	148	20.4	15.9	4.8	7	10	55	61	14	1	0	0	0	0	0	0
16H,6-22	153	20.5	15.9	4.8	7	11	57	61	16	1	0	0	0	0	0	0
18H,6-24	155	20.5	15.9	4.9	7	11	57	62	17	1	0	0	0	0	0	0
24H,0-24	156	20.5	15.9	4.8	7	11	58	62	17	1	0	0	0	0	0	0

10189

STOURPORT ON SEVERN

Site No: 10189001

Channel: Southeastbound

Location Coniston Crescent Stourport on Severn - I/c 5

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 17-Nov	-20															
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	3	-	10.2	3.1	0	2	1	0	0	0	0	0	0	0	0	0
07:00	5	-	19.5	4.4	0	0	1	2	2	0	0	0	0	0	0	0
08:00	62	19.8	15.5	4.2	0	8	25	25	4	0	0	0	0	0	0	0
09:00	9	-	16.4	5.4	1	0	2	5	1	0	0	0	0	0	0	0
10:00	4	-	19.8	2.8	0	0	0	3	1	0	0	0	0	0	0	0
11:00	3	-	16.8	3.1	0	0	1	2	0	0	0	0	0	0	0	0
12:00	2	-	16	3.5	0	0	1	1	0	0	0	0	0	0	0	0
13:00	3	-	13.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0
14:00	21	20.1	16.1	4.3	0	2	8	9	2	0	0	0	0	0	0	0
15:00	40	18.8	14.5	4.1	0	6	22	10	2	0	0	0	0	0	0	0
16:00	7	-	19.2	3.7	0	0	1	4	2	0	0	0	0	0	0	0
17:00	4	-	16	3.2	0	0	2	2	0	0	0	0	0	0	0	0
18:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
19:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
20:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	162	20.2	15.9	4.3	1	16	66	64	15	0	0	0	0	0	0	0
16H,6-22	167	20.2	15.8	4.4	1	18	67	66	15	0	0	0	0	0	0	0
18H,6-24	168	20.2	15.8	4.3	1	18	67	67	15	0	0	0	0	0	0	0
24H,0-24	170	20.3	15.9	4.4	1	18	67	68	16	0	0	0	0	0	0	0

STOURPORT ON SEVERN

Site No: 10189001

Channel: Southeastbound

Location Coniston Crescent Stourport on Severn - I/c 5

Thu 12-Nov-20 to Wed 18-Nov-20

10189

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 18-Nov	/-20															
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
06:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
07:00	5	-	19.5	2.6	0	0	0	4	1	0	0	0	0	0	0	0
08:00	53	20.1	15.4	4.8	2	6	20	20	5	0	0	0	0	0	0	0
09:00	6	-	15.2	4.3	0	1	2	3	0	0	0	0	0	0	0	0
10:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
11:00	5	-	17.5	6.6	0	1	1	1	2	0	0	0	0	0	0	0
12:00	3	-	18.5	8.8	0	1	0	0	2	0	0	0	0	0	0	0
13:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
14:00	18	20.7	16.6	4.9	1	0	7	7	3	0	0	0	0	0	0	0
15:00	43	18	13.8	4.1	1	8	23	10	1	0	0	0	0	0	0	0
16:00	5	-	20.5	5.8	0	0	1	2	1	1	0	0	0	0	0	0
17:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
18:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
19:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	144	20.4	15.6	4.9	4	17	56	51	15	1	0	0	0	0	0	0
16H,6-22	147	20.4	15.5	4.9	4	19	57	51	15	1	0	0	0	0	0	0
18H,6-24	147	20.4	15.5	4.9	4	19	57	51	15	1	0	0	0	0	0	0
24H,0-24	149	20.4	15.5	4.9	4	19	57	53	15	1	0	0	0	0	0	0



10189	ST	OURPORT ON SEVE	RN	Site No: 10189001	1	Location	Coniston Crescent	Stourport on Seve	ern - I/c 5
				Channel: Southeas	stbound				
				onumen ooutrieu.					
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	12/11/20	13/11/20	14/11/20	15/11/20	16/11/20	17/11/20	18/11/20	Av	Av
Week Begin: 12-N	lov-20								
00:00	0	0	1	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	2	2	1	1
06:00	3	0	1	0	2	3	2	2	2
07:00	6	2	1	0	5	5	5	5	3
08:00	64	78	2	1	59	62	53	63	46
09:00	8	11	2	3	7	9	6	8	7
10:00	2	1	2	1	3	4	1	2	2
11:00	0	3	5	2	3	3	5	3	3
12:00	7	5	1	2	2	2	3	4	3
13:00	3	1	0	3	1	3	1	2	2
14:00	20	23	4	3	24	21	18	21	16
15:00	31	37	4	6	33	40	43	37	28
16:00	12	3	7	4	7	7	5	7	6
17:00	1	4	1	0	2	4	2	3	2
18:00	1	2	4	1	2	2	2	2	2
19:00	2	0	3	0	3	1	1	1	1
20:00	1	0	0	2	0	1	0	0	1
21:00	1	1	0	0	0	0	0	0	0
22:00	0	0	1	0	1	0	0	0	0
23:00	1	0	1	0	1	1	0	1	1
12H,7-19	155	170	33	26	148	162	144	156	120
16H,6-22	162	171	37	28	153	167	147	160	124
18H,6-24	163	171	39	28	155	168	147	161	124
24H,0-24	163	171	40	28	156	170	149	162	125
Am	08:00	08:00	11:00	09:00	08:00	08:00	08:00		
Peak	64	78	5	3	59	62	53		
Pm	15:00	15:00	16:00	15:00	15:00	15:00	15:00		
Peak	31	37	7	6	33	40	43		



Appendix E

TRICS Outputs

Calculation Reference: AUDIT-623801-200914-0925

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selec	ted reg	nions and areas:	
02	SOUT	H EAST	
	ES	EAST SUSSEX	2 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	4 days
03	SOUT	H WEST	
	DV	DEVON	2 days
04	EAST	ANGLIA	
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
07	YORK	SHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	70 to 197 (units:)
Range Selected by User:	70 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/12 to 18/09/19

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

Science Survey augs.	
Monday 3 d	days
Tuesday 1 d	days
Wednesday 3 d	days
Thursday 5 d	days
Friday 3 d	days

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

Selected survey types:	
Manual count	15 days
Directional ATC Count	0 days

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

4

14 1

Selected Locations:	
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	11

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

Selected Location Sub Categories:	
Residential Zone	
No Sub Category	

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

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

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

4 days
1 days
3 days
1 days
6 days

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

<u>Car ownership within 5 miles:</u>	
0.6 to 1.0	1 days
1.1 to 1.5	13 days
1.6 to 2.0	1 days

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

Travel Plan:	
Yes	7 days
No	8 days

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

<u>PTAL Rating:</u> No PTAL Present

15 days

This data displays the number of selected surveys with PTAL Ratings.

TRICS	7.7.2	250720 B19.45	Database	right of	TRICS Cor	nsortium Limited,	2020.	All rights reserved	Monday 1	4/09/20 Page 3
DTA Tra	inspor	tation Ltd Doct	ors Lane	Henley	in Arden				Licence No	b: 623801
	<u>LIST</u>	OF SITES relevant	to selectio	on paran	neters					
	1	DV-03-A-02 MILLHEAD ROAD HONITON	HOUS	ES & BI	UNGALOW	/S		DEVON		
	2	Suburban Area (F Residential Zone Total No of Dwell <i>Survey da</i> DV-03-A-03 LOWER BRAND L HONITON	PPS6 Out of ings: <i>hte: FRIDA</i> TERR/ ANE	f Centre) Y ACED &) Semi de ⁻	116 <i>25/09/15</i> TACHED		<i>Survey Type: MANUAL</i> DEVON		
	3	Suburban Area (F Residential Zone Total No of Dwell <i>Survey da</i> ES-03-A-04 NEW LYDD ROAD CAMBER	PPS6 Out of ings: <i>ate: MOND</i> MIXEI	f Centre) 4 <i>Y</i> D HOUS) SES & FLA	70 <i>28/09/15</i> TS		<i>Survey Type: MANUAL</i> EAST SUSSEX		
	4	Edge of Town Residential Zone Total No of Dwell <i>Survey da</i> ES-03-A-05 RATTLE ROAD NEAR EASTBOUR STONE CROSS	ings: <i>hte: FRIDAT</i> MIXEI NE	ν D HOUS	SES & FLA	134 <i>15/07/16</i> TS		<i>Survey Type: MANUAL</i> EAST SUSSEX		
	5	Edge of Town Residential Zone Total No of Dwell <i>Survey de</i> HF-03-A-03 HARE STREET RC BUNTINGFORD	ings: a <i>te: WEDNL</i> MIXEI DAD	<i>ESDAY</i> D HOUS	SES	99 <i>05/06/19</i>		<i>Survey Type: MANUAL</i> HERTFORDSHIRE		
	6	Edge of Town Residential Zone Total No of Dwell <i>Survey da</i> KC-03-A-04 KILN BARN ROAE AYLESFORD DITTON Edge of Town Pasidential Zono	ings: a <i>te: MOND</i> SEMI -	<i>4Y</i> DETACI	HED & TE	160 <i>08/07/19</i> RRACED		<i>Survey Type: MANUAL</i> KENT		
	7	Total No of Dwell Survey da NF-03-A-02 DEREHAM ROAD NORWICH	ings: <i>ate: FRIDA</i> HOUS	γ ES & Fl	_ATS	110 <i>22/09/17</i>		<i>Survey Type: MANUAL</i> NORFOLK		
	8	Suburban Area (F Residential Zone Total No of Dwell <i>Survey da</i> NF-03-A-04 NORTH WALSHAN NORTH WALSHAN	PPS6 Out of ings: <i>hte: MONDA</i> MIXEI A ROAD	f Centre) 4 <i>Y</i> D HOUS) SES	98 <i>22/10/12</i>		<i>Survey Type: MANUAL</i> NORFOLK		
		Edge of Town Residential Zone Total No of Dwell <i>Survey de</i>	ings: ate: WEDNE	ESDAY		70 <i>18/09/19</i>		Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-10 BOROUGHBRIDGE RO RIPON	HOUSES AND FLATS DAD		NORTH YORKSHIRE
	Edge of Town No Sub Category Total No of Dwellings	: TUESDAV	71 17/00/13	SULVAN TYDA: MANIIAI
10	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACE	ED	SURREY
	Edge of Town Residential Zone Total No of Dwellings	: THURSDAY	71 23/01/14	SULVAN TYDA: MANIIAI
11	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	20,01714	SUFFOLK
	Suburban Area (PPS6 Residential Zone Total No of Dwellings	Out of Centre)	73	Survey Type: MANUAL
12	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEAT	MIXED HOUSES	09/03/19	WEST SUSSEX
13	Edge of Town Residential Zone Total No of Dwellings <i>Survey date:</i> WS-03-A-08	: <i>THURSDAY</i> MI XED HOUSES	151 <i>11/12/14</i>	<i>Survey Type: MANUAL</i> WEST SUSSEX
	ROUNDSTONE LANE			
14	Edge of Town Residential Zone Total No of Dwellings <i>Survey date:</i> WS-03-A-09	: <i>THURSDAY</i> MIXED HOUSES & FLA	180 <i>19/04/18</i> TS	<i>Survey Type: MANUAL</i> WEST SUSSEX
	LITTLEHAMPTON RO/ WORTHING WEST DURRINGTON Edge of Town Residential Zone	AD		
15	Total No of Dwellings <i>Survey date:</i> WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON	: <i>THURSDAY</i> MIXED HOUSES	197 <i>05/07/18</i>	<i>Survey Type: MANUAL</i> WEST SUSSEX
	WICK Edge of Town Residential Zone			
	Total No of Dwellings Survey date:	: WEDNESDAY	79 <i>07/11/18</i>	Survey Type: MANUAL

