SCP

Transportation Planning : Infrastructure Design

Transport Assessment

Proposed Lidl Food Store

Land off A413 Buckingham Road, Aylesbury

Lidl Great Britain Limited

April 2024

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EXECUTIVE SUMMARY

Lidl Great Britain Limited (Lidl GB) are seeking to update the scheme for which they already have planning permission at land east of the A413 Buckingham Road, Aylesbury under a Section 73 application. The following schedule outlines the key similarities and differences between the planning-approved store and the revised proposal:-

Quantum	Approved 'Eco' Store	Section 73 Application	Net Change
Gross External Area	1,984 sqm	2,218 sqm	+234 sqm (+11.7%)
Gross Internal Area	1,895 sqm	2,128 sqm	+233 sqm (+12.3%)
Sales Floor Area	1,251sqm	1,444 sqm	+193 sqm (+15.4%)
Car parking	128 spaces	115 spaces	-13 spaces

The differences between the approved store and the proposal which is the subject of this Section 73 application include the footprint of the store which has increased circa 12% and the Sales Floor Area by around 15% compared to the consented scheme. The store sits within the same part of the application site and the loading bay is in a similar position close to the eastern extent of the site. The parking provision has reduced by 13 spaces but does not produce a shortage of spaces in relation to forecast demand.

The original application ref: 22/02463/APP was submitted as a 'T13' store format and the supporting Transport Assessments ref SCP/200049/TA/02 submitted in May 2023 and SCP/200049/TA/03 submitted in July 2023 respectively were produced on the basis of the 'T13' layout. The format of the store was amended during the determination period to an 'Eco' store (floorspaces outlined in the table above), which was granted planning permission in December 2023.

Notwithstanding the alteration of the store from T13 to Eco store format through the original planning application process, the submitted Transport Assessment drew its conclusions based on the 'T13' store alone and the level of vehicular activity associated with that floorspace. The following schedule outlines the key similarities and differences between the analysed 'T13' store and the revised Section 73 proposal:-

Quantum	T13 Store	Section 73 Application	Net Change
Gross External Area	2,368 sqm	2,218 sqm	-150 sqm (-6.3%)
Gross Internal Area	2,275 sqm	2,128 sqm	-147 sqm (-6.5%)
Sales Floor Area	1,411sqm	1,444 sqm	+33 sqm (+2.3%)
Car parking	127 spaces	115 spaces	-12 spaces

The differences between the 'T13' store and the proposal which is the subject of this Section 73 application are therefore negligible. The footprint of the store has decreased circa 6% whilst the Sales Floor Area has increased approximately 2% compared to the original scheme. The store sits within the

same part of the application site and the loading bay is in a similar position close to the eastern extent of the site. The parking provision has reduced by 12 spaces but does not produce a shortage of spaces in relation to forecast demand.

An estimation of the likely trip-generating potential of the proposed development during the weekday AM and PM peak hour and Saturday peak hour has been compared against the original scheme. The sales floor of the Section 73 scheme is circa 2% larger than the 'T13' format on which the original trip generation was based in the Transport Assessment of the now approved 'Eco' Store. If trip rates per sqm of sales floor area are used, the estimated trip generation associated with the Section 73 application scheme based on the latest trip rates available in the TRICS database could equate to an increase of 15 two-way trips in the weekday AM peak hour and 10 two-way vehicle movements in the weekday PM peak hour, with a decrease of 11 two-way trips in the Saturday peak hour. This is equivalent to one additional vehicle movement every 4 minutes in the weekday AM peak hour and one additional vehicle movement every 6 minutes in the PM peak hour.

A comparison of the weekday AM and PM peak hour turning movements between those presented in the Traffic Flow Figures and used in the capacity assessments of the Transport Assessments submitted in support of the now approved Lidl foodstore and the peak hour turning movements associated with the Section 73 format store has been undertaken. **Figure 1** below shows the AM peak hour comparison with the approved applications capacity assessment flows in the white cells, the Section 73 flows in the orange cells and the net increase in flows shown in the green cells.

Figure 1 – AM Peak Hour Turning Movements

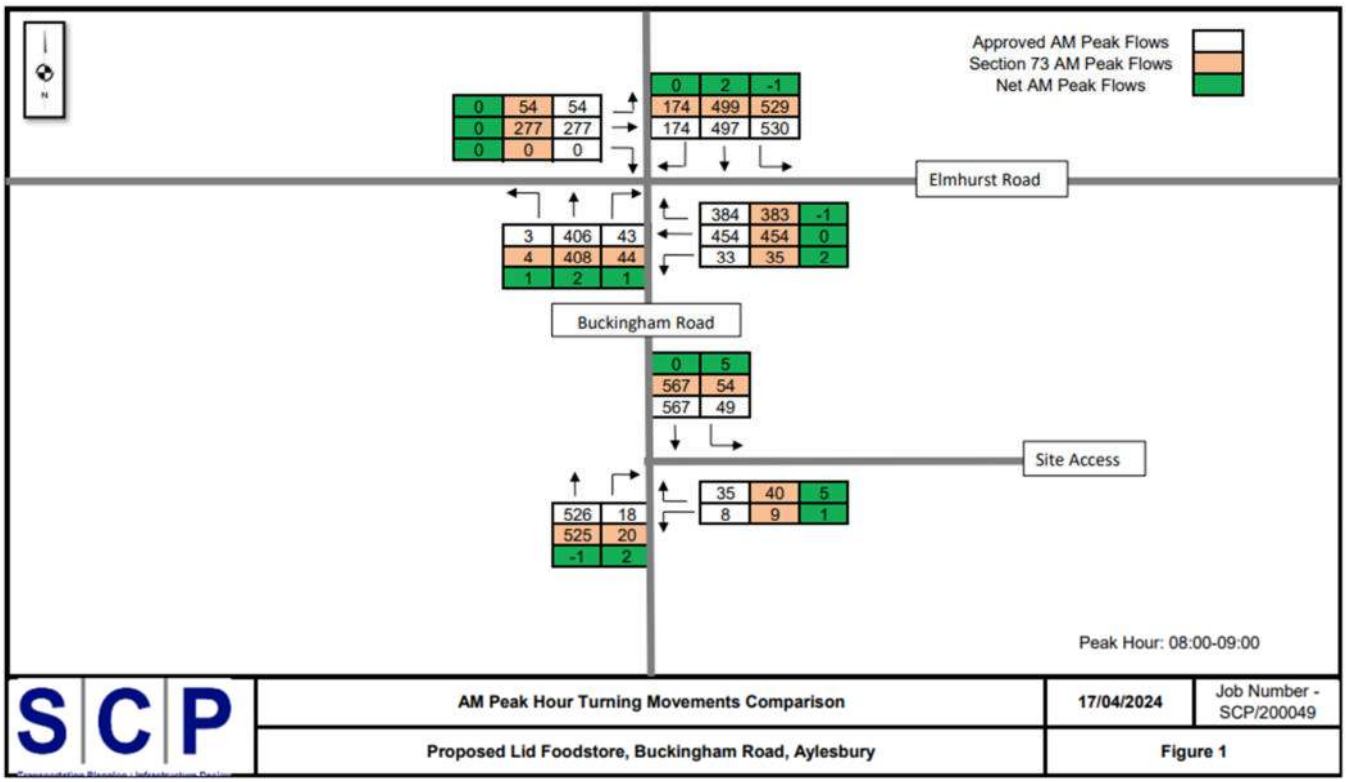


Figure 1 illustrates that during the network AM peak hour the Section 73 format store would increase vehicle movements by no more than 2 vehicles on any arm of the Horse & Jockey Junction (A4157

Weedon Road / A413 Buckingham Road / A4157 Elmhurst Road) and no more than 5 vehicles at the site access junction on Buckingham Road.

Figure 2 below shows the PM peak hour comparison with the approved capacity assessment flows in the white cells, the Section 73 flows in the orange cells and the net increase in flows shown in the green cells.

Figure 2 – PM Peak Hour Turning Movements

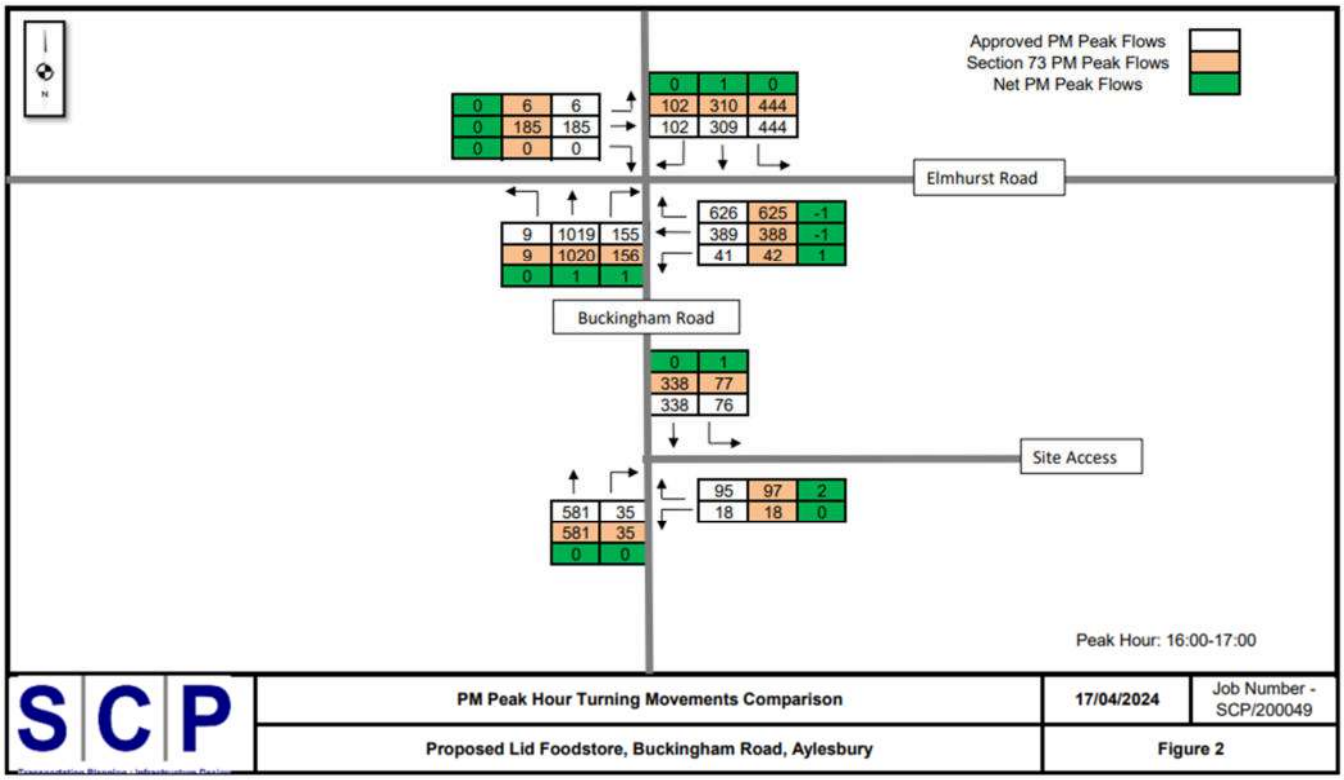


Figure 2 shows that during the network PM peak hour the Section 73 format store would increase vehicle movements by no more than 1 vehicle on any arm of the Horse & Jockey Junction (A4157 Weedon Road / A413 Buckingham Road / A4157 Elmhurst Road) and no more than 2 vehicles at the site access junction on Buckingham Road.

It can be concluded from the minimal increase in vehicle movements on the local road network during the network peak hours the proposed Section 73 scheme will not lead to any material intensification of traffic on the surrounding highway network. With no discernible difference from the original forecasts, the net additional trip generation would not threaten to reduce significantly the levels of spare capacity forecast for the site access or the performance of the signalised Horse & Jockey Junction and on the basis of this de-minimis increase in vehicle movements the findings of the original junction capacity assessments remain valid and do not require updating.

Our original conclusions are therefore unchanged. There is no threat to either highway safety or to the free flow of traffic through the study area as a result of the revised proposals. Importantly, in relation to the NPPF and paragraph 115, there is no evidence of any unacceptable impact on highway safety, nor of any residual cumulative impact on the road network that could be categorised as severe. The highway authority's recommendation should remain, therefore, that of no objection subject to conditions.

What follows in the remainder of the report is very similar to the report that was submitted to support the original and since approved application Ref: (22/02463/APP). The opening year remains 2023 and the growth factors remain unchanged for the reason outlined above that traffic levels increase by a negligible amount during the week and actually decrease on the weekend in comparison to the original trip generation which does not warrant an update to the initial capacity assessments which still provide a robust test of the junction's capacity.

Chapter 1, the Introduction to the Transport Assessment remains unchanged.

Chapter 2, relevant policy section has been updated to reflect the most recently revised NPPF document, released in December 2023.

Chapter 3 which details the Existing Conditions has remained largely unchanged however the road safety record has been updated for the most recently available 5-year study period between January 2018 and December 2022.

The Sustainable Transport Appraisal in Chapter 4 has been updated to reflect the changes in bus services and their frequency since the previous appraisal was completed as part of the now approved planning application.

Chapter 5 outlines the Proposed Development and therefore has been amended to reflect the latest specification store and associated parking provision as part of this Section 73 application. The demand for cycle parking has been assessed in the form of a cycle parking accumulation exercise to determine the demand against the provision of 20 cycle parking spaces with the results revealing that supply is more than double demand in the cycling peak hour. The distribution of cycle movements associated with the site across the local highway network has been completed revealing during the peak hour there will be on average one cyclist per 20 minutes in each direction on Buckingham Road and Elmhurst Road. Thus, cycle parking provision is more than adequate to accommodate forecast demand.

Chapter 6 detailing the access strategy has remained unchanged with the exception of the drawing reference to reflect the latest drawing based on the Section 73 proposals site plan contained within **Appendix 4**.

Similarly, the delivery, servicing and waste management strategy set out in Chapter 7 is almost identical to the previous Transport Assessments with the exception of the drawing references which now refer to the latest swept path analysis drawings presented in **Appendix 5**.

Chapter 8 regarding car parking has been updated in line with the revised parking provision of the Section 73 proposals. A parking accumulation exercise has been undertaken with updated trip rates obtained from TRICS with the weekday and Saturday results presented in **Figures 8.1** and **8.2** respectively which show that there are no issues relating to car park capacity.

Chapter 9, The future baseline conditions, remains unchanged for the reason discussed above, that the original forecasts still provide a robust assessment.

The development related transport movements are set out in Chapter 10. The trip generation for the Section 73 scheme with a Sales Floor Area of 1,444sqm, based on the newly obtained trip rates are presented in **Table 10.4** along with **Table 10.5** which reveals the net increase in vehicle trips resulting from the proposed Lidl store format in relation to the previously approved format. The section on trip types has also been updated to reflect the proportions of the different trip types that were agreed with Buckinghamshire County Highways and Oracle in January-February 2023 which were used for the distribution in the Traffic Flow Diagrams and junction capacity exercises in the previous Transport Assessments. The segment on Distribution remains unaltered.

Chapter 11 explains the traffic related impacts on the local highway network. For the reason already presented the junction capacity assessments have not been updated and hence the summary of the results of the modelling exercises using Junctions 9 and LinSig software remain changeless from the Transport Assessment which preceded this Section 73 application for the now approved Lidl foodstore.