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

Licence No: 623801

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

	ARRIVALS			DEPARTURES			TOTALS		
	No. Ave. Trip			No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	112	0.066	15	112	0.300	15	112	0.366
08:00 - 09:00	15	112	0.110	15	112	0.339	15	112	0.449
09:00 - 10:00	15	112	0.157	15	112	0.172	15	112	0.329
10:00 - 11:00	15	112	0.138	15	112	0.183	15	112	0.321
11:00 - 12:00	15	112	0.136	15	112	0.145	15	112	0.281
12:00 - 13:00	15	112	0.157	15	112	0.140	15	112	0.297
13:00 - 14:00	15	112	0.169	15	112	0.161	15	112	0.330
14:00 - 15:00	15	112	0.158	15	112	0.194	15	112	0.352
15:00 - 16:00	15	112	0.254	15	112	0.163	15	112	0.417
16:00 - 17:00	15	112	0.254	15	112	0.153	15	112	0.407
17:00 - 18:00	15	112	0.303	15	112	0.144	15	112	0.447
18:00 - 19:00	15	112	0.276	15	112	0.164	15	112	0.440
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.178			2.258			4.436

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

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

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Parameter summary

Trip rate parameter range selected:	70 - 197 (units:)
Survey date date range:	01/01/12 - 18/09/19
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			[DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	112	0.007	15	112	0.011	15	112	0.018
08:00 - 09:00	15	112	0.011	15	112	0.022	15	112	0.033
09:00 - 10:00	15	112	0.000	15	112	0.005	15	112	0.005
10:00 - 11:00	15	112	0.002	15	112	0.006	15	112	0.008
11:00 - 12:00	15	112	0.005	15	112	0.005	15	112	0.010
12:00 - 13:00	15	112	0.007	15	112	0.006	15	112	0.013
13:00 - 14:00	15	112	0.005	15	112	0.001	15	112	0.006
14:00 - 15:00	15	112	0.005	15	112	0.005	15	112	0.010
15:00 - 16:00	15	112	0.011	15	112	0.008	15	112	0.019
16:00 - 17:00	15	112	0.010	15	112	0.010	15	112	0.020
17:00 - 18:00	15	112	0.021	15	112	0.010	15	112	0.031
18:00 - 19:00	15	112	0.014	15	112	0.011	15	112	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.100			0.198

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

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

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

	ARRIVALS			[DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	112	0.078	15	112	0.419	15	112	0.497
08:00 - 09:00	15	112	0.136	15	112	0.557	15	112	0.693
09:00 - 10:00	15	112	0.198	15	112	0.248	15	112	0.446
10:00 - 11:00	15	112	0.179	15	112	0.256	15	112	0.435
11:00 - 12:00	15	112	0.183	15	112	0.201	15	112	0.384
12:00 - 13:00	15	112	0.207	15	112	0.189	15	112	0.396
13:00 - 14:00	15	112	0.242	15	112	0.222	15	112	0.464
14:00 - 15:00	15	112	0.214	15	112	0.266	15	112	0.480
15:00 - 16:00	15	112	0.435	15	112	0.230	15	112	0.665
16:00 - 17:00	15	112	0.408	15	112	0.241	15	112	0.649
17:00 - 18:00	15	112	0.442	15	112	0.200	15	112	0.642
18:00 - 19:00	15	112	0.404	15	112	0.242	15	112	0.646
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.126			3.271			6.397

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

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

Licence No: 623801

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

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	112	0.018	15	112	0.039	15	112	0.057
08:00 - 09:00	15	112	0.046	15	112	0.118	15	112	0.164
09:00 - 10:00	15	112	0.057	15	112	0.056	15	112	0.113
10:00 - 11:00	15	112	0.048	15	112	0.054	15	112	0.102
11:00 - 12:00	15	112	0.035	15	112	0.040	15	112	0.075
12:00 - 13:00	15	112	0.051	15	112	0.038	15	112	0.089
13:00 - 14:00	15	112	0.033	15	112	0.035	15	112	0.068
14:00 - 15:00	15	112	0.032	15	112	0.039	15	112	0.071
15:00 - 16:00	15	112	0.107	15	112	0.063	15	112	0.170
16:00 - 17:00	15	112	0.065	15	112	0.048	15	112	0.113
17:00 - 18:00	15	112	0.066	15	112	0.026	15	112	0.092
18:00 - 19:00	15	112	0.043	15	112	0.044	15	112	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.600 1				1.201				

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

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Licence No: 623801

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

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	112	0.003	15	112	0.023	15	112	0.026
08:00 - 09:00	15	112	0.002	15	112	0.035	15	112	0.037
09:00 - 10:00	15	112	0.002	15	112	0.013	15	112	0.015
10:00 - 11:00	15	112	0.005	15	112	0.005	15	112	0.010
11:00 - 12:00	15	112	0.004	15	112	0.007	15	112	0.011
12:00 - 13:00	15	112	0.007	15	112	0.010	15	112	0.017
13:00 - 14:00	15	112	0.004	15	112	0.004	15	112	0.008
14:00 - 15:00	15	112	0.007	15	112	0.005	15	112	0.012
15:00 - 16:00	15	112	0.023	15	112	0.008	15	112	0.031
16:00 - 17:00	15	112	0.014	15	112	0.006	15	112	0.020
17:00 - 18:00	15	112	0.014	15	112	0.004	15	112	0.018
18:00 - 19:00	15	112	0.017	15	112	0.003	15	112	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 0.102 0.123								0.225	

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

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

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

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	112	0.107	15	112	0.492	15	112	0.599
08:00 - 09:00	15	112	0.195	15	112	0.733	15	112	0.928
09:00 - 10:00	15	112	0.257	15	112	0.322	15	112	0.579
10:00 - 11:00	15	112	0.235	15	112	0.320	15	112	0.555
11:00 - 12:00	15	112	0.226	15	112	0.254	15	112	0.480
12:00 - 13:00	15	112	0.272	15	112	0.242	15	112	0.514
13:00 - 14:00	15	112	0.284	15	112	0.261	15	112	0.545
14:00 - 15:00	15	112	0.258	15	112	0.314	15	112	0.572
15:00 - 16:00	15	112	0.575	15	112	0.309	15	112	0.884
16:00 - 17:00	15	112	0.496	15	112	0.304	15	112	0.800
17:00 - 18:00	15	112	0.543	15	112	0.239	15	112	0.782
18:00 - 19:00	15	112	0.478	15	112	0.300	15	112	0.778
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.926			4.090			8.016

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

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

Licence No: 623801

Appendix F

Windermere Way/ A451 PICADY Outputs



Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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Filename: Windermere Way- Minster Rd Junction Assessment Rev A.j9 Path: P:\19000's\19019\Technical\Modelling Report generation date: 06/01/2021 17:41:27

»2021 Base, AM
»2021 Base, PM
»2026 Base, AM
»2026 Base, PM
»2026 Base + Development, AM
»2026 Base + Development, PM

Summary of junction performance

		AM			РМ			
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC		
		2021 Base						
Stream B-C	0.7	13.51	0.39	0.2	9.16	0.18		
Stream B-A	1.9	48.43	0.66	0.9	38.56	0.47		
Stream C-AB	1.2	6.38	0.34	4.3	10.21	0.66		
			2026	Base				
Stream B-C	0.7	14.39	0.41	0.2	9.45	0.19		
Stream B-A	2.3	57.35	0.70	1.0	43.61	0.51		
Stream C-AB	1.3	6.50	0.36	5.3	11.63	0.70		
		2026 Ba	ise +	Develop	ment			
Stream B-C	1.1	18.73	0.52	0.3	10.20	0.22		
Stream B-A	4.2	92.28	0.84	1.5	57.96	0.61		
Stream C-AB	1.4	6.91	0.39	10.8	24.23	0.85		

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

T:41 -	Windormore Way/ Mineter Read
Title	winderniere way/ winster Road
Location	
Site number	
Date	06/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
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



The junction diagram reflects the last run of Junctions.