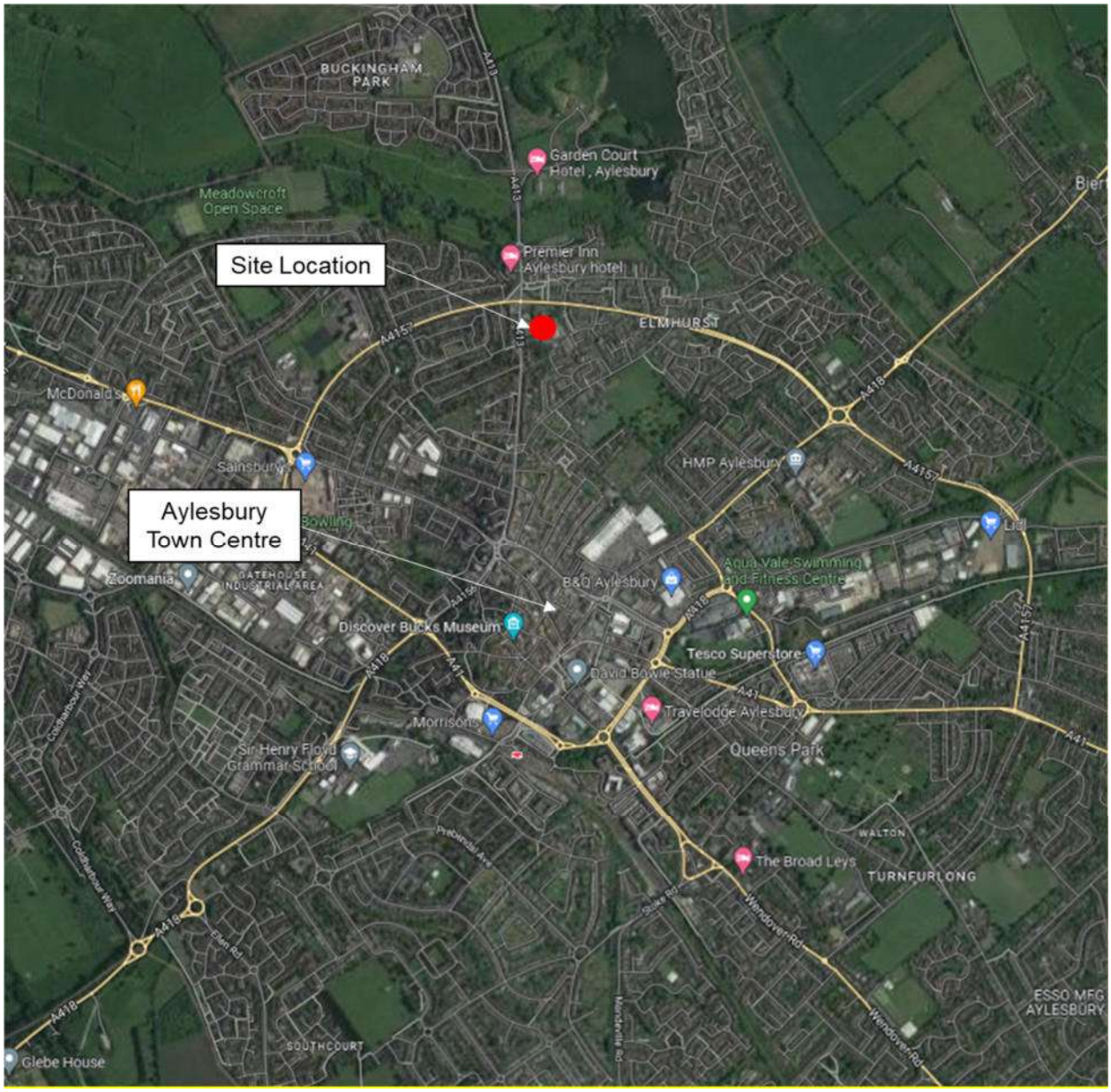
The Conclusion to the Transport Assessment in Chapter 12 has been updated in line with the Section 73 Lidl foodstore proposals and latest NPPF published in December 2023 yet the conclusion still stands that there is no road safety concerns that the Lidl development would exacerbate, The site benefits from good levels of accessibility from sustainable transport modes and the proposals will not lead to any road capacity or junction capacity issues. The report concludes with confirmation that the development of the Lidl foodstore would not have any residual impacts in the context of paragraph 115 of the NPPF and thus there should be no highways-related reasons to withhold planning permission for the proposed development.

1.0 INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared on behalf of Lidl Great Britain Limited and provides a review of the transport and highway impacts related to the proposed development of a new discount food store at land east A413 Buckingham Road, in Aylesbury.

1.2 The location of the Application Site and the surrounding highway network is shown below in **Figure 1.1**.

Figure 1.1: Site Location Plan



1.3 The site is located within the town of Aylesbury, which is the county town of the unitary authority of Buckinghamshire County. The site is currently occupied by a car showroom which is currently unoccupied.

1.4 This TA has been prepared to support a planning application to replace the existing unit with a Lidl discount foodstore and associated car parking.

1.5 This TA has been developed in accordance with the now superseded but still best practice Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document, the National Planning Practice Guidance (NPPG) "Transport Evidence in Plan Making" document, Manual for Streets (MfS) and Manual for Streets 2.

Scope of This Report

1.6 This report seeks to demonstrate that the proposed development of the site can be accommodated without detriment to the operational capacity or safety of the local highway network, and that it can be readily accessed on foot, by bicycle and by local public transport services.

2.0 TRANSPORT PLANNING POLICY

2.1 This chapter provides a summary of relevant national and local transport policies and provides a brief analysis of how the proposed development contributes towards the aims and objectives of these policies.

National Transport Policy

National Planning Policy Framework (NPPF)

2.2 NPPF is published by the Ministry for Communities and Local Government to set the framework under which local transport, parking and accessibility plans and policies are set. The NPPF has been revised most recently in December 2023.

2.3 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:

- "approving development proposals that accord with an up-to-date development plan without delay; or
- where the there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
  - the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

2.4 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users; and
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.5 Importantly, NPPF states 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'.

'Within this context, 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.

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.

The Chartered Institute of Highways and Transportation: Manual for Streets / Manual for Streets 2 (2007 / 2010);

2.6 Manual for Streets (MfS) presents technical guidance and focuses on lightly-trafficked residential streets although many of its key principles may be applicable to other types of street such as high streets or lightly-trafficked lanes in rural areas. MfS is directed to all stakeholders involved in the planning, design, approval or adoption of new residential streets, and modifications to existing residential streets.

2.7 MfS sets out detailed recommendations for street design with a focus on residential areas and motor vehicles, whilst MfS2 puts more emphasis on how and where key principles of MfS and MfS2 can be applied to busier streets and non-trunk roads; cycle infrastructure design is covered within MfS2 in detail too.

2.8 MfS and MfS2 state that the streets should:

'Not be designed just to accommodate the movement of motor vehicles. It is important that designers place a high priority and meet the needs of all users such as pedestrians, cyclists and public transport users so that growth in these modes of travel is encouraged.'

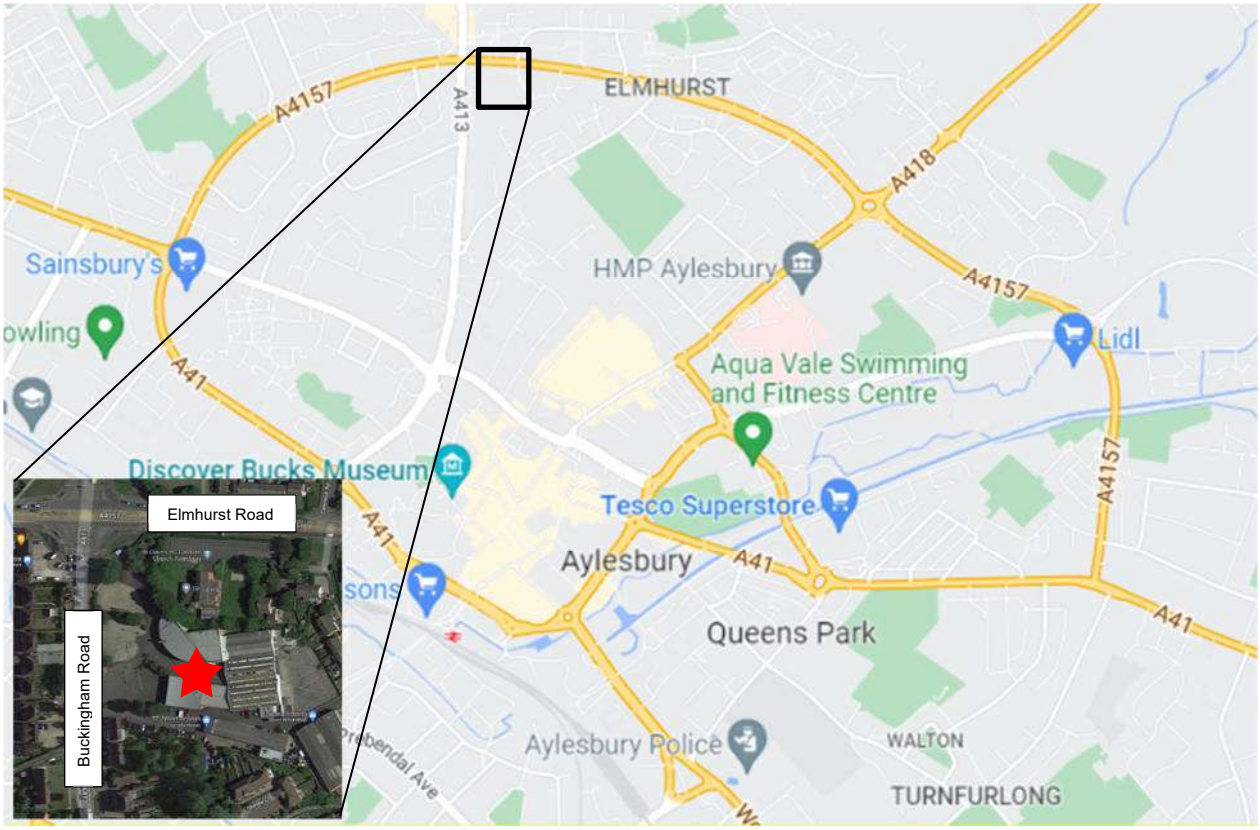
3.0 EXISTING SITE CONTEXT

3.1 The site comprises an irregular shaped piece of land located in the south-eastern quadrant of the Buckingham Road/Elmhurst Road junction, approximately 1.3km to the north of Aylesbury centre.

3.2 The site is bound by the A413 Buckingham Road to the west, St Clare's RC Catholic Church Aylesbury and the A4157 Elmhurst Road to the north, established residential development to the east and light industrial units to the south.

3.3 The site location in the context of the surrounding transport network is shown in **Figure 3.1** below.

Figure 3.1: Existing Site



Surrounding Highway Network

3.4 Buckingham Road runs north-south along the western boundary of the site and forms part of the A413 that connects Aylesbury town centre with the A4157 Ring Road. Along the site frontage, Buckingham Road is a single lane carriageway, which is subject to a 30mph speed limit. It provides generous footways on both sides of the road and pedestrian crossing facilities are provided at the signalised junction to the north.

Traffic Surveys

3.5 Fully classified turning counts, along with queue surveys, were undertaken at the A413 Buckingham Road / A4157 Elmhurst Road / A4157 Weedon Road signalised junction. In addition to this, an ATC was installed on A413 Buckingham Road to capture hourly and daily flow variations and to measure vehicle speeds.

3.6 The turning counts were carried out on Wednesday 27th April 2022 and Saturday 30th April 2022, between 07:30 and 09:30 in the weekday AM, 15:00 and 19:00 in the weekday PM and 11:00 and 14:00 in the Saturday. The ATC was installed for one week, beginning Tuesday 26th April 2022.

3.7 The raw traffic data is provided at **Appendix 1** and is summarised at the end of this document in **Traffic Flow Figure 1.**

3.8 The raw data has been converted into passenger car units (PCUs) for weekday AM, PM and Saturday highway peak hours. Analysis of this data highlighted that the peak hours occurred during 08:00 to 09:00 for the weekday AM peak, 16:00 to 17:00 for the weekday PM peak and 12:00 to 13:00 for the Saturday peak.

Model Validation and Calibration

3.9 A queue calibration and validation exercise has been undertaken in order to assess the degree to which the modelled outputs are representative of the queues that were observed during the undertaking of the surveys. **Table 3.1** shows the results of this exercise for the AM, PM and Saturday Peaks.

Table 3.1 Observed vs Modelled Queues

AM (08:00-09:00)	Buckingham Road (SB) Left	Buckingham Road (SB) Ahead Right	Elmhurst Road Left Ahead	Elmhurst Road Right	Buckingham Road (NB) Ahead Left	Buckingham Road (NB) Ahead Right	Weedon Road Left Ahead
Observed Queue	10.7	23.4	13.3	20.5	8.6	9.9	25.9
Modelled Queue	11.9	25.4	8.9	15.4	6.7	6.7	11.6
Difference	1.2	2	-4.4	-5.1	-1.9	-3.2	-14.3

PM (16:00-17:00)	Buckingham Road (SB) Left	Buckingham Road (SB) Ahead Right	Elmhurst Road Left Ahead	Elmhurst Road Right	Buckingham Road (NB) Ahead Left	Buckingham Road (NB) Ahead Right	Weedon Road Left Ahead
Observed Queue	14.4	19.75	9.8	16.58	9.3	10.8	24.3
Modelled Queue	12.4	12.5	6.6	19.1	10.1	9.9	13.7
Difference	-2	-7.25	-3.2	2.52	0.8	-0.9	-10.6

SAT (12:00-13:00)	Buckingham Road (SB) Left	Buckingham Road (SB) Ahead Right	Elmhurst Road Left Ahead	Elmhurst Road Right	Buckingham Road (NB) Ahead Left	Buckingham Road (NB) Ahead Right	Weedon Road Left Ahead
Observed Queue	12.8	19.1	10.9	19.6	6.75	9	23.6
Modelled Queue	9.4	8.5	7.5	18.4	6.9	8	15.4
Difference	-3.4	-10.6	-3.4	-1.2	0.15	-1	-8.2

Note: The full LinSig output for the survey scenario is attached as **Appendix 9.**

3.10 Upon conducting this exercise, it became apparent that utilising the AM peak stage sequence for the Saturday Peak resulted in a better approximation to the observed queues.

3.11 As can be seen from **Table 3.1**, there is a noticeable discrepancy in observed vs modelled queues on the Weedon Road approach, particularly in the AM peak. Given the way in which pedestrian stages can be called on demand across most arms of the junction and the difficulty with modelling this with any degree of accuracy, the overall level of validation is considered acceptable.