Analysis Options

Vehicle length	Calculate Q	Calculate detailed queueing	Calculate residual	RFC	Av. Delay threshold	Q threshold
(m)	Percentiles	delay	capacity	Threshold	(s)	(PCU)
5.75				0.85	100.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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



2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.73	А

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
Α	Minster Rd S		Major
в	Windermere Way		Minor
С	Minster Rd N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Minster Rd N	7.80			152.0	~	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Windermere Way	Two lanes	5.00	3.10	56	44

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	ntercept Slope Slope for for PCU/hr) AB AC		Slope for C-A	Slope for C-B	
B-A	523	0.088	0.222	0.140	0.317	
B-C	782	0.110	0.279	-	-	
С-В 662		0.236	0.236	-	-	

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 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 (%)	
A - Minster Rd S		ONE HOUR	✓	836	100.000	
B - Windermere Way		ONE HOUR	✓	296	100.000	
C - Minster Rd N		ONE HOUR	✓	642	100.000	

Origin-Destination Data

Demand (PCU/hr)

	То								
		A - Minster Rd S	B - Windermere Way	C - Minster Rd N					
-	A - Minster Rd S	0	153	683					
From	B - Windermere Way	134	0	162					
	C - Minster Rd N	552	90	0					

Vehicle Mix

HV %s

		То								
		A - Minster Rd S	B - Windermere Way	C - Minster Rd N						
	A - Minster Rd S	0	5	5						
From	B - Windermere Way	5	0	5						
	C - Minster Rd N	5	5	0						

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.39	13.51	0.7	В	149	223
B-A	0.66	48.43	1.9	E	123	184
C-AB	0.34	6.38	1.2	A	215	322
C-A					375	562
A-B					140	211
A-C					627	940

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	30	576	0.212	121	0.0	0.3	8.280	А
B-A	101	25	319	0.316	99	0.0	0.5	17.037	С
C-AB	139	35	810	0.172	137	0.0	0.4	5.617	A
C-A	344	86			344				
A-B	115	29			115				
A-C	514	129			514				



08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	146	36	530	0.275	145	0.3	0.4	9.805	A
B-A	120	30	279	0.431	119	0.5	0.8	23.461	С
C-AB	197	49	848	0.232	196	0.4	0.6	5.813	A
C-A	381	95			381				
A-B	138	34			138				
A-C	614	154			614				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	45	461	0.387	177	0.4	0.6	13.295	В
B-A	148	37	224	0.657	144	0.8	1.8	44.668	E
C-AB	306	77	903	0.339	304	0.6	1.1	6.338	А
C-A	401	100			401				
A-B	168	42			168				
A-C	752	188			752				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	45	458	0.389	178	0.6	0.7	13.512	В
B-A	148	37	224	0.659	147	1.8	1.9	48.435	E
C-AB	307	77	904	0.340	307	1.1	1.2	6.379	A
C-A	400	100			400				
A-B	168	42			168				
A-C	752	188			752				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	146	36	527	0.276	147	0.7	0.4	9.964	А
B-A	120	30	279	0.432	125	1.9	0.8	25.151	D
C-AB	198	49	849	0.233	200	1.2	0.7	5.859	А
C-A	379	95			379				
A-B	138	34			138				
A-C	614	154			614				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	30	575	0.212	122	0.4	0.3	8.370	А
B-A	101	25	319	0.317	102	0.8	0.5	17.580	С
C-AB	140	35	811	0.173	141	0.7	0.4	5.660	A
C-A	343	86			343				
A-B	115	29			115				
A-C	514	129			514				



2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	~

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Minster Rd S		ONE HOUR	~	772	100.000
B - Windermere Way		ONE HOUR	✓	162	100.000
C - Minster Rd N		ONE HOUR	✓	935	100.000

Origin-Destination Data

Demand (PCU/hr)

		1	Го		
		A - Minster Rd S	B - Windermere Way	C - Minster Rd N	
-	A - Minster Rd S	0	161	611	
From	B - Windermere Way	79	0	83	
	C - Minster Rd N	797	138	0	

Vehicle Mix

HV %s

		То								
		A - Minster Rd S	B - Windermere Way	C - Minster Rd N						
-	A - Minster Rd S	0	5	5						
From	B - Windermere Way	5	0	5						
	C - Minster Rd N	5	5	0						



Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	9.16	0.2	А	76	114
B-A	0.47	38.56	0.9	E	72	109
C-AB	0.66	10.21	4.3	В	481	722
C-A					377	565
A-B					148	222
A-C					561	841

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	608	0.103	62	0.0	0.1	6.920	А
B-A	59	15	293	0.203	58	0.0	0.3	16.020	С
C-AB	282	71	950	0.297	279	0.0	0.9	5.632	A
C-A	422	105			422				
A-B	121	30			121				
A-C	460	115			460				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	568	0.131	74	0.1	0.2	7.653	А
B-A	71	18	248	0.286	70	0.3	0.4	21.195	С
C-AB	424	106	1018	0.417	422	0.9	1.5	6.380	A
C-A	416	104			416				
A-B	145	36			145				
A-C	549	137			549				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	23	506	0.181	91	0.2	0.2	9.098	A
B-A	87	22	186	0.467	85	0.4	0.9	36.792	E
C-AB	726	181	1117	0.650	715	1.5	4.1	9.583	A
C-A	304	76			304				
A-B	177	44			177				
A-C	673	168			673				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	23	504	0.181	91	0.2	0.2	9.155	А
B-A	87	22	184	0.472	87	0.9	0.9	38.565	E
C-AB	737	184	1123	0.656	736	4.1	4.3	10.205	В
C-A	292	73			292				
A-B	177	44			177				
A-C	673	168			673				



17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	566	0.132	75	0.2	0.2	7.699	А
B-A	71	18	246	0.289	73	0.9	0.4	22.070	С
C-AB	433	108	1026	0.422	444	4.3	1.7	6.686	А
C-A	407	102			407				
ΑB	145	36			145				
A-C	549	137			549				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	607	0.103	63	0.2	0.1	6.951	А
B-A	59	15	292	0.204	60	0.4	0.3	16.342	С
C-AB	286	72	953	0.300	289	1.7	0.9	5.749	A
C-A	418	104			418				
A-B	121	30			121				
A-C	460	115			460				



2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.53	А

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 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 (%)
A - Minster Rd S		ONE HOUR	~	861	100.000
B - Windermere Way		ONE HOUR	✓	304	100.000
C - Minster Rd N		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (PCU/hr)

		1	Го	
		A - Minster Rd S	B - Windermere Way	C - Minster Rd N
_	A - Minster Rd S	0	158	703
From	B - Windermere Way	138	0	166
	C - Minster Rd N	567	92	0

Vehicle Mix

HV %s

		Ţ	Го	
		A - Minster Rd S	B - Windermere Way	C - Minster Rd N
-	A - Minster Rd S	0	5	5
From	B - Windermere Way	5	0	5
	C - Minster Rd N	5	5	0



Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.41	14.39	0.7	В	152	228
B-A	0.70	57.35	2.3	F	127	190
C-AB	0.36	6.50	1.3	A	226	340
C-A					378	567
A-B					145	217
A-C					645	968

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	125	31	570	0.219	124	0.0	0.3	8.456	А
B-A	104	26	313	0.332	102	0.0	0.5	17.714	С
C-AB	145	36	815	0.178	144	0.0	0.4	5.631	A
C-A	351	88			351				
A-B	119	30			119				
A-C	529	132			529				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	522	0.286	149	0.3	0.4	10.124	В
B-A	124	31	272	0.456	123	0.5	0.8	25.034	D
C-AB	207	52	854	0.242	206	0.4	0.7	5.848	A
C-A	386	96			386				
A-B	142	36			142				
A-C	632	158			632				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	183	46	448	0.408	182	0.4	0.7	14.104	В
B-A	152	38	216	0.703	147	0.8	2.1	51.359	F
C-AB	325	81	912	0.357	323	0.7	1.2	6.451	A
C-A	401	100			401				
A-B	174	43			174				
A-C	774	194			774				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	183	46	445	0.411	183	0.7	0.7	14.395	В
B-A	152	38	216	0.705	151	2.1	2.3	57.347	F
C-AB	326	82	913	0.358	326	1.2	1.3	6.501	А
C-A	399	100			399				
A-B	174	43			174				
A-C	774	194			774				



08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	518	0.288	150	0.7	0.4	10.325	В
B-A	124	31	272	0.457	129	2.3	0.9	27.455	D
C-AB	208	52	856	0.243	210	1.3	0.7	5.903	А
C-A	384	96			384				
A-B	142	36			142				
A-C	632	158			632				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	125	31	568	0.220	126	0.4	0.3	8.559	А
B-A	104	26	313	0.332	105	0.9	0.5	18.364	С
C-AB	147	37	816	0.180	148	0.7	0.4	5.679	A
C-A	349	87			349				
A-B	119	30			119				
A-C	529	132			529				



2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.66	А

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	~

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Minster Rd S		ONE HOUR	~	793	100.000
B - Windermere Way		ONE HOUR	✓	166	100.000
C - Minster Rd N		ONE HOUR	✓	960	100.000

Origin-Destination Data

Demand (PCU/hr)

	То							
		A - Minster Rd S	B - Windermere Way	C - Minster Rd N				
From	A - Minster Rd S	0	166	627				
From	B - Windermere Way	81	0	85				
	C - Minster Rd N	819	141	0				

Vehicle Mix

HV %s

	То							
		A - Minster Rd S	B - Windermere Way	C - Minster Rd N				
_	A - Minster Rd S	0	5	5				
From	B - Windermere Way	5	0	5				
	C - Minster Rd N	5	5	0				



Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	9.45	0.2	A	78	117
B-A	0.51	43.61	1.0	E	74	111
C-AB	0.70	11.63	5.3	В	515	773
C-A					366	548
A-B					152	228
A-C					575	863

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	603	0.106	63	0.0	0.1	7.004	А
B-A	61	15	287	0.212	60	0.0	0.3	16.540	С
C-AB	297	74	959	0.310	294	0.0	0.9	5.680	A
C-A	425	106			425				
A-B	125	31			125				
A-C	472	118			472				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	562	0.136	76	0.1	0.2	7.786	A
B-A	73	18	241	0.302	72	0.3	0.4	22.309	С
C-AB	451	113	1030	0.438	448	0.9	1.7	6.541	A
C-A	412	103			412				
A-B	149	37			149				
A-C	564	141			564				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	23	496	0.189	93	0.2	0.2	9.383	А
B-A	89	22	177	0.503	87	0.4	1.0	40.963	E
C-AB	782	195	1133	0.690	769	1.7	4.9	10.632	В
C-A	275	69			275				
A-B	183	46			183				
A-C	690	173			690				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	23	493	0.190	94	0.2	0.2	9.452	А
B-A	89	22	175	0.509	89	1.0	1.0	43.612	E
C-AB	798	199	1141	0.699	796	4.9	5.3	11.629	В
C-A	259	65			259				
A-B	183	46			183				
A-C	690	173			690				