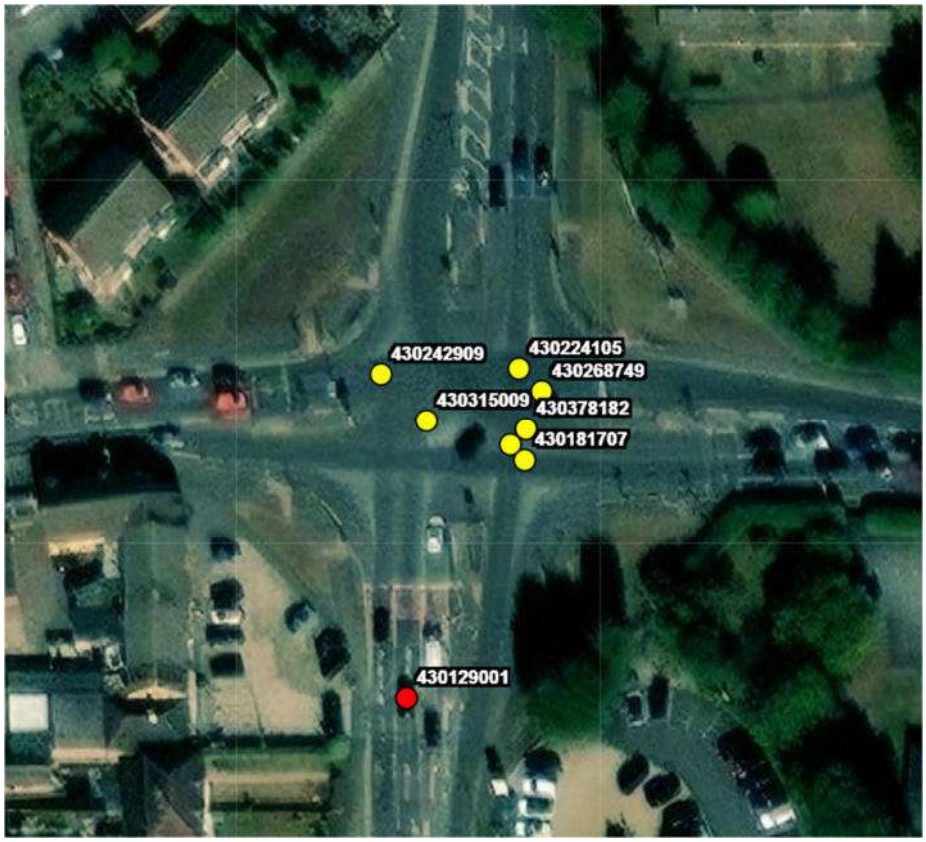
3.12 All attempts to improve the calibration on the Weedon Road link by increasing the demand around the junction to reflect over-saturated demand failed. The use of the flows observed to pass across the stop line in the time period led to the results obtained above. Aside from the Weedon Road approach, we consider the junction to have been calibrated successfully and it is certainly considered appropriate for use in the testing of with and without development scenarios.

Road Safety

3.13 Collision data was obtained from the ARCGIS website for the area surrounding the Application Site for the period between 01/01/2018 to 31/12/2022. The accident reports provide information on the location and severity of all accidents which took place on the adjoining highway network.

3.14 The study area considered for the accident analysis is outlined below in **Figure 3.3**.

Figure 3.3 Accident Study Area



3.15 During the 5-year study period, a total of eight personal injury accidents occurred, seven slight and one serious. **Table 3.2** below sets out each of the eight accidents along with further information gathered from analysis of the detailed reports, which can be found contained at **Appendix 2**.

Table 3.2 - Accident Analysis

No.	Date	Time	Severity	Vehicle No.	Description	Involves Right Turn
1	05/04/18	17:55	Serious	1	Vehicle is in the act of turning right	✓
				2	Vehicle proceeding normally along the carriageway, not on a bend	
2	22/07/18	18:40	Slight	1	Vehicle proceeding normally along the carriageway, not on a bend	✓
				2	Vehicle is in the act of turning right	
3	03/09/18	01:42	Slight	1	Vehicle proceeding normally along the carriageway, not on a bend	
				2	Vehicle proceeding normally along the carriageway, not on a bend	
4	09/10/18	20:16	Slight	1	Vehicle proceeding normally along the carriageway, not on a bend	
				2	Vehicle is moving off	

5	12/05/19	11:41	Slight	1	Vehicle proceeding normally along the carriageway, not on a bend	
				2	Vehicle proceeding normally along the carriageway, not on a bend	
6	10/06/19	12:20	Slight	1	Vehicle proceeding normally along the carriageway, not on a bend	
				2	Vehicle proceeding normally along the carriageway, not on a bend	
7	10/11/19	19:45	Slight	1	Vehicle proceeding normally along the carriageway, not on a bend	
				2	Vehicle proceeding normally along the carriageway, not on a bend	
8	03/06/22	22:38	Slight	1	Vehicle proceeding normally along the carriageway, not on a bend	
				2	Vehicle proceeding normally along the carriageway, not on a bend	

3.16 The most recent five year period of accident analysis revealed that eight accidents were recorded, seven slight and one serious. On average, it would appear that the junction experiences an average of 1.4 slight accidents per annum, and one serious accident per five year-period.

3.17 These results are not indicative of any underlying highway safety issue at the junction.

4.0 SUSTAINABLE TRANSPORT APPRAISAL

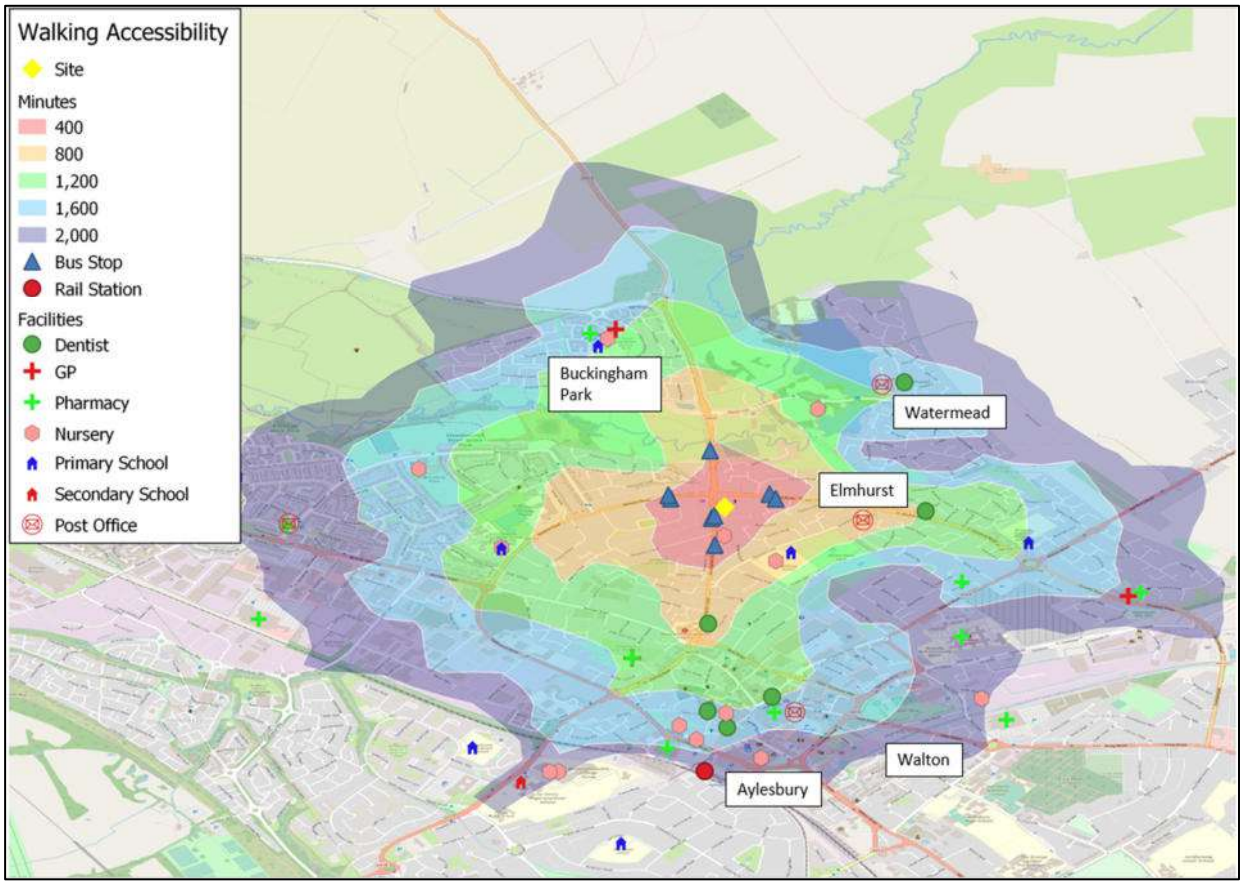
4.1 This section provides a review and description of the existing transport network surrounding the site.

Access by Non-Car Modes: Walking

4.2 Walking is recognised as the most important mode of travel at a local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.

4.3 TRACC software has been used to assess the accessibility of the development by foot as shown on **Figure 4.1**. The plan shows the areas within a 2km walk of the site.

Figure 4.1: Walk Accessibility within 2km



4.4 The figure demonstrates that the residential areas of Buckingham Park. Watermead, Elmhurst, and the northern parts of Walton and Aylesbury are within the 2-kilometre walking catchment area. This demonstrates that, as is Lidl policy, employees from the local area will be able to access the site by foot. This also indicates that a significant proportion of potential customers will also be within reasonable walking distance of the site.

4.5 A number of local amenities are also within a 2km walk of the site (up to 20 minutes' walk) which will promote linked trips, as shown in **Table 4.1**:

Table 4.1 - Accessibility to Local Facilities from the Development Site

Service	Detail	Distance
Bus stops	Buckingham Road	<50m
ATM	Nisa Local, Buckingham Road	120m
Primary School	Elmhurst School, Dunsham Lane	550m
Dentist	Aylesbury Dental Health Centre, Buckingham Road	550m
Leisure Centre	Reflexions Health & Leisure, Watermead	750m
High Street	Buckingham Street	1km
Nursery	Kids Inc Day Nursery – Aylesbury, The Pavilion	1km
Pharmacy	Lansdales Pharmacy, Whitehill Lane	1.1km
Coffee shop	Costa Coffee, Aylesbury Shopping Park	1.1km
Doctor	Whitehill Surgery, Whitehill Lane	1.1km
Rail Station	Aylesbury Station, Station Way West	1.7km
Secondary School	Sir Henry Floyd Grammar School, Oxford Road	1.8km

4.6 The surrounding area benefits from a reasonable level of pedestrian infrastructure. There are wide footways along Buckingham Road, as well as street lighting. Dropped curbs and tactile paving are provided at a number of crossings and junctions in the development site local area. Signalised crossing facilities are provided at the A413 Buckingham Road / A4157 Elmhurst Road junction. This infrastructure supports a conducive walking environment for pedestrians.

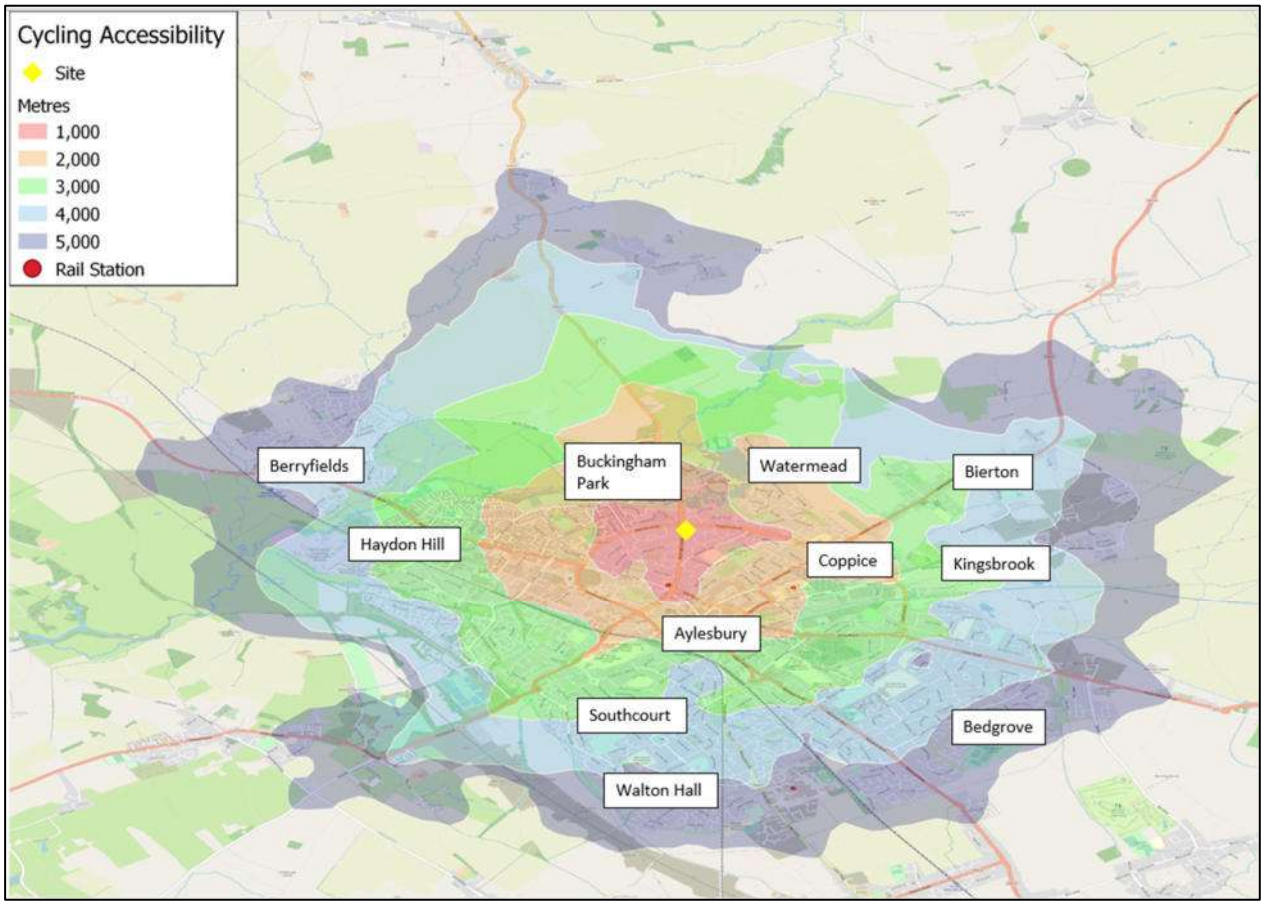
4.7 A pedestrian crossing point will also be provided within the Lidl car park.

Access by Non-Car Modes: Cycling

4.8 Transport policy identifies that cycling represents a realistic and healthy option when compared to the private car, for journeys up to 5km as a whole journey, or as part of a longer journey by public transport.