17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	559	0.137	77	0.2	0.2	7.841	А
B-A	73	18	238	0.306	75	1.0	0.5	23.484	С
C-AB	462	116	1040	0.445	476	5.3	1.9	6.956	А
C-A	401	100			401				
A-B	149	37			149				
A-C	564	141			564				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	601	0.106	64	0.2	0.1	7.036	А
B-A	61	15	286	0.213	62	0.5	0.3	16.914	С
C-AB	302	75	963	0.313	305	1.9	1.0	5.815	А
C-A	421	105			421				
A-B	125	31			125				
A-C	472	118			472				



2026 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		10.81	В

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 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 (%)
A - Minster Rd S		ONE HOUR	~	867	100.000
B - Windermere Way		ONE HOUR	✓	362	100.000
C - Minster Rd N		ONE HOUR	✓	668	100.000

Origin-Destination Data

Demand (PCU/hr)

		1	Го	
		A - Minster Rd S	B - Windermere Way	C - Minster Rd N
From	A - Minster Rd S	0	164	703
From	B - Windermere Way	161	0	201
	C - Minster Rd N	567	101	0

Vehicle Mix

HV %s

		То										
		A - Minster Rd S B - Winderme		C - Minster Rd N								
F	A - Minster Rd S	0	5	5								
From	B - Windermere Way	5	0	5								
	C - Minster Rd N	5	5	0								



Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.52	18.73	1.1	С	184	277
B-A	0.84	92.28	4.2	F	148	222
C-AB	0.39	6.91	1.4	А	249	374
C-A					364	546
A-B					150	226
A-C					645	968

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	560	0.270	150	0.0	0.4	9.178	А
B-A	121	30	311	0.390	119	0.0	0.6	19.430	С
C-AB	160	40	814	0.196	158	0.0	0.5	5.760	A
C-A	343	86			343				
A-B	123	31			123				
A-C	529	132			529				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	181	45	509	0.355	180	0.4	0.6	11.471	В
B-A	145	36	269	0.538	143	0.6	1.1	29.406	D
C-AB	227	57	853	0.267	226	0.5	0.7	6.051	A
C-A	373	93			373				
A-B	147	37			147				
A-C	632	158			632				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	55	429	0.516	219	0.6	1.1	17.847	С
B-A	177	44	212	0.835	168	1.1	3.6	72.969	F
C-AB	358	89	911	0.393	355	0.7	1.4	6.844	A
C-A	378	94			378				
ΑB	181	45			181				
A-C	774	194			774				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	55	423	0.524	221	1.1	1.1	18.733	С
B-A	177	44	212	0.837	175	3.6	4.2	92.278	F
C-AB	359	90	912	0.394	359	1.4	1.4	6.909	А
C-A	376	94			376				
A-B	181	45			181				
A-C	774	194			774				



08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	181	45	501	0.361	183	1.1	0.6	11.961	В
B-A	145	36	269	0.539	156	4.2	1.3	36.402	E
C-AB	229	57	855	0.268	232	1.4	0.8	6.121	A
C-A	371	93			371				
A-B	147	37			147				
A-C	632	158			632				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	557	0.271	152	0.6	0.4	9.346	А
B-A	121	30	310	0.391	124	1.3	0.7	20.526	С
C-AB	161	40	816	0.198	162	0.8	0.5	5.816	А
C-A	342	85			342				
A-B	123	31			123				
A-C	529	132			529				



2026 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.38	В

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + Development	PM	ONE HOUR	16:45	18:15	15	~

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Minster Rd S		ONE HOUR	~	811	100.000
B - Windermere Way		ONE HOUR	✓	185	100.000
C - Minster Rd N		ONE HOUR	✓	986	100.000

Origin-Destination Data

Demand (PCU/hr)

	То								
		A - Minster Rd S	B - Windermere Way	C - Minster Rd N					
From -	A - Minster Rd S	0	184	627					
	B - Windermere Way	89	0	96					
	C - Minster Rd N	819	167	0					

Vehicle Mix

HV %s

	То								
		A - Minster Rd S	B - Windermere Way	C - Minster Rd N					
_	A - Minster Rd S	0	5	5					
From	B - Windermere Way	5	0	5					
	C - Minster Rd N	5	5	0					



Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.22	10.20	0.3	В	88	132
B-A	0.61	57.96	1.5	F	82	123
C-AB	0.85	24.23	10.8	С	621	932
C-A					283	425
A-B					169	253
A-C					575	863

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	597	0.121	72	0.0	0.1	7.189	А
B-A	67	17	280	0.239	66	0.0	0.3	17.542	С
C-AB	354	88	957	0.369	349	0.0	1.2	6.214	A
C-A	389	97			389				
A-B	139	35			139				
A-C	472	118			472				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	22	553	0.156	86	0.1	0.2	8.088	А
B-A	80	20	232	0.345	79	0.3	0.5	24.610	С
C-AB	538	134	1028	0.523	533	1.2	2.3	7.712	A
C-A	349	87			349				
A-B	165	41			165				
A-C	564	141			564				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	26	481	0.220	105	0.2	0.3	10.040	В
B-A	98	24	166	0.590	95	0.5	1.3	50.977	F
C-AB	937	234	1132	0.828	910	2.3	8.9	17.741	С
C-A	149	37			149				
A-B	203	51			203				
A-C	690	173			690				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	26	476	0.222	106	0.3	0.3	10.201	В
B-A	98	24	161	0.607	97	1.3	1.5	57.960	F
C-AB	974	244	1148	0.848	967	8.9	10.8	24.231	С
C-A	111	28			111				
A-B	203	51			203				
A-C	690	173			690				



17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	22	549	0.157	87	0.3	0.2	8.191	А
B-A	80	20	225	0.355	84	1.5	0.6	27.235	D
C-AB	566	142	1051	0.539	599	10.8	2.6	9.183	А
C-A	320	80			320				
A-B	165	41			165				
A-C	564	141			564				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	595	0.121	72	0.2	0.1	7.231	А
B-A	67	17	278	0.241	68	0.6	0.3	18.091	С
C-AB	360	90	962	0.374	366	2.6	1.3	6.445	А
C-A	382	96			382				
A-B	139	35			139				
A-C	472	118			472				

Appendix G

Burlish Crossing/ Bewdley Road LINSIG Outputs

Full Input Data And Results Full Input Data And Results

User and Project Details

Project:	Stourport High School
Title:	Burlish Crossing
Location:	
Additional detail:	
File name:	Burlish Crossing Rev A.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
А	Traffic		7	7
В	Traffic		7	7
С	Traffic		7	7
D	Traffic		7	7
Е	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
Н	Pedestrian		6	6

Phase Intergreens Matrix

	Starting Phase									
		А	в	С	D	Е	F	G	Н	
	А		7	7	7	8	8	8	8	
	В	7		7	7	8	8	8	8	
	С	7	7		7	8	8	8	8	
Terminating Phase	D	7	7	7		8	8	8	8	
	Е	8	8	8	8		-	-	-	
	F	8	8	8	8	-		-	-	
	G	8	8	8	8	-	-		-	
	Н	8	8	8	8	-	-	-		

Phases in Stage

Stage No.	Phases in Stage
1	А
2	В
3	EFGH
4	С
5	D

Stage Diagram

1	Min >= 7	2	Min >= 7	3	Min >= 6	4	Min >= 7	5	Min >= 7
B	D	B	D	B	D	В	D	B	D
\rightarrow						\rightarrow		\rightarrow	
F	∕⊕ ́	(F)	^ H_ ^	F	` ⊎	F	₩, ×	(F)	Έų X
~	*	~	*			~	*	~	*
6	E	6	E	G	E	G	E	^ ©	E
7 4	X	\sum	1		~	$\mathbf{X} \rightarrow$	1	\searrow	5
C	A	Ć	A	C	A	C	A	Ć	A
	Ŭ		Ŭ		Ŭ		Ŭ		Ŭ

Phase Delays

Term. Stage	Start Stage	Phase	Туре	Value	Cont value					
	There are no Phase Delays defined									

Prohibited Stage Change

		To Stage							
		1	2	3	4	5			
	1		7	8	7	7			
From	2	7		8	7	7			
Stage	3	8	8		8	8			
	4	7	7	8		7			
	5	7	7	8	7				

Full Input Data And Results Give-Way Lane Input Data

Junction: 5022 - Burlish Crossing

There are no Opposed Lanes in this Junction

Full Input Data And Results Lane Input Data

Junction: 50	Junction: 5022 - Burlish Crossing											
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1											Arm 2 Left	8.00
(Bewdley Rd East	U	А	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
Entry)											Arm 6 Right	12.00
2/1 (Lickhill Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
											Arm 4 Left	10.00
3/1 (Lickhill Rd Entry)	U	С	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Right	12.00
4/1 (Bewdley Rd West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1											Arm 2 Right	10.00
(Bewdley Rd West	U	В	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 6 Left	7.00
Entry)											Arm 8 Ahead	Inf
6/1 (Burlish Crossing Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1											Arm 2 Ahead	Inf
(Burlish Crossing	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	12.00
Entry)											Arm 8 Left	8.00
8/1 (Bewdley Rd East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 AM Base'	08:00	09:00	01:00	
2: '2021 PM Base'	17:00	18:00	01:00	
3: '2026 AM Ref'	08:00	09:00	01:00	
4: '2026 PM Ref'	17:00	18:00	01:00	
5: '2026 AM Ref + DEV'	08:00	09:00	01:00	
6: '2026 PM Ref + DEV'	17:00	18:00	01:00	

Scenario 1: '2021 AM Base' (FG1: '2021 AM Base', Plan 1: 'Network Control Plan 1') Traffic Flows, Desired Desired Flow :

		Destination											
		А	В	С	D	Tot.							
Orinin	А	0	134	327	115	576							
	В	85	0	52	82	219							
Ongin	С	225	62	0	47	334							
	D	141	80	26	0	247							
	Tot.	451	276	405	244	1376							

Traffic Lane Flows

Lane	Scenario 1: 2021 AM Base					
Junction:	5022 - Burlish Crossing					
1/1	334					
2/1	244					
3/1	247					
4/1	451					
5/1	576					
6/1	276					
7/1	219					
8/1	405					