4.9 The cycle accessibility plan in **Figure 4.2** shows a 5-kilometre cycling catchment area from the site.

Figure 4.2: Cycle Accessibility within 5km

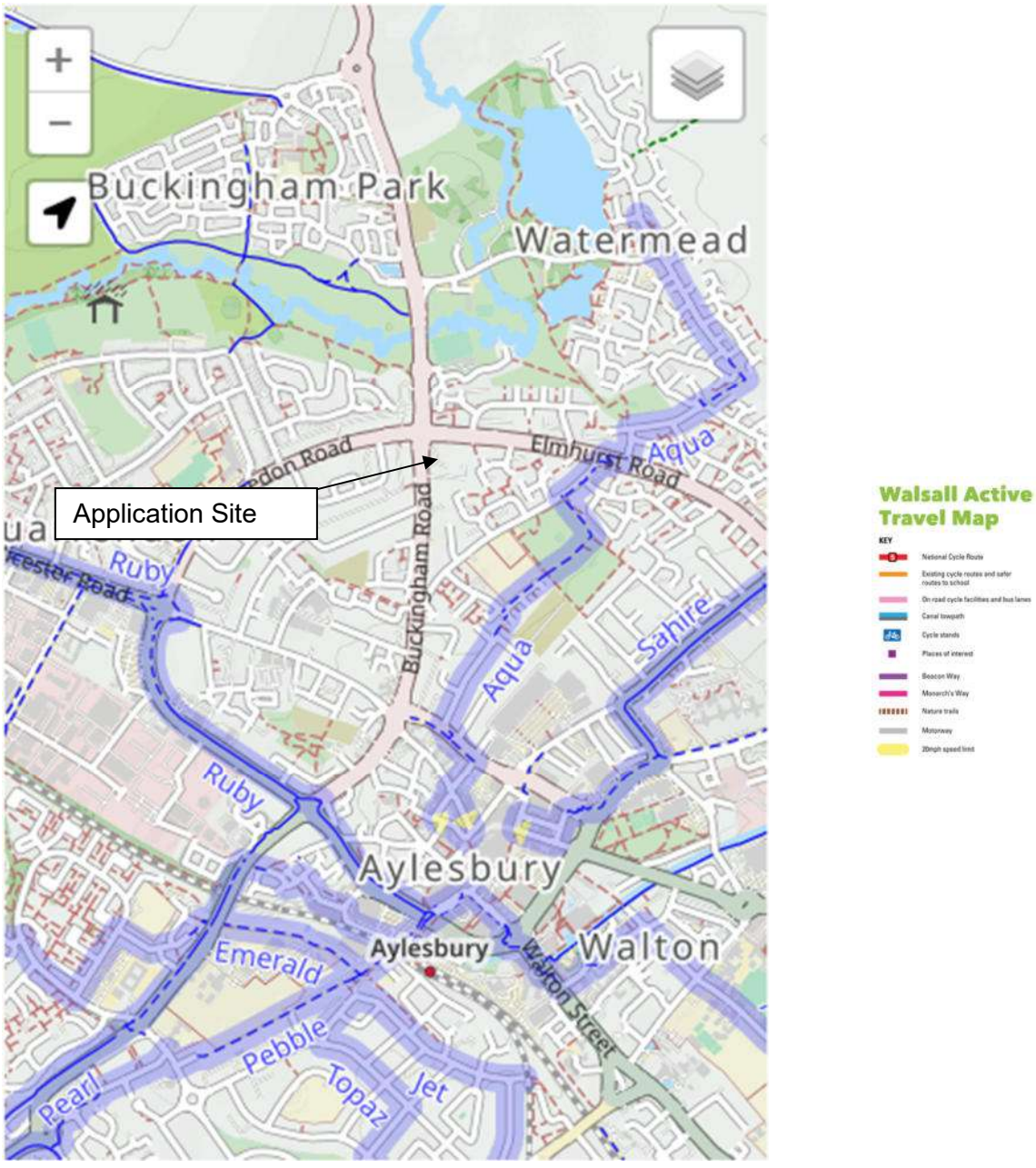


4.10 The mapping provided above demonstrates that all of Aylesbury and the surrounding residential areas are within a 5km cycle distance from the site, with these areas including Berryfields, Walton Hall, Bedgrove, Kingsbrook, Bierton, Haydon Hill and Coppice, in addition to the areas which are accessible on foot.

4.11 There is limited accessibility to the National Cycle Network from the proposed site, however there are a number of local on-road routes available. These can be seen in **Figure 4.2** and on www.cyclestreets.net.

4.12 Several local on-road routes are also available in close proximity to the site, as can be seen in **Figure 4.3:**

Figure 4.3: Local Cycle Routes to the Application Site



Source: CycleStreets.net

4.13 Cycle routes are located along Aylesbury Road, running north-east to Bierton, along the southern fringe of the Aylesbury ring road A41, and south-west on the A418 from Aylesbury towards Hartwell.

4.14 As noted above, the cycle parking provided for the site will be located under the canopy and in front of the glazed end to the store; this will provide natural surveillance from the street and car park externally, and from customers at the packing shelf internally.

4.15 The cycle parking provision and topography of the area is conducive to cycling and will enable employees and customers to access the proposed development by bike.

Access by Non-Car Modes: Public Transport

Bus

4.16 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m*."

4.17 The nearest accessible bus stops to the site are located adjacent to the site along Buckingham Road and are therefore well within the recommended walking distance. The bus stops consist of a flag and pole arrangement, with a shelter additionally provided at the north-bound bus stop. There are good pedestrian links directly from the site to the bus stops.

4.18 Further bus stops are provided on Elmhurst Road, both to the east and west of the site, both sets of bus stops are within 300m of the site access. Both sets of bus stops consist of a flag and pole arrangement.

4.19 **Figure 4.1** presented above illustrates that there are eight bus stops within approximately 400m walking distance from the site. The frequency of the different bus services available from these stops is outlined in **Table 4.2**.

Table 4.2: Bus services within 400m of the site

Service No.	Destinations	Bus Stop Location	Average Frequency		
			Weekday	Saturday	Sunday
2	Aylesbury – Meadowcroft – Hayden Hill – Quarrendon	Elmhurst Rd	25 mins 07:10 – 18:00	40 mins 07:50 – 17:10	40 mins 07:50 – 17:10
6A	Aylesbury – Watermead – Buckingham Park	Buckingham Rd / Elmhurst Rd	30 mins 06:15 – 19:45	30 mins 07:45 – 18:45	-
60	Buckingham – Winslow – Granborough – North Marston – Oving – Whitchurch – Aylesbury	Buckingham Rd	07:25, 11:45, 17:27	120 mins 08:45 – 16:45	-
60A	Buckingham – Winslow – Granborough – North Marston – Oving – Whitchurch – Aylesbury	Buckingham Rd	09:45, 13:45	-	-
153	Aylesbury – Weedon – Aston Abbots – Cubblington – Stewkey	Buckingham Rd	14:35*	-	-
154	Aylesbury – Stewkey – Newton Longville	Buckingham Rd	12:15**	-	-
X6	Aylesbury – Milton Keynes	Buckingham Rd	60 mins 05:55 – 20:25	60 mins 06:00 – 20:25	-

*Wednesday Only

**Friday Only

4.20 It is demonstrated that there are several bus services within close proximity to the site which provide opportunities for employees and customers to access the store from the surrounding area via bus on weekdays and weekends.

Rail

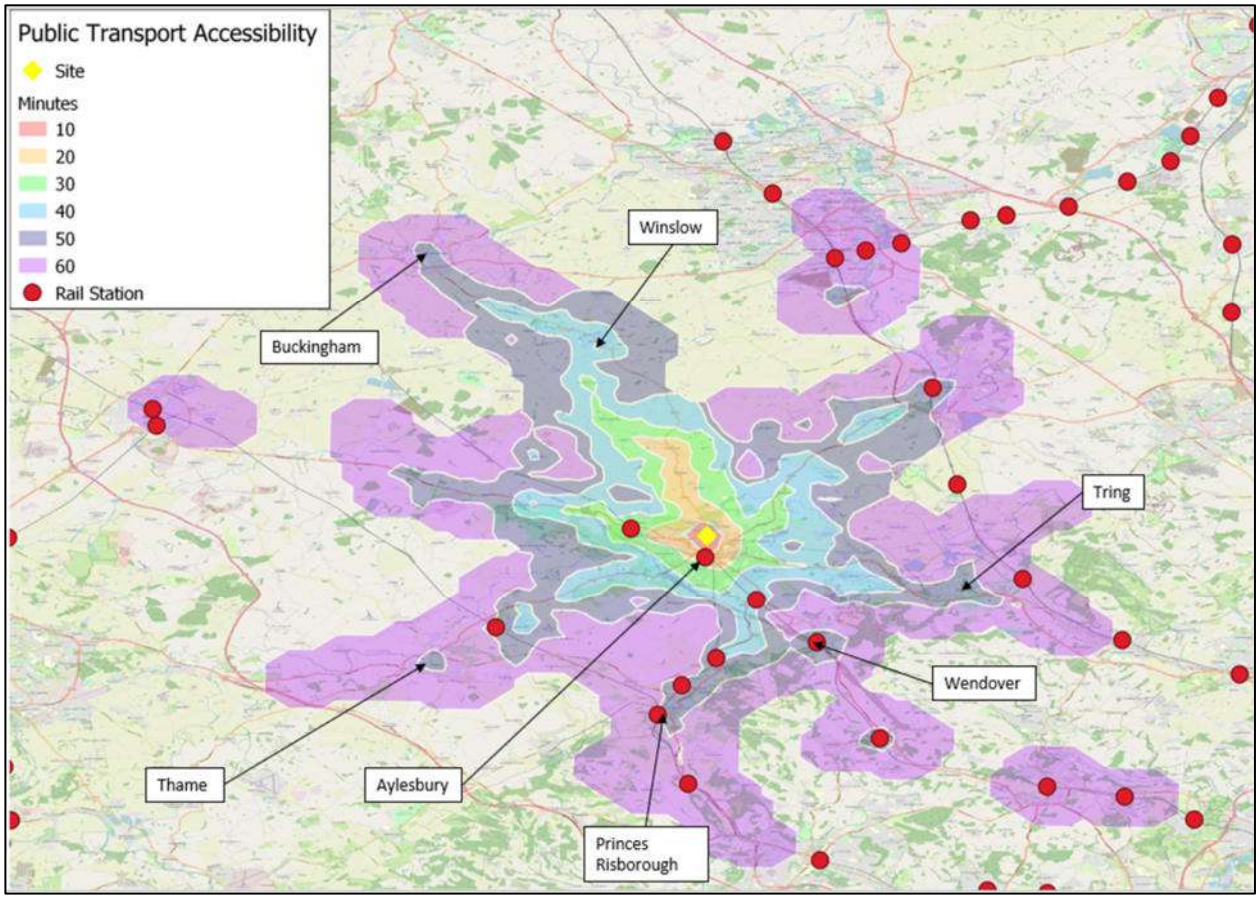
4.1 Aylesbury Rail Station is the nearest rail station to the development site and is located approximately 1.7km from the site, equivalent to a 20-minute walk. The station provides 150 cycle storage spaces in a combination of stands, wheel racks and lockers. 301 car parking spaces are also provided. Both a ticket office and ticket machines are available at the station, and it is staffed during daytime and evening hours. The station is step-free and provides a ramp for train access.

4.2 A taxi rank is available outside the station, with a bus stop also in close proximity, which additionally provides access to several services which stop close to the development site.

4.3 Services from the station run to a variety of destinations, including Aylesbury Vale Parkway, London Marylebone, Rickmansworth, Wendover, Great Missenden and Stoke Mandeville.

4.4 **Figure 4.4** below illustrates the distance that can be travelled within 60 minutes by public transport to and from the site.

Figure 4.4: Public transport accessibility within 60 minutes



Source: TRACC

4.5 The time includes the walk to the bus stops and rail stations and demonstrates that key areas such as Buckingham, Thame, Princes Risborough, Wendover and Tring, in addition to the local surrounding areas, are within an acceptable 60-minute public transport commute.

Summary

4.6 Having regard to the above, it is considered that the site has good levels of accessibility by the main non-car modes of transport. Access to the site by foot and cycle is of a good standard, and both bus and rail connections are also available within close proximity, therefore enabling access to the site from a range of local locations.

5.0 PROPOSED DEVELOPMENT

Background

5.1 The proposals for the application site include the construction of a discount food retail unit (Use Class E) with a total retail floor area (RFA) of approximately 1,444sqm and a gross internal area (GIA) of 2,128sqm.

5.2 A total of 115 car parking spaces will be provided across the site. Of the 115 spaces provided, nine will be designated to parent and child standard and seven will be DDA compliant. These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience. There will also be two electric vehicle charging points of rapid charger type.

5.3 A loading bay will be provided on site to accommodate delivery vehicles up to the size of a maximum legal articulated HGV.

5.4 The proposed site layout plan is included at **Appendix 3**.

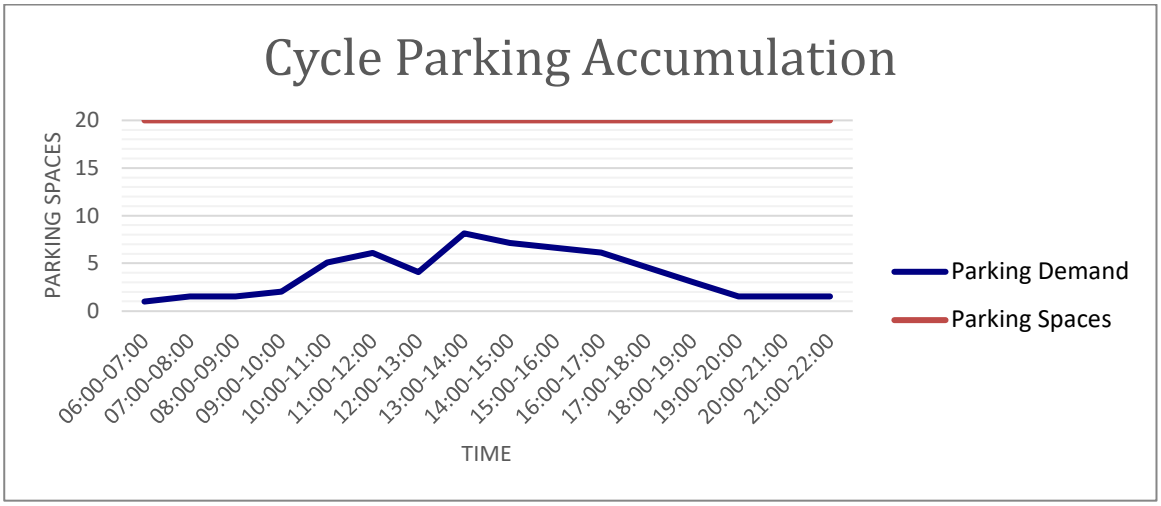
5.5 Cycle parking is proposed at the northern frontage of the store. Ten Sheffield stands, providing 20 cycle parking spaces for customers, are proposed under the store canopy for shelter and in front of the glazed elevation of the store. They are overlooked by customers at the packing shelf and are therefore under constant surveillance for maximum security.

5.6 Secure staff cycle parking is also provided for employees within the warehouse.

5.7 For the purposes of providing an assessment of the provision of 20 cycle parking spaces against forecast demand TRICS was consulted to obtain 85th percentile cycling trip rates for discount foodstores. The two sites with the highest trip rates in Ipswich and Norwich respectively were used to inform a trip generation and parking accumulation exercise. The results of which are presented in **Figure 5.1** below

5.8 The full TRICS output is provided in **Appendix 4**.

Figure 5.1: Estimated cycling trip generation and parking accumulation



5.9 **Figure 5.1** illustrates that per average day the peak hour for cycling trips is 13:00-14:00 within which the maximum parking demand is 8 spaces. The trip rates forecast that in the peak hour there would be twelve two-way cycle movements. Applying the distribution agreed with Buckinghamshire County Highways for vehicular traffic to cyclists this means that three would travel to/from each direction namely, north along Buckingham Road past the Horse & Jockey junction, east and west along Elmhurst Road and the Horse & Jockey Junction and south along Buckingham Road from the site access This equates to one cyclist every twenty minutes on each route stated above.

6.0 ACCESS STRATEGY

6.1 Vehicular and pedestrian access to the store will be taken from Buckingham Road via the existing priority-controlled site access. The site access will be configured with left and right turn exit lanes.

6.2 Separate pedestrian and cycle access will be provided to the north of the vehicular access on the Buckingham Road frontage.

6.3 The site access along Buckingham Road provides visibility splays that have an 'x' (minor arm setback) distance of 2.4m and a 'y' (major road visibility) distance of at least 43m to the north and south which is in accordance with guidance set out in Manual for Streets 2 for speeds up to 30mph.

6.4 The full access proposal is illustrated at drawing number SCP/200049/D01 Rev B contained at **Appendix 5**.

6.5 Internally, zebra crossings along with tactile paving and dropped kerbs will be provided within the store car park to provide safe access to and from the store entrance.

6.6 Lidl's delivery vehicles will make use of the separate access located to the south of the site for entry. This is the existing access to the light industrial uses located to the south of the application site, over which Lidl will have access rights. Lidl's HGVs will make use of the customer car park access for egress. Further details on the way in which the store will be serviced are provided below.

7.0 DELIVERY, SERVICING & WASTE MANAGEMENT PLAN

Servicing and Deliveries

7.1 Servicing for the new foodstore will conform to the typical Lidl model, with an on-site dedicated servicing bay at the eastern side of the store. This will be accessed by Lidl's delivery HGVs via the existing entrance serving the existing light industrial units to the south of the store. Lidl have access rights over this entrance.

7.2 The delivery HGV will enter the site from this location, progress along the rear of the store and then turn north along the site's eastern boundary. From here, it will turn left at the top of the loading bay ramp and position itself beyond the ramp so that it can reverse down onto it. On exit, the HGV will simply turn left out of the ramp and progress through the customer car park to access Buckingham Road via the main customer car park entrance.

7.3 Deliveries to the store will be made by 16.5m articulated lorry. Drawing numbers SCP/200049/ATR09 and SCP/200049/ATR10 at **Appendix 6** illustrate the swept path analysis of a 16.5m long articulated lorry entering the servicing area from Buckingham Road, turning within the dedicated area, reversing into the service area and then exiting the site in forward gear back onto Buckingham Road.

Waste Management

7.4 Waste is stored within the building close to the servicing bay, to enable easy collection by vehicles servicing the site. There is no external storage of either stock or waste.

7.5 Lidl operates a policy of reloading empty delivery HGVs with store waste to return to the depot for recycling. This reduces the number of on-site vehicle movements required. Empty pallets and TKT boxes along with waste and recycling are returned to the warehouse on the same HGV.

7.6 Lidl are committed to developing innovative ways to effectively manage waste streams to ensure that packaging requirements are reduced, more is recycled and surplus food is redistributed to charity.

7.7 Lidl boast an award-winning recycling and waste management programme. In-store and warehouse waste management concepts are integral to Lidl's Zero Waste Commitment. Through the commitment of Lidl's logistics and procurement teams and all store and warehouse employees, Lidl achieved Zero Waste to Landfill and are working hard to maintain this. Much of Lidl's waste is cardboard, which is reused for paper and packaging. Segregation is key to the

programme's success by increasing Lidl's recycling streams and reducing their environmental impact.

In-Store Recycling

7.8 Plastic packaging serves important functions – such as containing product, protecting goods in transport, preserving the product and extending its shelf life and communicating product information to customers.

7.9 However, Lidl are very aware of the need to reduce the use of plastics in products' packaging and replacing them with more sustainable alternatives. Lidl are also working on increasing the recyclability of the materials. For this reason, Lidl have made ambitious packaging commitments to support the circular economy.

7.10 While Lidl continue to reduce and improve their plastic packaging, Lidl want to support their customers by reducing the amount of packaging they take home.

Summary

7.11 Lidl's Delivery, Servicing and Waste-Management Plan for this site will conform to their own stringent standards applied across their UK estate.

7.12 The foodstore will be serviced by a 16.5m HGV from access road directly into the servicing area located to the rear of the store. Drivers are given precise instructions about how to access the store and manoeuvre within the car park and onto the loading bay prior to leaving the depot.

7.13 Deliveries and waste collection are part of the same operation as Lidl send delivery vehicles back to the depot loaded with recyclable waste. Deliveries and/or any waste collection will typically take place during the quietest time for the operator. Nevertheless, the store manager will manage the delivery slots, with clear instructions about delivery location and timing.

7.14 Lidl's Delivery, Servicing and Waste Management Strategy demonstrates that the store can be adequately serviced without detriment to the safety of customers or staff or to the residential amenity of the surrounding area.

7.15 Lidl are committed to developing innovative ways to effectively manage waste streams to ensure that packaging requirements are reduced, more is recycled and surplus food is redistributed to charity. Lidl work closely with packaging and waste experts to ensure that their operation is as efficient as possible.

7.16 It is anticipated that there will be two dedicated deliveries per average day and up to three deliveries during seasonal peak periods, such as Easter and Christmas. Recycling and waste will be taken away by the delivery vehicles, reducing the number of vehicles visiting the store per day.

7.17 Lidl would normally schedule delivery and servicing of the proposed store to take place outside of daytime operational hours or at times when the car park is closed to customers, or certainly when the store is less busy. However, Lidl are able to service during the day and these swept path assessments demonstrate that the store can be safely serviced even when the car park is full.

8.0 CAR PARKING

8.1 A total of 115 car parking spaces will be provided across the site. Of the 115 spaces provided, nine will be designated to parent and child standard and seven will be DDA compliant. These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience. There will also be two electric vehicle charging points of rapid charger type.

8.2 To assess the suitability of the proposed parking provision in relation to the proposed redevelopment, a parking accumulation exercise has been undertaken based upon the forecast trip generation associated with the new development. Details on the trip rates and the estimated generated traffic are presented at the following chapter.

8.3 Initial iterations were run to identify if in any instances the accumulation dropped below zero (where departure trips exceeded arrival trips) and in any instances where this occurred, the starting point for the accumulation was increased to a point where the minimum accumulation was no less than zero.

8.4 Assessments have been carried out for both a weekday and a Saturday and results are shown in **Figure 8.1** and **Figure 8.2** below.

8.5 During a weekday, the peak forecast car parking demand is 59 spaces between 12:00 and 13:00. On a typical Saturday, the forecast car parking demand peaks at 68 spaces between 11:00 and 12:00.

8.6 Lidl will manage the use of the car park to prevent long-stay car parking or its use by those with no intention to visit the foodstore. The additional spare capacity will address the needs of peak trading times such as Easter and Christmas. It will also allow for some multi-purpose visitation whereby Lidl customers also make use of neighbouring facilities while parked on site. This can increase the average length of stay per customer (subject to it being less than 90 minutes) and lead to additional demand being placed on the car park.

Figure 8.1: Estimated car trip generation and parking accumulation, weekday

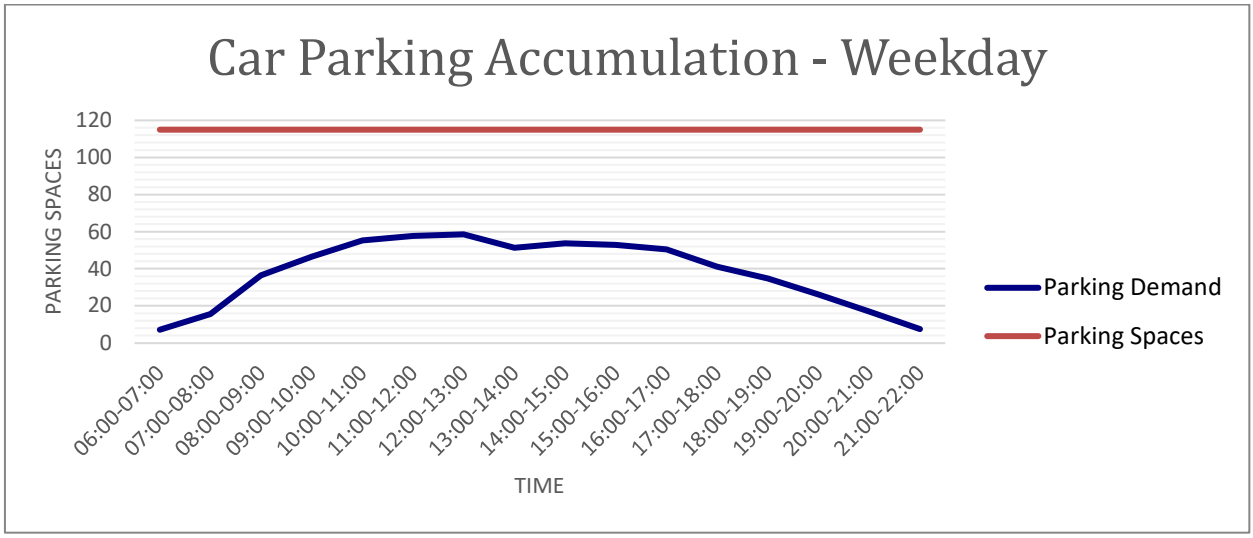
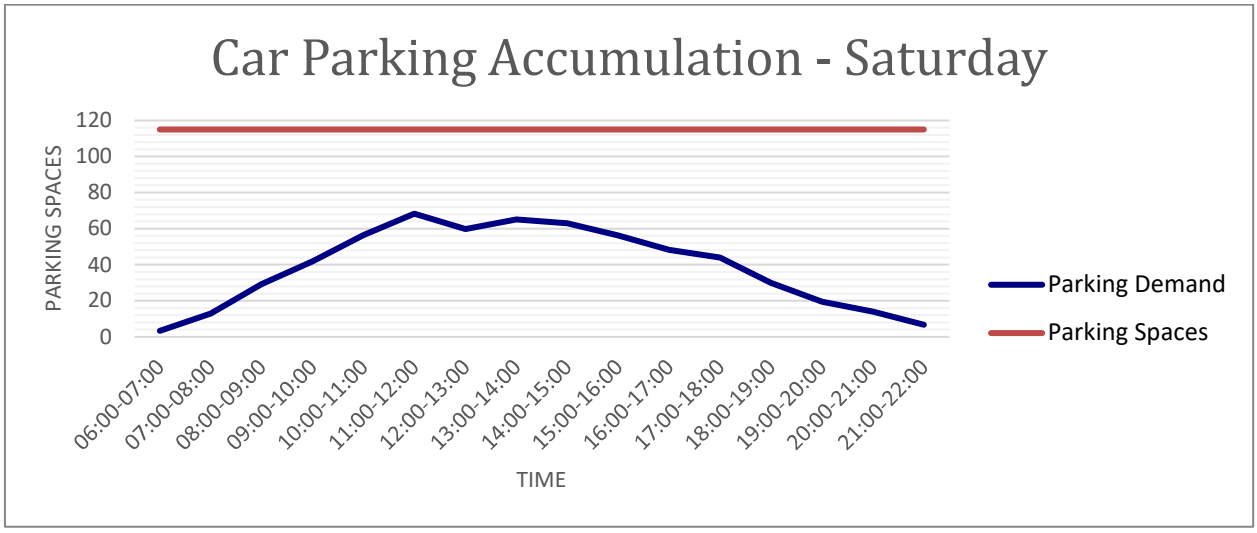


Figure 8.2: Estimated car trip generation and parking accumulation, Saturday



9.0 FUTURE BASELINE TRAFFIC CONDITIONS

Introduction

9.1 This chapter describes the future baseline traffic conditions on the local highway network in relation to traffic growth and committed development traffic flows.

Traffic Growth

9.2 Capacity assessments have been undertaken for a horizon of 5-years post anticipated store opening. The anticipated future assessment year is therefore 2028.

9.3 In order to quantify the level of background traffic growth that could occur on the local network, National Traffic Model (NTM) growth factors, modified by TEMPRO local growth factors, have been used for the Aylesbury Vale 015 area dataset.

9.4 The growth factors used are summarised below: -

2022 – 2023

- AM Factor: 1.0116
- PM Factor: 1.0114
- Saturday Factor: 1.0122

2022 – 2028

- AM Factor: 1.0673
- PM Factor: 1.0662
- Saturday Factor: 1.0707

9.5 The above growth factors are applied to the 2022 surveyed traffic flow data to obtain the 2023 and 2028 baseline traffic flows, as shown in **Traffic Flow Figures 2** and **3.**

Committed Developments

9.6 We are not aware of any committed development proposals that need to be allowed for specifically within the future-year assessments.

10.0 DEVELOPMENT RELATED TRANSPORT MOVEMENTS

10.1 This chapter provides an estimation of the likely trip-generating potential of the proposed development during the weekday AM, weekday PM and Saturday peak hours. The assessment is based on those peak hours when the combination of the development-related traffic and local highway peak traffic are highest, in order to present a robust, worst-case scenario. In this case, the peak hours from the development are 08:00 - 09:00 and 16:00 – 17:00 on a weekday and 12:00 – 13:00 on a Saturday.

10.2 The estimated distribution and assignment of development-related traffic and background traffic growth forecasts (to the assessment year of 2028) are also set out.

Proposed Food Store Trip Generation

10.3 In order to present a robust set of capacity assessments later in this TA, trip rates based on other existing Lidl stores within the TRICS database with a similar RFA have been used. Only stores surveyed after July 2016 have been included. The average trip rate was calculated from the TRICS outputs for a weekday and Saturday, shown in Appendix 6 of previous Transport Assessments ref: SCP/200049/TA/03.

10.4 The table below provides the peak hour trip rates for these stores for the weekday PM and Saturday hourly peak periods. It also shows the estimated trip generation associated with the original 'T13' discount foodstore which the trip generation and junction capacity assessments in previous Transport Assessments were based on calculated on an RFA of 1,411m².

10.5 The full TRICS outputs are summarised in **Table 10.3** below.

Table 10.3 – Weekday AM, PM and Saturday Peak Hour Trip Rates and Trip Generation (per 100m² RFA) – Approved Store

Discount Food Retail Estimated Weekday AM, PM and Saturday Peak Hour Trip Rates and Trip Generation						
Similar Lidl Stores	Weekday PM Peak (0800 – 0900)		Weekday PM Peak (1600 – 1700)		Saturday Peak (1200 – 1300)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rate	4.204	2.845	7.367	7.544	9.531	10.474
Vehicle Trip Generation	59	40	104	106	134	148

10.6 The trip rates and subsequent trip generation figures in **Table 10.3** above were derived from surveys in the TRICS database that were conducted between July 2016 and September 2020. The weekday trip rates were based on 14 sites and 11 sites for Saturday.

10.7 As part of this Section 73 application new trip rates have been obtained from TRICS to include the latest surveys in the database that were undertaken after September 2020. The filters used to obtain the new trip rates matched the selection criteria used to attain the trip rates used in the previous Transport Assessments for the now approved 'Eco' Store with the only difference being the new trip rates include the most recent surveys contained within the TRICS database between July 2016 and September 2023. The weekday trip rate was calculated based on surveys at 21 sites and the Saturday on 13 sites. The combination of a larger number of store of which the trip rates are based and the newer surveys provide a better reflection of the average trip rates of discount foodstores at present.