Lane Saturation Flows

Junction: 5022 - Burlish Crossing										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
				Arm 2 Left	8.00	14.1 %				
1/1 (Bewdley Rd East Entry)	3.50	0.00	Y	Arm 4 Ahead	Inf	67.4 %	1872	1872		
				Arm 6 Right	12.00	18.6 %				
2/1 (Lickhill Rd Exit Lane 1)		Infinite Saturation Flow					Inf	Inf		
3/1 (Lickhill Rd Entry)		0.00	Y	Arm 4 Left	10.00	57.1 %				
	3.40			Arm 6 Ahead	Inf	32.4 %	1779	1779		
				Arm 8 Right	12.00	10.5 %				
4/1 (Bewdley Rd West Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf		
			Y	Arm 2 Right	10.00	20.0 %				
5/1 (Bewdley Rd West Entry)	3.75	0.00		Arm 6 Left	7.00	23.3 %	1843	1843		
				Arm 8 Ahead	Inf	56.8 %				
6/1 (Burlish Crossing Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf		
				Arm 2 Ahead	Inf	37.4 %				
7/1 (Burlish Crossing Entry)	3.50	0.00	Y	Arm 4 Right	12.00	38.8 %	1798	1798		
				Arm 8 Left	8.00	23.7 %				
8/1 (Bewdley Rd East Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf		

Scenario 2: '2021 PM Base' (FG2: '2021 PM Base', Plan 1: 'Network Control Plan 1') Traffic Flows, Desired Desired Flow :

	Destination											
Orista		А	В	С	D	Tot.						
	А	0	125	285	116	526						
	В	151	0	31	74	256						
Ongin	С	414	24	0	25	463						
	D	147	53	22	0	222						
	Tot.	712	202	338	215	1467						

Traffic Lane Flows

Lane	Scenario 2: 2021 PM Base
Junction:	5022 - Burlish Crossing
1/1	463
2/1	215
3/1	222
4/1	712
5/1	526
6/1	202
7/1	256
8/1	338

Lane Saturation Flows

Junction: 5022 - Burlish Crossing								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
				Arm 2 Left	8.00	5.4 %		
1/1 (Bewdley Rd East Entrv)	3.50	0.00	Y	Arm 4 Ahead	Inf	89.4 %	1933	1933
(Arm 6 Right	12.00	5.2 %		
2/1 (Lickhill Rd Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf
				Arm 4 Left	10.00	66.2 %		
3/1 (Lickhill Rd Entry)	3.40	0.00	Y	Arm 6 Ahead	Inf	23.9 %	1759	1759
				Arm 8 Right	12.00	9.9 %		
4/1 (Bewdley Rd West Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf
				Arm 2 Right	10.00	22.1 %		
5/1 (Bewdley Rd West Entry)	3.75	0.00	Y	Arm 6 Left	7.00	23.8 %	1836	1836
(,				Arm 8 Ahead	Inf	54.2 %		
6/1 (Burlish Crossing Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
				Arm 2 Ahead	Inf	28.9 %		
7/1 (Burlish Crossing Entrv)	3.50	0.00	Y	Arm 4 Right	12.00	59.0 %	1792	1792
				Arm 8 Left	8.00	12.1 %		
8/1 (Bewdley Rd East Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf

Scenario 3: '2026 AM Ref' (FG3: '2026 AM Ref', Plan 1: 'Network Control Plan 1') Traffic Flows, Desired Desired Flow :

	Destination						
		А	В	С	D	Tot.	
	А	0	138	337	119	594	
Origin	В	88	0	54	85	227	
Ungin	С	232	64	0	49	345	
	D	145	83	26	0	254	
	Tot.	465	285	417	253	1420	

Traffic Lane Flows

Lane	Scenario 3: 2026 AM Ref				
Junction: 5022 - Burlish Cros					
1/1	345				
2/1	253				
3/1	254				
4/1	465				
5/1	594				
6/1	285				
7/1	227				
8/1	417				

Lane Saturation Flows

Junction: 5022 - Burlish Crossing								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
				Arm 2 Left	8.00	14.2 %		
1/1 (Bewdley Rd East Entry)	3.50	0.00	Y	Arm 4 Ahead	Inf	67.2 %	1872	1872
				Arm 6 Right	12.00	18.6 %		
2/1 (Lickhill Rd Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf
				Arm 4 Left	10.00	57.1 %		
3/1 (Lickhill Rd Entry)	3.40	0.00	Y	Arm 6 Ahead	Inf	32.7 %	1780	1780
(Arm 8 Right	12.00	10.2 %		
4/1 (Bewdley Rd West Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf
				Arm 2 Right	10.00	20.0 %		
5/1 (Bewdley Rd West Entry)	3.75	0.00	Y	Arm 6 Left	7.00	23.2 %	1843	1843
				Arm 8 Ahead	Inf	56.7 %		
6/1 (Burlish Crossing Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
				Arm 2 Ahead	Inf	37.4 %		
7/1 (Burlish Crossing Entry)	3.50	0.00	Y	Arm 4 Right	12.00	38.8 %	1798	1798
				Arm 8 Left	8.00	23.8 %		
8/1 (Bewdley Rd East Exit Lane 1)		Infinite Saturation Flow					Inf	Inf

Scenario 4: '2026 PM Ref' (FG4: '2026 PM Ref', Plan 1: 'Network Control Plan 1') Traffic Flows, Desired Desired Flow :

	Destination						
		A	В	С	D	Tot.	
	А	0	129	293	119	541	
Origin	В	155	0	32	76	263	
Ongin	С	425	24	0	25	474	
	D	151	55	22	0	228	
	Tot.	731	208	347	220	1506	

Traffic Lane Flows

Lane	Scenario 4: 2026 PM Ref
Junction:	5022 - Burlish Crossing
1/1	474
2/1	220
3/1	228
4/1	731
5/1	541
6/1	208
7/1	263
8/1	347

Lane Saturation Flows

Junction: 5022 - Burlish Crossing								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
				Arm 2 Left	8.00	5.3 %		
1/1 (Bewdley Rd East Entrv)	3.50	0.00	Y	Arm 4 Ahead	Inf	89.7 %	1934	1934
(Arm 6 Right	12.00	5.1 %		
2/1 (Lickhill Rd Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf
				Arm 4 Left	10.00	66.2 %		
3/1 (Lickhill Rd Entry)	3.40	0.00	Y	Arm 6 Ahead	Inf	24.1 %	1759	1759
				Arm 8 Right	12.00	9.6 %		
4/1 (Bewdley Rd West Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf
				Arm 2 Right	10.00	22.0 %		
5/1 (Bewdley Rd West Entrv)	3.75	0.00	Y	Arm 6 Left	7.00	23.8 %	1836	1836
(· · · · · · · · · · · · · · · · · · ·				Arm 8 Ahead	Inf	54.2 %		
6/1 (Burlish Crossing Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
				Arm 2 Ahead	Inf	28.9 %		
7/1 (Burlish Crossing Entrv)	3.50	0.00	Y	Arm 4 Right	12.00	58.9 %	1792	1792
				Arm 8 Left	8.00	12.2 %		
8/1 (Bewdley Rd East Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf

Scenario 5: '2026 AM Ref + DEV' (FG5: '2026 AM Ref + DEV', Plan 1: 'Network Control Plan 1') Traffic Flows, Desired Desired Flow :

	Destination						
		А	В	С	D	Tot.	
	А	0	140	337	119	596	
Origin	В	94	0	54	86	234	
Ongin	С	232	64	0	49	345	
	D	145	83	26	0	254	
	Tot.	471	287	417	254	1429	

Traffic Lane Flows

Lane	Scenario 5: 2026 AM Ref + DEV
Junction:	5022 - Burlish Crossing
1/1	345
2/1	254
3/1	254
4/1	471
5/1	596
6/1	287
7/1	234
8/1	417
Lane Saturation Flows

Junction: 5022 - Burlish Crossing											
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)			
				Arm 2 Left	8.00	14.2 %					
1/1 (Bewdley Rd East Entry)	3.50	0.00	Y	Arm 4 Ahead	Inf	67.2 %	1872	1872			
				Arm 6 Right	12.00	18.6 %					
2/1 (Lickhill Rd Exit Lane 1)			Inf	Inf							
				Arm 4 Left	10.00	57.1 %					
3/1 (Lickhill Rd Entry)	3.40	0.00	Y	Arm 6 Ahead	Inf	32.7 %	1780	1780			
				Arm 8 Right	12.00	10.2 %					
4/1 (Bewdley Rd West Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf			
				Arm 2 Right	10.00	20.0 %					
5/1 (Bewdley Rd West Entry)	3.75	0.00	Y	Arm 6 Left	7.00	23.5 %	1842	1842			
				Arm 8 Ahead	Inf	56.5 %					
6/1 (Burlish Crossing Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf			
				Arm 2 Ahead	Inf	36.8 %					
7/1 (Burlish Crossing Entry)	3.50	0.00	Y	Arm 4 Right	12.00	40.2 %	1797	1797			
				Arm 8 Left	8.00	23.1 %					
8/1 (Bewdley Rd East Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf			

Scenario 6: '2026 PM Ref + DEV' (FG6: '2026 PM Ref + DEV', Plan 1: 'Network Control Plan 1') Traffic Flows, Desired Desired Flow :

			Desti	nation		
		А	В	С	D	Tot.
	А	0	133	293	119	545
Origin	В	157	0	32	76	265
Ongin	С	425	24	0	25	474
	D	151	56	22	0	229
	Tot.	733	213	347	220	1513

Traffic Lane Flows

Lane	Scenario 6: 2026 PM Ref + DEV
Junction:	5022 - Burlish Crossing
1/1	474
2/1	220
3/1	229
4/1	733
5/1	545
6/1	213
7/1	265
8/1	347