10.8 The average trip rate was calculated from the TRICS outputs for a weekday and Saturday, shown in **Appendix 7.**

10.9 The table below provides the peak hour trip rates for these stores for the weekday PM and Saturday hourly peak periods based on the latest trip rates. It also shows the estimated trip generation associated with the proposed Section 73 discount foodstore calculated on an RFA of 1,444m².

10.10 The full TRICS outputs are summarised in **Table 10.4** below.

Table 10.4 – Weekday AM, PM and Saturday Peak Hour Trip Rates and Trip Generation (per 100m² RFA) – Proposed Section 73 Store

Discount Food Retail Estimated Weekday AM, PM and Saturday Peak Hour Trip Rates and Trip Generation						
Similar Lidl Stores	Weekday PM Peak (0800 – 0900)		Weekday PM Peak (1600 – 1700)		Saturday Peak (1200 – 1300)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rate	4.685	3.206	7.530	7.696	8.896	9.506
Vehicle Trip Generation	68	46	109	111	128	137

10.11 The table below provides the net trip generation between the original 'T13' Lidl foodstore with an RFA of 1,411m² and the Section 73 application Lidl store with an RFA of 1,444m².

Table 10.5 – Net Weekday AM, PM and Saturday Peak Hour Trip Generation

Discount Food Retail Estimated Net Weekday AM, PM and Saturday Peak Hour Trip Generation						
Similar Lidl Stores	Weekday PM Peak (0800 – 0900)		Weekday PM Peak (1600 – 1700)		Saturday Peak (1200 – 1300)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Generation	+9	+6	+5	+5	-6	-11

10.12 The estimated trip generation associated with the Section 73 application will equate to an increase of 15 two-way trips in the weekday AM peak hour, 10 two-way trips in the PM peak hour and a decrease in the Saturday peak hour. This is equivalent to one additional vehicle movement every 4 minutes in the weekday AM peak hour, and one additional vehicle movement every 6 minutes in the weekday PM peak hour.

Trip Types

10.13 The latest research on trip types is set out within the TRICS Research Report 14/1 and supersedes TRICS Research Report 95/2. This has shown that the vast majority of trips associated with new food retail developments are not 'new' but are a 'secondary' trip as part of an existing journey. The secondary trips can be split into two types; 'linked' to other shops and 'pass-by' where trips are already on the main road past the site.

10.14 The research does not specifically mention trips 'diverted' from other stores (although this may come under the linked umbrella) or 'transferred' from another store (using the new store instead of an existing foodstore). The research relating to linked trips do not differentiate between trips to other stores on the same site or trips to other stores off-site.

10.15 From established research, typical proportions of trip types are summarised in **Table 10.6.**

Table 10.6 Typical Trip Type Proportions

Typical Trip Type Proportions		
Research Source	Range of Each Trip Type (%)	
	Linked	Pass-By
Somerfield 1996	46%	
Benison et al 2000 for Tesco	40%	
Tesco 2001	49%	
Harrison et al 2012	57-67%	
Ghezani et al 2012		72%
Wrigley 2006	60%	
Alsop Verrill	20%	
MacIver 1999		15-35%

10.16 The general consensus from the research is that those stores located in Town Centres or on commuter routes will experience higher levels of pass-by and linked trips. Stores with floor areas of less than 4000m2 GFA are more likely to act as a convenience store and a convenience store is likely to experience much higher rates of pass-by traffic.

10.17 Between January and February 2023 following consultation with Buckinghamshire County highways and their consultants, Origin agreement was reached on the quantum of trip making by trip type and their origin and destination using census population data for Aylesbury and the catchment area of the Lidl Foodstore. On this basis, the following trip type assumptions have been made:

i) New (primary) trips - It has been assumed that circa 36% of trips will be entirely new to the local highway network in this location.

ii) Pass-by/diverted/linked trips - These are trips that are already on the network as part of a primary trip. Given that the site is on a main route along Buckingham Road, the store may act as a convenience store for commuters on their way to/from work. A proportion of 64% has been assumed for this purpose – 49% diverted and 15% pass-by respectively.

Traffic Distribution and Assignment

10.18 The vehicular distribution of the development traffic has been split through reference to the percentage distribution of existing trips on the network. The distribution can be seen in **Traffic Flow Figure 4**.

10.19 The 'pass-by' and 'diverted' trip distribution has also been calculated using the same method as above and can be seen in **Traffic Flow Figure 5 and Traffic Flow Figure 6.**

10.20 The resultant generated traffic distributed on the local highway network from the site is indicated in **Traffic Flow Figure 10**.

10.21 Traffic flows for the future year of 2028 with Lidl are contained in **Traffic Flow Figure 12**.

11.0 ANTICIPATED HIGHWAY IMPACTS

Introduction

11.1 This Chapter describes the impact of the additional trips generated by the proposed development on the operation of the local highway network.

11.2 This TA includes assessments of the following junctions:

- Proposed Site Access / A413 Buckingham Road
- A413 Buckingham Road / A4157 Elmhurst Road / A4157 Weedon Road signalised intersection - Existing Arrangement

Assessment Methodology

11.3 Assessments have been undertaken using Junctions 9 (PICADY) and LinSig software.

11.4 With the Junctions 9 models the results generated provide a Ratio of Flow to Capacity (RFC) along with an estimate of the likely traffic queues. RFC values between 0.00 and 0.85 are generally accepted as representing stable and acceptable operating conditions. Values between 0.85 and one represent variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction). RFC values in excess of one represents overloaded conditions (i.e. congested conditions).

11.5 With the LinSig models the results generated provide a Degree of Saturation (DOS) along with an estimate of the likely traffic queues. DOS values between 0% and 85% are generally accepted as representing stable and acceptable operating conditions. Values between 85% and 100% represents variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction). RFC values in excess of 100% represents overloaded conditions (i.e. congested conditions).

11.6 Assessments have been undertaken in the opening base year of 2023 and future assessment year of 2028 with and without the proposed food store.

Capacity Assessment Analysis – Site Access / A413 Buckingham Road

11.7 The site access will provide an access directly onto Buckingham Road. This layout, as shown on drawing number SCP/200049/D01 Rev A at **Appendix 5** has been assessed using PICADY.

11.8 The junction capacity assessment results are presented for the 2028 with Development scenario. The full Junctions 9 output reports are presented in **Appendix 8** with the results summarised in **Table 11.1**.

Table 11.1 – PICADY Summary: Site Access / A413 Buckingham Road

Movement from	AM WEEKDAY PEAK		PM WEEKDAY PEAK		SATURDAY PEAK	
	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)
2028 Base + Development						
Site Access to Buckingham Road (south)	0.02	0.0	0.04	0.0	0.06	0.1
Site Access to Buckingham Road (north)	0.14	0.2	0.34	0.5	0.42	0.7
Buckingham Road (south) to Site Access	0.06	0.1	0.12	0.3	0.11	0.2

11.9 The above results clearly show that the proposed site access junction along Buckingham Road will operate well within capacity in the future assessment year of 2028.

Capacity Assessment Analysis – Horse & Jockey Junction, A413 Buckingham Road / A4157 Elmhurst Road / A4157 Weedon Road Signals

11.10 The junction capacity assessments for the existing junction and signal arrangement have been undertaken for the base 2028 situation with and without the proposed development traffic assigned.

11.11 All assessments have been based on a cycle time of 112 seconds and on the most common staging sequence for the morning and evening peaks. For the Saturday peak, the morning peak stage sequence has been utilised. The full LinSig output report is provided at **Appendix 9** with the results summarised in **Table 11.2** for the existing situation at 2028 and at **Table 11.3** for the with-Lidl-development situation at 2028.

Table 11.2 – LinSig Summary: Existing Configuration, No Development at 2028

Movement from	AM WEEKDAY PEAK		PM WEEKDAY PEAK		SATURDAY PEAK	
	DOS (%)	Queue (PCU)	DOS (%)	Queue (PCU)	DOS (%)	Queue (PCU)
2028 Base						
A413 Buckingham Road (SB) Left	61.5	13.3	64.6	14	53.8	10.7
A413 Buckingham Road (SB) Straight & Right	102.1	41.2	95.5	16	77.5	9.7
A4157 Elmhurst Road (WB) Straight & Left	55.7	9.6	41.3	7.2	44.7	8.1
A4157 Elmhurst Road (WB) Right	102.3	21.3	99.5	27.4	98.0	24.1
A413 Buckingham Road (NB) Straight & Left	55.1	7.3	87.4	11.5	97.3	10.8
A413 Buckingham Road (NB) Straight & Right	58.4	7.3	89.1	11.9	99.2	12.6
A4157 Weedon Road (EB) Straight & Left	98.8	15.6	95.1	15.3	95.6	17.7
Practical Reserve Capacity (PRC%)	-13.7		-10.5		-10.2	
Total Junction Delay (pcuHR)	72.23		62.50		59.92	
Cycle Time (s)	112		112		112	

Table 11.3 – LinSig Summary: Existing Configuration, with Lidl Development at 2028

Movement from	AM WEEKDAY PEAK		PM WEEKDAY PEAK		SATURDAY PEAK	
	DOS (%)	Queue (PCU)	DOS (%)	Queue (PCU)	DOS (%)	Queue (PCU)
2028 Base + Lidl Development Traffic						
A413 Buckingham Road (SB) Left	61	13	62	13.1	50.6	9.7
A413 Buckingham Road (SB) Straight & Right	105.2	52.9	96.6	18.1	81.3	11.3
A4157 Elmhurst Road (WB) Straight & Left	57.2	9.9	45.1	7.7	50.2	8.8
A4157 Elmhurst Road (WB) Right	101.0	19.8	99.8	27.2	100.3	26.1
A413 Buckingham Road (NB) Straight & Left	58	7.8	88.8	12.9	93.3	10.8
A413 Buckingham Road (NB) Straight & Right	61.9	7.8	91.2	13.8	101.3	17.1
A4157 Weedon Road (EB) Straight & Left	99.2	16.1	100.2	20.5	101.3	25.3
Practical Reserve Capacity (PRC%)	-16.8		-11.3		-12.6	
Total Junction Delay (pcuHR)	82.02		71.03		73.91	
Cycle Time (s)	112		112		112	

11.12 The above results show that the existing junction is not predicted to perform well at 2028 with pedestrian demand called every cycle and with traffic growth in line with the predictions from Tempro.

11.13 As a result of the addition of Lidl traffic, the total junction inflow increases by 41 vehicles during the AM peak (a 1.3% increase over the existing total junction inflow), by 100 vehicles during the PM peak (a 3.1% increase) and by 136 vehicles (a 4.7% increase) during the Saturday peak. Such levels of increase are de minimis and variations of this magnitude will be experienced by existing users on a daily basis without any material detriment to the level of service provided.

11.14 As we have already stated within the Executive Summary, Buckinghamshire County Council are already exploring ways in which capacity can be improved during the peak hours through various initiatives. When the LinSig software is used to optimise the junction in terms of capacity, it suggests increasing the overall cycle time to 120 seconds. The resulting capacity improvements for the three peak periods when applying this increase to the cycle time are presented in **Table 11.4** and **Table 11.5** below. The full LinSig output is provided at **Appendix 10**.

Table 11.4 – LinSig Summary: Optimised Cycle Time, No Development at 2028

Movement from	AM WEEKDAY PEAK		PM WEEKDAY PEAK		SATURDAY PEAK	
	DOS (%)	Queue (PCU)	DOS (%)	Queue (PCU)	DOS (%)	Queue (PCU)
2028 Base						
A413 Buckingham Road (SB) Left	59.5	13.4	63	14.4	52.4	10.9
A413 Buckingham Road (SB) Straight & Right	99.7	35.7	93.3	15.3	78.2	10.3
A4157 Elmhurst Road (WB) Straight & Left	55.8	10.4	40.3	7.6	43.6	8.3
A4157 Elmhurst Road (WB) Right	99.7	19.4	95.4	24.1	93.3	21.3
A413 Buckingham Road (NB) Straight & Left	50.1	7.4	85.2	11.6	89.2	8.9
A413 Buckingham Road (NB) Straight & Right	53.7	7.4	87.7	12.3	92.6	10
A4157 Weedon Road (EB) Straight & Left	100	17.2	93	15	17.6	17.2
Practical Reserve Capacity (PRC%)	-11.1		-6		-5.6	
Total Junction Delay (pcuHR)	65.47		56.77		51.24	
Cycle Time (s)	120		120		120	

Table 11.5 – LinSig Summary: Optimised Cycle Time, with Lidl Development at 2028

Movement from	AM WEEKDAY PEAK		PM WEEKDAY PEAK		SATURDAY PEAK	
	DOS (%)	Queue (PCU)	DOS (%)	Queue (PCU)	DOS (%)	Queue (PCU)
2028 Base + Lidl Development Traffic						
A413 Buckingham Road (SB) Left	59	13.3	60.5	13.7	50.1	10.3
A413 Buckingham Road (SB) Straight & Right	102.5	45.7	97.3	19.8	82.3	12
A4157 Elmhurst Road (WB) Straight & Left	57.3	10.6	43.9	8.1	48.8	9.2
A4157 Elmhurst Road (WB) Right	98.4	18.3	95.4	23.6	97.7	24
A413 Buckingham Road (NB) Straight & Left	52.9	7.9	88.1	13.4	91.3	11
A413 Buckingham Road (NB) Straight & Right	56.8	7.9	89.7	13.9	94.3	12.5
A4157 Weedon Road (EB) Straight & Left	100	17.8	97.6	18	95	17.4
Practical Reserve Capacity (PRC%)	-13.9		-8.4		-8.6	
Total Junction Delay (pcuHR)	73.8		65.10		58.80	
Cycle Time (s)	120		120		120	

11.15 As can be seen from the two tables above, there is an improvement across all links for both scenarios when comparing them against their equivalent outputs with the shorter cycle time.

11.16 Since shopping is not of necessity a peak hour activity, Lidl's customers will become accustomed to periods when the local highway network is at capacity and will time any single-purpose shopping trip accordingly. Many new Lidl stores located adjacent to busy highways across the UK have been observed to trade at typical levels during the peak hours of the local highway network without increasing the overall throughput of traffic materially. This is because the vast majority of Lidl's trade in these periods is drawn from traffic already passing by.

12.0 SUMMARY AND CONCLUSION

12.1 This Transport Assessment has been prepared on behalf of Lidl Great Britain Limited and provides a review of the transport and highway impacts related to the proposed development of a new discount food store on land east A413 Buckingham Road, in Aylesbury.

12.2 The proposals for the application site include the construction of a discount food retail unit (Use Class E) with a total retail floor area (RFA) of approximately 1,444sqm and a gross internal area (GIA) of 2,128sqm.

12.3 A total of 115 car parking spaces will be provided across the site. Of the 115 spaces provided, nine will be designated to parent and child standard and seven will be DDA compliant. These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience. There will also be two electric vehicle charging points of rapid charger type.

12.4 Following the review of the accessibility options by different modes of transport, it is considered that the site has good levels of accessibility. Access to the site on foot and by cycle is of a good standard, there are multiple bus stops nearby providing access to a range of local destinations. Moreover, the site is also well connected to the adjacent highway network allowing it to maximise the custom it attracts from existing pass-by traffic.

12.5 Servicing for the new foodstore will conform to the typical Lidl model, with an on-site dedicated servicing bay at the eastern side of the store accessed via vehicular accesses off Buckingham Road. The store will be serviced up to two times a day on average (three at Christmas and Easter) by a maximum legal articulated HGV. Swept path analysis drawings provided demonstrate that a 16.5m articulated HGV can safely enter and exit the loading bay in forward gear and prove that the store can be serviced while fully operational.