Lane Saturation Flows

Junction: 5022 - Burlish Cross	sing							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
				Arm 2 Left	8.00	5.3 %		
1/1 (Bewdley Rd East Entry)	3.50	0.00	Y	Arm 4 Ahead	Inf	89.7 %	1934	1934
				Arm 6 Right	12.00	5.1 %		
2/1 (Lickhill Rd Exit Lane 1)			Infinite S	Inf	Inf			
				Arm 4 Left	10.00	65.9 %		
3/1 (Lickhill Rd Entry)	3.40	0.00	Y	Arm 6 Ahead	Inf	24.5 %	1760	1760
				Arm 8 Right	12.00	9.6 %		
4/1 (Bewdley Rd West Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf
				Arm 2 Right	10.00	21.8 %		
5/1 (Bewdley Rd West Entry)	3.75	0.00	Y	Arm 6 Left	7.00	24.4 %	1834	1834
(, , , , , , , , , , , ,				Arm 8 Ahead	Inf	53.8 %		
6/1 (Burlish Crossing Exit Lane 1)			Infinite S	aturation Flow			Inf	Inf
				Arm 2 Ahead	Inf	28.7 %		
7/1 (Burlish Crossing Entry)	3.50	0.00	Y	Arm 4 Right	12.00	59.2 %	1792	1792
				Arm 8 Left	8.00	12.1 %		
8/1 (Bewdley Rd East Exit Lane 1)	8/1 Bewdley Rd East Exit Lane 1) Infinite Saturation Flow							Inf

Scenario 1: '2021 AM Base' (FG1: '2021 AM Base', Plan 1: 'Network Control Plan 1')



Stage Timings

Stage	1	2	3	4	5
Duration	33	57	6	25	22
Change Point	0	40	104	118	151





Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 5022 - Burlish Crossing	-	-	N/A	-	-		-	-	-	-	-	-	97.0%
5022 - Burlish Crossing	-	-	N/A	-	-		-	-	-	-	-	-	97.0%
1/1	Bewdley Rd East Entry Left Ahead Right	U	N/A	N/A	А		1	33	-	334	1872	354	94.5%
2/1	Lickhill Rd Exit	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
3/1	Lickhill Rd Entry Left Ahead Right	U	N/A	N/A	С		1	25	-	247	1779	257	96.1%
4/1	Bewdley Rd West Exit	U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
5/1	Bewdley Rd West Entry Right Left Ahead	U	N/A	N/A	В		1	57	-	576	1843	594	97.0%
6/1	Burlish Crossing Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
7/1	Burlish Crossing Entry Ahead Right Left	U	N/A	N/A	D		1	22	-	219	1798	230	95.3%
8/1	Bewdley Rd East Exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 5022 - Burlish Crossing	-	-	0	0	0	26.3	24.7	0.0	51.0	-	-	-	-
5022 - Burlish Crossing	-	-	0	0	0	26.3	24.7	0.0	51.0	-	-	-	-
1/1	334	334	-	-	-	6.7	5.5	-	12.2	131.0	16.4	5.5	21.9
2/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	247	247	-	-	-	5.2	5.8	-	11.0	160.3	12.2	5.8	18.0
4/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	576	576	-	-	-	9.6	8.3	-	18.0	112.3	28.3	8.3	36.7
6/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	219	219	-	-	-	4.7	5.2	-	9.9	163.2	10.8	5.2	16.0
8/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for S PRC O	ignalled Lanes (%): Iver All Lanes (%):	-7.8 -7.8	Total Delay fo Total De	r Signalled Lanes lay Over All Lanes	s (pcuHr): 51.0 s(pcuHr): 51.0	95 Cycl 95	e Time (s): 180			

Full Input Data And Results Scenario 2: '2021 PM Base' (FG2: '2021 PM Base', Plan 1: 'Network Control Plan 1') Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	42	50	6	21	24
Change Point	0	49	106	120	149





Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 5022 - Burlish Crossing	-	-	N/A	-	-		-	-	-	-	-	-	103.3%
5022 - Burlish Crossing	-	-	N/A	-	-		-	-	-	-	-	-	103.3%
1/1	Bewdley Rd East Entry Left Ahead Right	U	N/A	N/A	А		1	42	-	463	1933	462	100.3%
2/1	Lickhill Rd Exit	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
3/1	Lickhill Rd Entry Left Ahead Right	U	N/A	N/A	С		1	21	-	222	1759	215	103.3%
4/1	Bewdley Rd West Exit	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
5/1	Bewdley Rd West Entry Right Left Ahead	U	N/A	N/A	В		1	50	-	526	1836	520	101.1%
6/1	Burlish Crossing Exit	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
7/1	Burlish Crossing Entry Ahead Right Left	U	N/A	N/A	D		1	24	-	256	1792	249	102.9%
8/1	Bewdley Rd East Exit	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 5022 - Burlish Crossing	-	-	0	0	0	30.3	43.5	0.0	73.8	-	-	-	-
5022 - Burlish Crossing	-	-	0	0	0	30.3	43.5	0.0	73.8	-	-	-	-
1/1	463	462	-	-	-	8.9	11.1	-	20.0	155.4	23.2	11.1	34.3
2/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	222	215	-	-	-	5.3	9.4	-	14.7	238.5	11.5	9.4	20.9
4/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	526	520	-	-	-	9.9	13.0	-	22.9	156.6	26.6	13.0	39.6
6/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	256	249	-	-	-	6.2	10.0	-	16.2	228.0	13.3	10.0	23.3
8/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for S PRC C	ignalled Lanes (%): Iver All Lanes (%):	-14.7 -14.7	Total Delay fo Total De	or Signalled Lanes lay Over All Lane	s (pcuHr): 73.7 s(pcuHr): 73.7	79 Cycl 79	e Time (s): 180			

Full Input Data And Results Scenario 3: '2026 AM Ref' (FG3: '2026 AM Ref', Plan 1: 'Network Control Plan 1') Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	33	57	6	25	22
Change Point	0	40	104	118	151





Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 5022 - Burlish Crossing	-	-	N/A	-	-		-	-	-	-	-	-	100.0%
5022 - Burlish Crossing	-	-	N/A	-	-		-	-	-	-	-	-	100.0%
1/1	Bewdley Rd East Entry Left Ahead Right	U	N/A	N/A	A		1	33	-	345	1872	354	97.6%
2/1	Lickhill Rd Exit	U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
3/1	Lickhill Rd Entry Left Ahead Right	U	N/A	N/A	С		1	25	-	254	1780	257	98.8%
4/1	Bewdley Rd West Exit	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
5/1	Bewdley Rd West Entry Right Left Ahead	U	N/A	N/A	В		1	57	-	594	1843	594	100.0%
6/1	Burlish Crossing Exit	U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
7/1	Burlish Crossing Entry Ahead Right Left	U	N/A	N/A	D		1	22	-	227	1798	230	98.8%
8/1	Bewdley Rd East Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%

ltem	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 5022 - Burlish Crossing	-	-	0	0	0	27.4	33.7	0.0	61.1	-	-	-	-
5022 - Burlish Crossing	-	-	0	0	0	27.4	33.7	0.0	61.1	-	-	-	-
1/1	345	345	-	-	-	7.0	7.4	-	14.3	149.6	17.1	7.4	24.4
2/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	254	254	-	-	-	5.4	7.2	-	12.7	179.3	12.6	7.2	19.9
4/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	594	594	-	-	-	10.1	12.2	-	22.3	135.1	29.7	12.2	41.9
6/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	227	227	-	-	-	4.9	6.9	-	11.8	187.5	11.3	6.9	18.2
8/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -11.1 Total Delay for Signalled Lanes (pcuHr): 61.11 Cycle Time (s): 180 PRC Over All Lanes (%): -11.1 Total Delay Over All Lanes (pcuHr): 61.11 Cycle Time (s): 180													

Full Input Data And Results Scenario 4: '2026 PM Ref' (FG4: '2026 PM Ref', Plan 1: 'Network Control Plan 1') Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	42	50	6	21	24
Change Point	0	49	106	120	149





Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 5022 - Burlish Crossing	-	-	N/A	-	-		-	-	-	-	-	-	106.1%
5022 - Burlish Crossing	-	-	N/A	-	-		-	-	-	-	-	-	106.1%
1/1	Bewdley Rd East Entry Left Ahead Right	U	N/A	N/A	A		1	42	-	474	1934	462	102.6%
2/1	Lickhill Rd Exit	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
3/1	Lickhill Rd Entry Left Ahead Right	U	N/A	N/A	С		1	21	-	228	1759	215	106.1%
4/1	Bewdley Rd West Exit	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
5/1	Bewdley Rd West Entry Right Left Ahead	U	N/A	N/A	В		1	50	-	541	1836	520	104.0%
6/1	Burlish Crossing Exit	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
7/1	Burlish Crossing Entry Ahead Right Left	U	N/A	N/A	D		1	24	-	263	1792	249	105.7%
8/1	Bewdley Rd East Exit	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 5022 - Burlish Crossing	-	-	0	0	0	34.3	56.1	0.0	90.4	-	-	-	-
5022 - Burlish Crossing	-	-	0	0	0	34.3	56.1	0.0	90.4	-	-	-	-
1/1	474	462	-	-	-	10.1	14.3	-	24.4	185.4	24.3	14.3	38.6
2/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	228	215	-	-	-	5.8	11.5	-	17.3	272.7	12.1	11.5	23.5
4/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	541	520	-	-	-	11.3	17.9	-	29.2	194.5	28.1	17.9	46.0
6/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	263	249	-	-	-	7.1	12.4	-	19.5	266.7	14.3	12.4	26.7
8/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for S PRC C	ignalled Lanes (%): Iver All Lanes (%):	-17.8 -17.8	Total Delay fo Total De	or Signalled Lanes lay Over All Lane	s (pcuHr): 90.3 s(pcuHr): 90.3	e Time (s): 180				

Full Input Data And Results Scenario 5: '2026 AM Ref + DEV' (FG5: '2026 AM Ref + DEV', Plan 1: 'Network Control Plan 1') Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	32	57	6	25	23
Change Point	0	39	103	117	150





Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 5022 - Burlish Crossing	-	-	N/A	-	-		-	-	-	-	-	-	100.5%
5022 - Burlish Crossing	-	-	N/A	-	-		-	-	-	-	-	-	100.5%
1/1	Bewdley Rd East Entry Left Ahead Right	U	N/A	N/A	A		1	32	-	345	1872	343	100.5%
2/1	Lickhill Rd Exit	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
3/1	Lickhill Rd Entry Left Ahead Right	U	N/A	N/A	С		1	25	-	254	1780	257	98.8%
4/1	Bewdley Rd West Exit	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
5/1	Bewdley Rd West Entry Right Left Ahead	U	N/A	N/A	В		1	57	-	596	1842	594	100.4%
6/1	Burlish Crossing Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Burlish Crossing Entry Ahead Right Left	U	N/A	N/A	D		1	23	-	234	1797	240	97.7%
8/1	Bewdley Rd East Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 5022 - Burlish Crossing	-	-	0	0	0	28.0	36.2	0.0	64.2	-	-	-	-
5022 - Burlish Crossing	-	-	0	0	0	28.0	36.2	0.0	64.2	-	-	-	-
1/1	345	343	-	-	-	7.2	9.7	-	17.0	177.0	17.3	9.7	27.1
2/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	254	254	-	-	-	5.4	7.2	-	12.7	179.3	12.6	7.2	19.9
4/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	596	594	-	-	-	10.3	12.8	-	23.1	139.7	29.9	12.8	42.8
6/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	234	234	-	-	-	5.1	6.4	-	11.4	175.8	11.6	6.4	18.0
8/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for S PRC C	ignalled Lanes (%): Iver All Lanes (%):	-11.7 -11.7	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			7 Cycl 7	e Time (s): 180			

Full Input Data And Results Scenario 6: '2026 PM Ref + DEV' (FG6: '2026 PM Ref + DEV', Plan 1: 'Network Control Plan 1') Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	42	51	6	20	24
Change Point	0	49	107	121	149





ltem	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 5022 - Burlish Crossing	-	-	N/A	-	-		-	-	-	-	-	-	111.5%
5022 - Burlish Crossing	-	-	N/A	-	-		-	-	-	-	-	-	111.5%
1/1	Bewdley Rd East Entry Left Ahead Right	U	N/A	N/A	A		1	42	-	474	1934	462	102.6%
2/1	Lickhill Rd Exit	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
3/1	Lickhill Rd Entry Left Ahead Right	U	N/A	N/A	С		1	20	-	229	1760	205	111.5%
4/1	Bewdley Rd West Exit	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
5/1	Bewdley Rd West Entry Right Left Ahead	U	N/A	N/A	В		1	51	-	545	1834	530	102.9%
6/1	Burlish Crossing Exit	U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
7/1	Burlish Crossing Entry Ahead Right Left	U	N/A	N/A	D		1	24	-	265	1792	249	106.5%
8/1	Bewdley Rd East Exit	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 5022 - Burlish Crossing	-	-	0	0	0	34.8	59.0	0.0	93.8	-	-	-	-
5022 - Burlish Crossing	-	-	0	0	0	34.8	59.0	0.0	93.8	-	-	-	-
1/1	474	462	-	-	-	10.1	14.3	-	24.4	185.4	24.3	14.3	38.6
2/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	229	205	-	-	-	6.5	15.5	-	22.0	346.1	12.6	15.5	28.2
4/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	545	530	-	-	-	10.9	16.1	-	26.9	177.8	28.0	16.1	44.1
6/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	265	249	-	-	-	7.4	13.1	-	20.5	278.1	14.6	13.1	27.7
8/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	C1 PRC for Signalled Lanes (%): -23.9 Total Delay for Signalled Lanes (pcuHr): 93.82 Cycle Time (s): 180 PRC Over All Lanes (%): -23.9 Total Delay Over All Lanes(pcuHr): 93.82												

Appendix H

Residential Travel Plan

Windermere Grange, Stourport

Residential Travel Plan



Windermere Grange, Stourport

Residential Travel Plan

7th January 2021 DN/NS/19019-06 Residential Travel Plan

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Figures Figure 1

Figure 1Site Location Plan

Drawings 19019-03a

Site Access

Appendices

Appendix A Site Layout Plan



1.0 INTRODUCTION

- 1.1 This Travel Plan document has been prepared in order to provide a strategy for encouraging and facilitating sustainable travel at a new residential development of up to 118 dwellings on land at Stourport High School. A site layout plan is attached as Appendix A.
- 1.2 The Travel Plan is structured as follows:
 - **2.0 Existing Transport Conditions** This section provides a detailed overview of the existing transport infrastructure within the vicinity of the site
 - **3.0 Travel Plan Objectives and Targets –** This section establishes the overarching objectives of the Travel Plan and identifies targets for modal shift for the purposes of measuring the strategy's progress.
 - **4.0 Travel Plan Measures** This section details the measures that are to be implemented as part of the strategy.
 - **5.0 Travel Plan Monitoring** This section details how the travel plan will be managed alongside the strategy for monitoring and reporting progress.
 - **6.0** Action Plan This provides an overview of the strategy measures set against the timeframe for implementation.



2.0 EXISTING TRANSPORT CONDITIONS

2.1 Site Location

- 2.1.1 The site is located approximately 1.5km to the northwest of Stourport-on-Severn Town Centre. The location of the site is shown in **Figure 1**.
- 2.1.2 The site is the former sixth form block, caretaker's bungalow and playing fields within the grounds of Stourport High School.

2.2 Public Transport Facilities

- 2.2.1 The nearest bus stop is located approximately 200m from the site on Windermere Way.The area is served by two bus services.
- 2.2.2 **Table 1** below shows a summary of the bus services and their frequencies.

No	Douto	Maximum Frequency & First and Last Service							
INO.	Route	Mon-Fri		Sat		Sun			
15	Kidderminster –	1hr 15 mins		1 hr 15 mins					
	Wilden Top –	First	Last	First	Last	No Service			
	Stourport - Burlish	0650	1800	0650	1800				
294/295	Kiddormainatar	2 hrs		2hrs					
	Moreostor	First	Last	First	Last	No Service			
	vvoicestei	0705	1630	0718	1630				

 Table 1 – Bus Service Provision

2.3 Pedestrian and Cycle Facilities

- 2.3.1 Coniston Crescent has 2m footways on either side of the carriageway with dropped kerbs and street lighting.
- 2.3.2 The footways are continuous from the site with signalised pedestrian crossings and pedestrian refuges along the A451 into the town centre.
- 2.3.3 Route 45 on the National Cycle Network lies approximately 850m east of the site which links Chester with Salisbury via Bridgnorth, Droitwich Spa, Worcester, Gloucester, Cirencester and Swindon.
- 2.3.4 Route 54 on the National Cycle Network lies 1.2km east of the site and links Stourport with Parsley via Kidderminster, Dudley, Lichfield, Burton and Derby.



2.4 Access to Local Services and Facilities

- 2.4.1 This section of the TA considers access to the following services:
 - Education.
 - Food retail.
 - Healthcare; and
 - Employment.
- 2.4.2 The majority of trips that will be made by foot or cycle from the proposed development will be for the purpose of short shopping trips, access to leisure facilities, school journeys, and trips to bus stops as part of linked trips to other destinations.
- 2.4.3 It is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.

Education

- 2.4.4 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, indeed according to the National Travel Survey (NTS) 50% of trips in progress during the AM peak (08:00 09:00) are school related (accurate as of September 2016). Education trips are therefore one of the most significant factors influencing the vehicle trip generation of a residential site particularly given the apparent sensitivity to distance.
- 2.4.5 As shown by the 2016 NTS, for primary school trips, pupils are twice as 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 2**. Nationally, the average journey length is 2.4 km according to the 2016 NTS (NTS0615). A similar relationship is also apparent for secondary school pupils although they are more likely to take the bus rather than be driven for long journey lengths as shown in **Table 3**. Nationally the average journey length is 5.1 km according to the 2016 NTS.



Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	78	26	0	0	44
Bicycle	2	1	0	0	1
Car/van	20	65	80	84	48
Bus	-	6	18	13	6
Other	-	1	1	3	1
Total	100	100	100	100	100

 Table 2 – School trips by age, mode and length, 2016 Primary school: (5-10 years) – NTS0614

Table 3 – Secondary school: 2016 (11-16 years) – NTS0614

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	87	57	8	0	37
Bicycle	3	5	2	0	2
Car/van	8	26	42	22	26
Bus	0	11	44	62	29
Other	0	1	5	16	5
Total	100	100	100	100	100

- 2.4.6 The nearest primary school to the site is Burlish Park Primary School which is directly adjacent to the southern boundary of the site, fronting Windermere Way. As can be seen 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 will be high. Parental choice is a consideration and Stourport Primary School is located approximately 1.7km from the site and St Wulstans Catholic Primary School is located 1.9km from the site.
- 2.4.7 The nearest secondary school is Stourport-on-Severn High School. Its grounds are adjacent to the eastern boundary of the site with the main access being accessible through the allotments to the north or along Windermere Way and Kingsway. Using the information in **Table 3**, the majority of pupils will walk to school, parental choice is a consideration and a further secondary school is available in Bewdley; The Bewdley School and the Sixth Form Centre.

Food Retail

- 2.4.8 The nearest large supermarket is Lidl, located 1.3km southeast in the town centre.Other choices include Tesco and The Cooperative.
- 2.4.9 Stourport-on-Severn Town Centre has all the retail outlets that would be expected in a Town Centre, including banks, markets and supermarkets.

Healthcare



- 2.4.10 In terms of healthcare provision, Stourport Health Centre Medical Practice is located on Worcester Street in the town centre.
- 2.4.11 The closest hospital to the site offering A&E services is Worcestershire Royal Hospital located 23 km southeast to the site on the outskirts of Worcester.

Leisure

- 2.4.12 Wyre Forest Leisure Centre is the closest leisure facility to the site, located on the edge of Kidderminster, 3.5km from the site. The centre has a pool, gym, sports hall and an outdoor sports pitch.
- 2.4.13 Bewdley Leisure Centre is on the edge of the Bewdley, approximately 3.5 km from the site. The leisure centre has a sports hall, courts and exercise classes.
- 2.4.14 There are a number of recreational grounds including Areley Kings Football Club in the Town Centre, as well as Stourport Boat Club and Wilden Village Cricket Club.

Employment

- 2.4.15 There are a variety of employment opportunities within Stourport-on-Severn, the area is filled with commercial business such as high street shops, independent retailers, public houses, banks, eateries, pharmacies and more.
- 2.4.16 There are additional opportunities for employment, such as Foley Business Park approximately 2.6 km to the north of the site and Wilden Industrial Estate, 4.0 km to the east of the site.
- 2.4.17 Kidderminster and Wychavon are existing principal employment destinations.