12.6 To assess the suitability of the proposed parking provision on site, a parking accumulation exercise has been undertaken based upon the forecast trip generation associated with the new development. The proposed parking provision on site has been demonstrated to be sufficient to meet the forecast demand of the proposed development. Furthermore, it offers some additional headroom to service any peaks in demand over the average forecasts plus cater for multi-visitation to the neighbouring local centre.

12.7 The proposed means of access into the application site (the use of the existing junction into the car-showroom site) has been tested using Junctions 9 and the results have confirmed that it

provides more than adequate levels of service for the forecast turning movements in and out of Lidl and the retail park at peak times for both the store and the local highway network.

12.8 Off-site, the impact of the development at the Horse and Jockey signal-controlled junction of Elmhurst Road with Buckingham Road and Weedon Road is not material.

Conclusion

12.9 With all of the above in mind, it is concluded that the proposed development meets local and national transport policy objectives in terms of accessibility, sustainability and highway safety. There is no evidence of any severe impact to the interests of the free-flow of traffic or to highway safety resulting from the proposals and therefore the proposals are not in contravention of paragraph 115 of the NPPF. We therefore consider there to be no highway reasons which could preclude the granting of planning permission.

S|C|P

APPENDICES

S|C|P

APPENDIX 1

Aylesbury
Classified Junction Count

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road

Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.1: Left from A413 Buckingham Road (North) to A4157 Elmhurst Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	123	1	22	2	1	0	149	151.30
0745 - 0800	0	2	112	1	15	2	5	0	137	143.30
0800 - 0815	0	1	113	2	14	3	0	1	134	135.90
0815 - 0830	0	1	109	1	14	0	2	0	127	129.00
Hourly Total	**0**	**4**	**457**	**5**	**65**	**7**	**8**	**1**	547	559.50
Hourly Average	**0.00**	**1.00**	**114.25**	**1.25**	**16.25**	**1.75**	**2.00**	**0.25**	**136.75**	**139.88**
0830 - 0845	0	0	131	5	4	4	10	0	154	169.00
0845 - 0900	0	0	108	2	8	7	6	0	131	142.30
0900 - 0915	0	0	78	6	11	1	2	0	98	101.10
0915 - 0930	0	2	61	3	12	2	2	0	82	84.40
Hourly Total	**0**	**2**	**378**	**16**	**35**	**14**	**20**	**0**	465	496.80
Hourly Average	**0.00**	**0.50**	**94.50**	**4.00**	**8.75**	**3.50**	**5.00**	**0.00**	**116.25**	**124.20**

Session Total	**0**	**6**	**835**	**21**	**100**	**21**	**28**	**1**	1012	1056.30
Session Average	**0.00**	**0.75**	**104.38**	**2.63**	**12.50**	**2.63**	**3.50**	**0.13**	**126.50**	**132.04**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.1: Left from A413 Buckingham Road (North) to A4157 Elmhurst Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	92	1	8	2	3	0	106	110.90
1515 - 1530	0	0	79	2	17	1	4	0	103	108.70
1530 - 1545	0	0	101	4	12	3	6	1	127	137.30
1545 - 1600	0	0	65	8	12	5	3	0	93	99.40
Hourly Total	**0**	**0**	**337**	**15**	**49**	**11**	**16**	**1**	429	456.30
Hourly Average	**0.00**	**0.00**	**84.25**	**3.75**	**12.25**	**2.75**	**4.00**	**0.25**	**107.25**	**114.08**
1600 - 1615	0	0	121	6	14	2	6	1	150	159.80
1615 - 1630	0	0	86	4	25	2	6	0	123	131.80
1630 - 1645	0	2	109	2	15	3	2	1	134	137.90
1645 - 1700	0	3	97	1	12	3	4	3	123	130.90
Hourly Total	**0**	**5**	**413**	**13**	**66**	**10**	**18**	**5**	530	560.40
Hourly Average	**0.00**	**1.25**	**103.25**	**3.25**	**16.50**	**2.50**	**4.50**	**1.25**	**132.50**	**140.10**
1700 - 1715	0	1	78	2	14	2	3	0	100	104.30
1715 - 1730	0	4	120	1	15	2	5	0	147	152.10
1730 - 1745	0	1	103	1	17	0	2	0	124	126.00
1745 - 1800	0	0	100	0	7	4	4	0	115	122.20
Hourly Total	**0**	**6**	**401**	**4**	**53**	**8**	**14**	**0**	486	504.60
Hourly Average	**0.00**	**1.50**	**100.25**	**1.00**	**13.25**	**2.00**	**3.50**	**0.00**	**121.50**	**126.15**
1800 - 1815	0	1	116	1	8	0	0	0	126	125.40
1815 - 1830	0	2	88	1	8	0	2	0	101	102.40
1830 - 1845	0	0	100	1	7	0	1	0	109	110.30
1845 - 1900	0	0	81	1	6	1	1	0	90	91.80
Hourly Total	**0**	**3**	**385**	**4**	**29**	**1**	**4**	**0**	426	429.90
Hourly Average	**0.00**	**0.75**	**96.25**	**1.00**	**7.25**	**0.25**	**1.00**	**0.00**	**106.50**	**107.48**

Session Total	**0**	**14**	**1536**	**36**	**197**	**30**	**52**	**6**	1871	1951.20
Session Average	**0.00**	**0.88**	**96.00**	**2.25**	**12.31**	**1.88**	**3.25**	**0.38**	**116.94**	**121.95**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 1.1: Left from A413 Buckingham Road (North) to A4157 Elmhurst Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	4	1	95	1	7	1	0	0	109	105.70
1115 - 1130	0	2	98	0	10	0	0	0	110	108.80
1130 - 1145	0	2	90	1	13	0	2	0	108	109.40
1145 - 1200	0	2	129	1	6	0	1	0	139	139.10
Hourly Total	**4**	**7**	**412**	**3**	**36**	**1**	**3**	**0**	466	463.00
Hourly Average	**1.00**	**1.75**	**103.00**	**0.75**	**9.00**	**0.25**	**0.75**	**0.00**	**116.50**	**115.75**
1200 - 1215	0	0	116	5	6	0	2	0	129	131.60
1215 - 1230	3	1	89	1	9	0	2	0	105	104.60
1230 - 1245	1	0	100	1	12	2	3	0	119	123.10
1245 - 1300	0	1	96	1	4	1	1	0	104	105.20
Hourly Total	**4**	**2**	**401**	**8**	**31**	**3**	**8**	**0**	457	464.50
Hourly Average	**1.00**	**0.50**	**100.25**	**2.00**	**7.75**	**0.75**	**2.00**	**0.00**	**114.25**	**116.13**
1300 - 1315	5	1	111	2	8	0	2	0	129	127.00
1315 - 1330	0	2	84	0	3	1	2	0	92	93.90
1330 - 1345	0	1	79	2	12	0	4	0	98	102.60
1345 - 1400	0	0	105	0	10	0	1	0	116	117.30
Hourly Total	**5**	**4**	**379**	**4**	**33**	**1**	**9**	**0**	435	440.80
Hourly Average	**1.25**	**1.00**	**94.75**	**1.00**	**8.25**	**0.25**	**2.25**	**0.00**	**108.75**	**110.20**

Session Total	**13**	**13**	**1192**	**15**	**100**	**5**	**20**	**0**	1358	1368.30
Session Average	**1.08**	**1.08**	**99.33**	**1.25**	**8.33**	**0.42**	**1.67**	**0.00**	**113.17**	**114.03**

Aylesbury
Classified Junction Count

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road

Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.2: Southbound from A413 Buckingham Road (North) to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	1	103	6	10	1	1	0	122	123.20
0745 - 0800	0	0	120	2	10	3	1	1	137	140.80
0800 - 0815	1	0	140	5	9	4	0	3	162	166.20
0815 - 0830	0	0	116	5	8	1	0	0	130	130.50
Hourly Total	**1**	**1**	**479**	**18**	**37**	**9**	**2**	**4**	551	560.70
Hourly Average	**0.25**	**0.25**	**119.75**	**4.50**	**9.25**	**2.25**	**0.50**	**1.00**	137.75	140.18
0830 - 0845	0	0	104	5	8	2	0	1	120	122.00
0845 - 0900	0	0	66	3	10	3	0	1	83	85.50
0900 - 0915	0	0	69	14	3	0	0	1	87	88.00
0915 - 0930	0	0	77	8	5	0	1	0	91	92.30
Hourly Total	**0**	**0**	**316**	**30**	**26**	**5**	**1**	**3**	381	387.80
Hourly Average	**0.00**	**0.00**	**79.00**	**7.50**	**6.50**	**1.25**	**0.25**	**0.75**	95.25	96.95

Session Total	**1**	**1**	**795**	**48**	**63**	**14**	**3**	**7**	932	948.50
Session Average	**0.13**	**0.13**	**99.38**	**6.00**	**7.88**	**1.75**	**0.38**	**0.88**	116.50	118.56

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.2: Southbound from A413 Buckingham Road (North) to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	41	1	6	1	0	0	49	49.50
1515 - 1530	0	1	60	1	8	2	0	0	72	72.40
1530 - 1545	0	0	60	5	5	1	0	1	72	73.50
1545 - 1600	0	0	55	7	2	1	0	1	66	67.50
Hourly Total	**0**	**1**	**216**	**14**	**21**	**5**	**0**	**2**	259	262.90
Hourly Average	**0.00**	**0.25**	**54.00**	**3.50**	**5.25**	**1.25**	**0.00**	**0.50**	64.75	65.73
1600 - 1615	0	0	55	5	10	0	0	0	70	70.00
1615 - 1630	0	0	52	2	5	4	0	1	64	67.00
1630 - 1645	0	0	54	4	8	1	0	2	69	71.50
1645 - 1700	0	0	61	6	7	1	1	1	77	79.80
Hourly Total	**0**	**0**	**222**	**17**	**30**	**6**	**1**	**4**	280	288.30
Hourly Average	**0.00**	**0.00**	**55.50**	**4.25**	**7.50**	**1.50**	**0.25**	**1.00**	70.00	72.08
1700 - 1715	0	1	53	1	6	2	0	1	64	65.40
1715 - 1730	0	1	64	4	5	0	0	1	75	75.40
1730 - 1745	0	2	61	3	6	0	0	2	74	74.80
1745 - 1800	1	1	66	2	2	0	0	0	72	70.60
Hourly Total	**1**	**5**	**244**	**10**	**19**	**2**	**0**	**4**	285	286.20
Hourly Average	**0.25**	**1.25**	**61.00**	**2.50**	**4.75**	**0.50**	**0.00**	**1.00**	71.25	71.55
1800 - 1815	0	0	57	0	2	0	0	3	62	65.00
1815 - 1830	0	0	62	1	2	0	0	0	65	65.00
1830 - 1845	0	0	66	2	6	0	0	2	76	78.00
1845 - 1900	0	0	52	2	2	0	0	0	56	56.00
Hourly Total	**0**	**0**	**237**	**5**	**12**	**0**	**0**	**5**	259	264.00
Hourly Average	**0.00**	**0.00**	**59.25**	**1.25**	**3.00**	**0.00**	**0.00**	**1.25**	64.75	66.00

Session Total	**1**	**6**	**919**	**46**	**82**	**13**	**1**	**15**	1083	1101.40
Session Average	**0.06**	**0.38**	**57.44**	**2.88**	**5.13**	**0.81**	**0.06**	**0.94**	67.69	68.84

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 1.2: Southbound from A413 Buckingham Road (North) to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	72	1	4	0	0	0	78	77.40
1115 - 1130	0	0	56	0	2	0	0	0	58	58.00
1130 - 1145	0	0	60	0	4	0	0	0	64	64.00
1145 - 1200	0	2	68	1	2	1	0	1	75	75.30
Hourly Total	**0**	**3**	**256**	**2**	**12**	**1**	**0**	**1**	275	274.70
Hourly Average	**0.00**	**0.75**	**64.00**	**0.50**	**3.00**	**0.25**	**0.00**	**0.25**	68.75	68.68
1200 - 1215	0	0	56	0	3	1	0	0	60	60.50
1215 - 1230	0	4	53	2	5	0	0	0	64	61.60
1230 - 1245	0	0	50	1	4	1	0	1	57	58.50
1245 - 1300	2	2	67	2	3	0	0	1	77	75.20
Hourly Total	**2**	**6**	**226**	**5**	**15**	**2**	**0**	**2**	258	255.80
Hourly Average	**0.50**	**1.50**	**56.50**	**1.25**	**3.75**	**0.50**	**0.00**	**0.50**	64.50	63.95
1300 - 1315	0	2	61	0	5	0	0	0	68	66.80
1315 - 1330	0	1	51	3	4	0	0	0	59	58.40
1330 - 1345	1	1	48	1	8	0	0	0	59	57.60
1345 - 1400	0	2	70	3	2	1	0	1	79	79.30
Hourly Total	**1**	**6**	**230**	**7**	**19**	**1**	**0**	**1**	265	262.10
Hourly Average	**0.25**	**1.50**	**57.50**	**1.75**	**4.75**	**0.25**	**0.00**	**0.25**	66.25	65.53

Session Total	**3**	**15**	**712**	**14**	**46**	**4**	**0**	**4**	798	792.60
Session Average	**0.25**	**1.25**	**59.33**	**1.17**	**3.83**	**0.33**	**0.00**	**0.33**	66.50	66.05

Aylesbury
Classified Junction Count

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road

Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.3: Right from A413 Buckingham Road (North) to A4157 Weedon Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	1	40	0	6	0	0	0	47	46.40
0745 - 0800	0	0	64	0	12	1	1	0	78	79.80
0800 - 0815	0	1	56	0	4	3	1	1	66	69.20
0815 - 0830	0	0	70	5	7	1	0	1	84	85.50
Hourly Total	**0**	**2**	**230**	**5**	**29**	**5**	**2**	**2**	275	280.90
Hourly Average	**0.00**	**0.50**	**57.50**	**1.25**	**7.25**	**1.25**	**0.50**	**0.50**	**68.75**	**70.23**
0830 - 0845	0	0	55	1	6	1	0	1	64	65.50
0845 - 0900	0	0	48	3	5	2	0	1	59	61.00
0900 - 0915	0	0	29	2	6	1	0	1	39	40.50
0915 - 0930	0	0	29	3	5	0	0	0	37	37.00
Hourly Total	**0**	**0**	**161**	**9**	**22**	**4**	**0**	**3**	199	204.00
Hourly Average	**0.00**	**0.00**	**40.25**	**2.25**	**5.50**	**1.00**	**0.00**	**0.75**	**49.75**	**51.00**