3.0 TRAVEL PLAN OBJECTIVES AND TARGETS

3.1 Introduction

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

3.2 **Objectives**

- 3.2.1 The overarching objectives of this TP are to:
 - Reduce the need for unnecessary travel to and from the development and assist those who need to travel to do so by sustainable modes;
 - Achieve a minimum number of additional single occupancy car traffic movements to and from the development;
 - Encourage those travelling to and from the development to use public transport, cycle, walk and car share in a safe and secure manner;
 - 4) Provide adequately for those with mobility difficulties; and
 - 5) Promote healthy lifestyles and sustainable, vibrant local communities by extending the benefits of the Travel Plan through the local area where possible.

3.3 Targets

- 3.3.1 Setting targets is essential in assessing whether or not the Travel Plan has been successful and where, if necessary, improvements / amendments could be made. These targets should be SMART:
 - Specific;
 - Measurable;
 - Achievable;
 - Realistic; and
 - Time-bound.


3.3.2 A review of 2011 Census data for the Super Middle Output Area of Wyre Forest 012 (E02006778) area shows that the existing modal split is 79.3% car drivers and 4.9% car passengers. Table 4 sets out the targeted modal shares for the five-year monitoring period following the development's completion.

Mode of	Baseline Modal	Year 2	Year 5
Transport	Split %		
Car Driver	79.3%	74.3%	69.3%
Car Passenger	4.9%	5.9%	6.8%
Bus	2.3%	3.3%	4.3%
Train	0.9%	1.3%	1.7%
Walk	8.0%	10.0%	12.0%
Cycle	2.6%	3.5%	4.3%
Taxi	0.3%	0.3%	0.3%
Motorcycle	1.2%	1.2%	1.2%
Other	0.3%	0.3%	0.3%
Total	100.0%	100.0%	100.0%

Table 4 – Targeted Modal Shares

3.3.3 A 10% reduction in single occupancy car driver trips has been set and this is to be achieved over the five-year period of the Travel Plan following 100% occupation of the site. Baseline travel surveys will be undertaken within three months of 25% occupation of the site. The baseline modal split will be updated accordingly.



4.0 TRAVEL PLAN MANAGEMENT AND MONITORING

4.1 Travel Plan Co-ordinator

- 4.1.1 A Travel Plan Co-ordinator will be appointed three months prior to the occupation of any part of the development and be employed continuously for the duration of the Travel Plan which is for the period of five years following 100% occupation. Contact details of the Travel Plan Co-ordinator will be submitted to Worcestershire County Council, once known.
- 4.1.2 The Travel Plan Coordinator will oversee the implementation and continued development of initiatives set out within this Travel Plan.
- 4.1.3 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.
- 4.1.4 The Co-ordinator will be responsible for the following:
 - Leading the delivery of the Travel Plan once approved.
 - Travel Plan administration.
 - Managing and monitoring the personalised travel planning process.
 - Providing information literature to residents on site.
 - Briefing housing sales staff on the role and promotion of the Travel Plan within the development.
 - Disseminating information to the local authorities and any other interested parties.
 - Liaise with local public transport operators as necessary.



5.0 TRAVEL PLAN MEASURES

5.1 Introduction

- 5.1.1 The 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 The site has been designed to facilitate foot and cycle movements along desire lines through the development, linking to the external access points. The development layout will include 2m footways on both sides of the carriageway.
- 5.2.2 Cycle parking will be provided in accordance with the local standards with cycles accommodated within garages where provided, or alternatively will be within the curtilage of individual dwellings, for example stored in garden sheds. Where properties do not have garages or sheds, a bicycle bracket will be installed on a convenient and safe point externally to the property.

5.3 Vehicular Access

5.3.1 The site will be accessed from Coniston Crescent via a new site access junction. The site access will comprise of a 5.5 wide road with 6m radii and 2m footways on both sides of the carriageway. Whilst greater splays are achievable, in accordance with WCC's scoping response, visibility splays with an 'x' distance of 2.4m and 'y' distances of 24m to the west and 30m to the east are to be provided based on the recorded 85th percentile speed of traffic. The proposed access is shown on DTA Drawing 19019-03a.



5.4 Car Parking Provision

- 5.4.1 Car and cycle parking will be provided in accordance with Worcestershire County Council's Streetscape Design Guide. The guidance sets out the following car parking provision:
 - 1 bedroom 1 space.
 - 2 and 3 bedroom 2 spaces; and
 - 4 and 5 bedroom 3 spaces.

5.5 Smarter Travel Information Pack

- 5.5.1 Each household is to be provided with a Smarter Travel Information Pack which contains site specific information on the location of facilities, bus services and cycle 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.
- 5.5.2 **Table 5** provides a summary of the content of the Smarter Travel Information Pack.



Bus Services	Sites specific information on local bus services detailing
	where to board service and the destinations served.
	 Summary of journey times and costs to key destinations.
	Details of web-links where further information can be
	obtained.
Train Services	 Summary of cost, frequency, and journey times to key
	destinations.
	 How to access the station by sustainable modes.
	Details of web-links where further information can be
	obtained.
Cycle Routes	Provision of map of local cycle routes.
	Summary of journey times and health benefits for cycle
	journeys to key destinations within Stourport on Severn.
Car Share	Details of local car share schemes.
	Details of web-links where further information can be
	obtained.
	Examples of cost savings for sharing car journeys
Feedback	A survey aimed at gaining more understanding of resident's
Form/link to online	travel requirements.
survey	A request box for bicycle equipment vouchers (the Travel
	Plan Co-ordinator will liaise with local bike shops to secure
	bulk discounts where possible).

Table 5 – Smarter Travel Information Pack

5.6 Sustainable Travel Events

5.6.1 The Travel Plan Coordinator will host a sustainable travel event annually throughout the Travel Plan period. The nature of the event will be dependent on the level of occupation within the site and feedback provided within the initial and ongoing household surveys alongside discussions with Worcestershire County Council.



- 5.6.2 Events will aim to encourage walking and cycling, car sharing and use of local buses and as such may for example include:
 - Dr Bike Sessions
 - Community walk/bike rides
 - Competitions
 - Sustainable Travel Days
- 5.6.3 The Coordinator will liaise with local groups and organisations in order to enhance participation.

5.7 Personalised Travel Planning

5.7.1 Residents will be offered personalised travel planning advice via the Smarter Travel Information Pack and subsequently via the household survey. This will provide bespoke information on sustainable travel options and comparative costs.

5.8 Car Sharing

5.8.1 The Travel Plan Co-ordinator will provide information on how to join the established Worcestershire liftshare scheme.

5.9 Marketing

5.9.1 The Travel Plan Coordinator will use social media and digital communication to market sustainable travel to the residents throughout the Travel Plan period. This media will also be used to update residents of any changes or improvements to local transport.



6.0 TRAVEL PLAN MONITORING

- 6.1.1 The effectiveness of the Travel Plan at encouraging sustainable travel will be monitored within a travel survey to be undertaken by the Travel Plan Co-ordinator. Initial survey forms will be sent out in the Smarter Travel Information Pack. Following the initial survey, a further survey will be undertake in years 3 and 5 and forms will be sent by post to each household.
- 6.1.2 In addition, a survey of peak hour vehicle movements will be undertaken when travel surveys are carried out to monitor the impact of the Travel Plan and to assess the targets.
- 6.1.3 The results of the Travel Plan monitoring process will be submitted by the Travel Plan Co-ordinator to Worcestershire County Council in the form of a Monitoring Report within three months of the travel and traffic surveys being completed and this will continue for the duration of the Travel Plan.



7.0 ACTION PLAN

7.1.1 **Table 6** below summarises the key actions based on the above.

Table	6 –	Travel	Plan	Action	Matrix
Table	0 -	navci	i iuii	ACTION	matrix

Action	Timeframe	Detail
Sales Office Briefing	On commencement of build	TPC to brief sales team on key messages and ensure sales literature extols sustainable transport benefits of the site
Preparation of Smarter Travel Information Pack	Prior to first occupation	Packs to be prepared in advance of first completion. To be handed to householder on occupation offer of sustainable travel incentive within the pack.
Year 1 - Ongoing		
Provision of Smarter Travel Information Packs	Year 1 + ongoing until full occupation	To be provided to new householders via the sales office/housing association.
Initial travel survey	Year 1	To be completed by residents on receipt of Smarter Travel Information Pack
Sustainable Travel Incentive	Year 1	To be issued to new householders on request. Not to be provided to subsequent householders at the same address.
Sustainable Travel Events	Year 1 (6 months after first occupation)	Organise a sustainable travel event tailored to extent of occupation and feedback provided by first residents
Sustainable Travel Events	Year 2 + on going for the five year Travel Plan period	Organise further sustainable travel events (one per year)
Undertake personalised travel planning	Year 1 + ongoing at the request of residents	To be requested through feedback/initial travel survey within the Smarter Travel Information Pack
Actively promote sustainable travel to residents	Year 1 – Year 5	Keep residents informed of promotional measures being implemented and the benefits of sustainable travel
Monitoring and Reporti	ng	
Initial Travel Survey/Resident feedback	Year 1/on-going as the development is occupied	TPC to collate information and prepare brief report for WCC and other stakeholders
Resident's Travel Survey	Year 2 and Year 4	Undertake a detailed travel survey with the aim of increasing resident participation, report to WCC and stakeholders, use the information to inform any new or additional measures which may be required.

Figures



Drawings



Appendix A

Ac	comodati	ion Sche	adula	
Private Dwellings				
Type Ref	No. Beds	Sqft	No. Units	Total Sqft
CAN	2	689	7	4823
EAS	3	931	ნ	4655
BEN	ယ	922	28	25816
BYF	З	976	12	11712
KIN	3	1026	1	1026
LYD	4	1099	15	16485
TRU	4	1243	10	12430
MAN	4	1385	7	9695
WOR	4	1525	7	10675
		Sub Total	92	97317
HA Dwellings				
Type Ref	No. Beds	Sqft	No. Units	Total Sqft
PA25	2	689	5	3445
NA20	2	755	3	2265
NA30	3	922	4	3688
AA31	3	910	4	3640
PA34	3	866	2	1732
		Sub Total	18	14770
Total SqFt			110	112087









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