Session Total	**0**	**2**	**391**	**14**	**51**	**9**	**2**	**5**	474	484.90
Session Average	**0.00**	**0.25**	**48.88**	**1.75**	**6.38**	**1.13**	**0.25**	**0.63**	**59.25**	**60.61**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.3: Right from A413 Buckingham Road (North) to A4157 Weedon Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	19	1	5	1	0	0	26	26.50
1515 - 1530	0	0	26	1	3	1	0	0	31	31.50
1530 - 1545	0	1	29	2	7	1	0	0	40	39.90
1545 - 1600	0	0	29	2	6	0	0	0	37	37.00
Hourly Total	**0**	**1**	**103**	**6**	**21**	**3**	**0**	**0**	134	134.90
Hourly Average	**0.00**	**0.25**	**25.75**	**1.50**	**5.25**	**0.75**	**0.00**	**0.00**	**33.50**	**33.73**
1600 - 1615	0	0	25	0	8	1	0	0	34	34.50
1615 - 1630	0	0	20	0	4	3	1	0	28	30.80
1630 - 1645	0	0	29	2	6	0	1	1	39	41.30
1645 - 1700	0	1	22	3	8	1	0	0	35	34.90
Hourly Total	**0**	**1**	**96**	**5**	**26**	**5**	**2**	**1**	136	141.50
Hourly Average	**0.00**	**0.25**	**24.00**	**1.25**	**6.50**	**1.25**	**0.50**	**0.25**	**34.00**	**35.38**
1700 - 1715	0	0	28	1	6	0	0	0	35	35.00
1715 - 1730	0	0	23	1	5	0	0	0	29	29.00
1730 - 1745	0	1	28	0	2	1	0	0	32	31.90
1745 - 1800	0	0	29	0	2	0	0	0	31	31.00
Hourly Total	**0**	**1**	**108**	**2**	**15**	**1**	**0**	**0**	127	126.90
Hourly Average	**0.00**	**0.25**	**27.00**	**0.50**	**3.75**	**0.25**	**0.00**	**0.00**	**31.75**	**31.73**
1800 - 1815	0	0	27	0	2	0	0	1	30	31.00
1815 - 1830	0	1	23	0	1	0	0	0	25	24.40
1830 - 1845	0	0	25	0	1	0	0	0	26	26.00
1845 - 1900	0	0	29	0	1	0	0	0	30	30.00
Hourly Total	**0**	**1**	**104**	**0**	**5**	**0**	**0**	**1**	111	111.40
Hourly Average	**0.00**	**0.25**	**26.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.25**	**27.75**	**27.85**

Session Total	**0**	**4**	**411**	**13**	**67**	**9**	**2**	**2**	508	514.70
Session Average	**0.00**	**0.25**	**25.69**	**0.81**	**4.19**	**0.56**	**0.13**	**0.13**	**31.75**	**32.17**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 1.3: Right from A413 Buckingham Road (North) to A4157 Weedon Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	20	1	0	0	0	0	21	21.00
1115 - 1130	0	0	24	0	2	0	0	0	26	26.00
1130 - 1145	0	0	42	0	2	0	0	0	44	44.00
1145 - 1200	0	2	30	0	1	1	0	0	34	33.30
Hourly Total	**0**	**2**	**116**	**1**	**5**	**1**	**0**	**0**	125	124.30
Hourly Average	**0.00**	**0.50**	**29.00**	**0.25**	**1.25**	**0.25**	**0.00**	**0.00**	**31.25**	**31.08**
1200 - 1215	0	0	37	0	2	0	0	0	39	39.00
1215 - 1230	0	0	29	0	1	0	0	0	30	30.00
1230 - 1245	0	1	30	0	2	0	0	0	33	32.40
1245 - 1300	1	0	25	0	0	0	0	0	26	25.20
Hourly Total	**1**	**1**	**121**	**0**	**5**	**0**	**0**	**0**	128	126.60
Hourly Average	**0.25**	**0.25**	**30.25**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**32.00**	**31.65**
1300 - 1315	0	2	16	2	2	0	0	0	22	20.80
1315 - 1330	0	1	30	0	5	0	0	0	36	35.40
1330 - 1345	1	0	21	0	2	0	0	0	24	23.20
1345 - 1400	0	0	22	0	3	0	0	0	25	25.00
Hourly Total	**1**	**3**	**89**	**2**	**12**	**0**	**0**	**0**	107	104.40
Hourly Average	**0.25**	**0.75**	**22.25**	**0.50**	**3.00**	**0.00**	**0.00**	**0.00**	**26.75**	**26.10**

Session Total	**2**	**6**	**326**	**3**	**22**	**1**	**0**	**0**	360	355.30
Session Average	**0.17**	**0.50**	**27.17**	**0.25**	**1.83**	**0.08**	**0.00**	**0.00**	**30.00**	**29.61**

Aylesbury
Classified Junction Count

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road

Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.4: Left from A4157 Elmhurst Road to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	5	0	0	0	0	0	5	5.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
0800 - 0815	0	0	3	0	0	0	0	0	3	3.00
0815 - 0830	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	**0**	**0**	**16**	**0**	**1**	**0**	**0**	**0**	17	17.00
Hourly Average	**0.00**	**0.00**	**4.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**
0830 - 0845	0	0	5	0	0	0	0	0	5	5.00
0845 - 0900	0	0	8	0	0	0	0	0	8	8.00
0900 - 0915	0	0	1	0	0	1	0	0	2	2.50
0915 - 0930	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**18**	**0**	**0**	**1**	**0**	**0**	19	19.50
Hourly Average	**0.00**	**0.00**	**4.50**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**4.75**	**4.88**

Session Total	**0**	**0**	**34**	**0**	**1**	**1**	**0**	**0**	36	36.50
Session Average	**0.00**	**0.00**	**4.25**	**0.00**	**0.13**	**0.13**	**0.00**	**0.00**	**4.50**	**4.56**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.4: Left from A4157 Elmhurst Road to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	8	0	1	1	0	0	10	10.50
1515 - 1530	0	0	13	1	1	0	1	0	16	17.30
1530 - 1545	0	0	9	0	1	1	0	0	11	11.50
1545 - 1600	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	**0**	**0**	**33**	**1**	**4**	**2**	**1**	**0**	41	43.30
Hourly Average	**0.00**	**0.00**	**8.25**	**0.25**	**1.00**	**0.50**	**0.25**	**0.00**	**10.25**	**10.83**
1600 - 1615	0	0	8	0	2	0	0	0	10	10.00
1615 - 1630	0	0	8	0	1	0	0	0	9	9.00
1630 - 1645	0	0	5	0	1	0	0	0	6	6.00
1645 - 1700	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	**0**	**0**	**29**	**0**	**5**	**0**	**0**	**0**	34	34.00
Hourly Average	**0.00**	**0.00**	**7.25**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**8.50**	**8.50**
1700 - 1715	0	1	6	0	1	0	0	0	8	7.40
1715 - 1730	0	0	4	0	1	0	0	0	5	5.00
1730 - 1745	0	0	9	0	0	0	0	0	9	9.00
1745 - 1800	0	1	13	0	0	0	0	0	14	13.40
Hourly Total	**0**	**2**	**32**	**0**	**2**	**0**	**0**	**0**	36	34.80
Hourly Average	**0.00**	**0.50**	**8.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**9.00**	**8.70**
1800 - 1815	0	0	8	0	0	0	0	0	8	8.00
1815 - 1830	0	0	13	0	1	0	0	0	14	14.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**31**	**0**	**1**	**0**	**0**	**0**	32	32.00
Hourly Average	**0.00**	**0.00**	**7.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**8.00**	**8.00**

Session Total	**0**	**2**	**125**	**1**	**12**	**2**	**1**	**0**	143	144.10
Session Average	**0.00**	**0.13**	**7.81**	**0.06**	**0.75**	**0.13**	**0.06**	**0.00**	**8.94**	**9.01**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 1.4: Left from A4157 Elmhurst Road to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	11	0	1	0	0	0	12	12.00
1115 - 1130	0	0	6	0	0	0	0	0	6	6.00
1130 - 1145	0	0	12	0	0	0	0	0	12	12.00
1145 - 1200	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	**0**	**0**	**44**	**0**	**1**	**0**	**0**	**0**	45	45.00
Hourly Average	**0.00**	**0.00**	**11.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**11.25**	**11.25**
1200 - 1215	0	0	6	0	1	0	0	0	7	7.00
1215 - 1230	0	0	12	0	2	0	0	0	14	14.00
1230 - 1245	0	0	6	0	0	1	0	0	7	7.50
1245 - 1300	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	**0**	**0**	**33**	**0**	**5**	**1**	**0**	**0**	39	39.50
Hourly Average	**0.00**	**0.00**	**8.25**	**0.00**	**1.25**	**0.25**	**0.00**	**0.00**	**9.75**	**9.88**
1300 - 1315	0	0	16	0	1	0	0	0	17	17.00
1315 - 1330	0	1	5	0	0	0	0	0	6	5.40
1330 - 1345	0	0	13	0	0	0	0	0	13	13.00
1345 - 1400	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	**0**	**1**	**45**	**0**	**2**	**0**	**0**	**0**	48	47.40
Hourly Average	**0.00**	**0.25**	**11.25**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**12.00**	**11.85**

Session Total	**0**	**1**	**122**	**0**	**8**	**1**	**0**	**0**	132	131.90
Session Average	**0.00**	**0.08**	**10.17**	**0.00**	**0.67**	**0.08**	**0.00**	**0.00**	**11.00**	**10.99**

Aylesbury
Classified Junction Count

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road

Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.5: Westbound from A4157 Elmhurst Road to A4157 Weedon Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	59	2	13	1	3	1	79	84.40
0745 - 0800	0	1	64	0	12	4	3	1	85	91.30
0800 - 0815	0	1	48	1	10	6	3	1	70	77.30
0815 - 0830	0	0	69	1	6	6	3	1	86	93.90
Hourly Total	**0**	**2**	**240**	**4**	**41**	**17**	**12**	**4**	320	346.90
Hourly Average	**0.00**	**0.50**	**60.00**	**1.00**	**10.25**	**4.25**	**3.00**	**1.00**	**80.00**	**86.73**
0830 - 0845	0	0	58	0	11	4	4	1	78	86.20
0845 - 0900	0	0	72	1	4	0	2	0	79	81.60
0900 - 0915	0	0	46	5	13	3	6	2	75	86.30
0915 - 0930	0	2	63	4	12	2	1	1	85	87.10
Hourly Total	**0**	**2**	**239**	**10**	**40**	**9**	**13**	**4**	317	341.20
Hourly Average	**0.00**	**0.50**	**59.75**	**2.50**	**10.00**	**2.25**	**3.25**	**1.00**	**79.25**	**85.30**

Session Total	**0**	**4**	**479**	**14**	**81**	**26**	**25**	**8**	637	688.10
Session Average	**0.00**	**0.50**	**59.88**	**1.75**	**10.13**	**3.25**	**3.13**	**1.00**	**79.63**	**86.01**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.5: Westbound from A4157 Elmhurst Road to A4157 Weedon Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	55	2	7	2	2	0	68	71.60
1515 - 1530	0	0	97	0	6	3	1	1	108	111.80
1530 - 1545	0	0	86	1	13	1	1	1	103	105.80
1545 - 1600	0	0	52	3	19	2	4	1	81	88.20
Hourly Total	**0**	**0**	**290**	**6**	**45**	**8**	**8**	**3**	360	377.40
Hourly Average	**0.00**	**0.00**	**72.50**	**1.50**	**11.25**	**2.00**	**2.00**	**0.75**	**90.00**	**94.35**
1600 - 1615	0	1	48	5	15	1	2	1	73	76.50
1615 - 1630	0	0	68	1	19	0	2	0	90	92.60
1630 - 1645	0	0	57	1	17	2	2	1	80	84.60
1645 - 1700	0	0	69	1	10	1	2	3	86	92.10
Hourly Total	**0**	**1**	**242**	**8**	**61**	**4**	**8**	**5**	329	345.80
Hourly Average	**0.00**	**0.25**	**60.50**	**2.00**	**15.25**	**1.00**	**2.00**	**1.25**	**82.25**	**86.45**
1700 - 1715	0	0	76	1	13	2	1	2	95	99.30
1715 - 1730	0	0	59	3	18	1	1	1	83	85.80
1730 - 1745	0	0	53	1	8	1	1	0	64	65.80
1745 - 1800	0	1	75	1	7	1	0	0	85	84.90
Hourly Total	**0**	**1**	**263**	**6**	**46**	**5**	**3**	**3**	327	335.80
Hourly Average	**0.00**	**0.25**	**65.75**	**1.50**	**11.50**	**1.25**	**0.75**	**0.75**	**81.75**	**83.95**
1800 - 1815	0	0	66	1	9	0	2	1	79	82.60
1815 - 1830	0	0	60	0	8	1	3	0	72	76.40
1830 - 1845	0	0	56	1	6	2	1	2	68	72.30
1845 - 1900	0	0	58	2	7	0	3	0	70	73.90
Hourly Total	**0**	**0**	**240**	**4**	**30**	**3**	**9**	**3**	289	305.20
Hourly Average	**0.00**	**0.00**	**60.00**	**1.00**	**7.50**	**0.75**	**2.25**	**0.75**	**72.25**	**76.30**

Session Total	**0**	**2**	**1035**	**24**	**182**	**20**	**28**	**14**	1305	1364.20
Session Average	**0.00**	**0.13**	**64.69**	**1.50**	**11.38**	**1.25**	**1.75**	**0.88**	**81.56**	**85.26**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 1.5: Westbound from A4157 Elmhurst Road to A4157 Weedon Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	100	0	4	2	0	0	107	107.40
1115 - 1130	0	2	97	1	10	0	0	1	111	110.80
1130 - 1145	0	2	83	1	9	1	0	0	96	95.30
1145 - 1200	0	0	88	2	7	0	0	0	97	97.00
Hourly Total	**0**	**5**	**368**	**4**	**30**	**3**	**0**	**1**	411	410.50
Hourly Average	**0.00**	**1.25**	**92.00**	**1.00**	**7.50**	**0.75**	**0.00**	**0.25**	**102.75**	**102.63**
1200 - 1215	0	0	96	0	5	0	1	1	103	105.30
1215 - 1230	0	0	79	0	5	1	1	0	86	87.80
1230 - 1245	0	0	78	1	6	0	0	1	86	87.00
1245 - 1300	0	2	78	1	5	0	0	0	86	84.80
Hourly Total	**0**	**2**	**331**	**2**	**21**	**1**	**2**	**2**	361	364.90
Hourly Average	**0.00**	**0.50**	**82.75**	**0.50**	**5.25**	**0.25**	**0.50**	**0.50**	**90.25**	**91.23**
1300 - 1315	0	0	120	0	6	0	0	0	126	126.00
1315 - 1330	0	0	96	0	5	0	0	2	103	105.00
1330 - 1345	0	4	84	2	6	2	0	0	98	96.60
1345 - 1400	0	2	79	2	9	0	1	0	93	93.10
Hourly Total	**0**	**6**	**379**	**4**	**26**	**2**	**1**	**2**	420	420.70
Hourly Average	**0.00**	**1.50**	**94.75**	**1.00**	**6.50**	**0.50**	**0.25**	**0.50**	**105.00**	**105.18**

Session Total	**0**	**13**	**1078**	**10**	**77**	**6**	**3**	**5**	1192	1196.10
Session Average	**0.00**	**1.08**	**89.83**	**0.83**	**6.42**	**0.50**	**0.25**	**0.42**	**99.33**	**99.68**

Aylesbury
Classified Junction Count

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road

Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.6: Right from A4157 Elmhurst Road to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	47	4	11	1	2	0	65	68.10
0745 - 0800	0	0	49	6	10	1	4	2	72	79.70
0800 - 0815	0	1	53	3	10	3	5	0	75	82.40
0815 - 0830	0	0	50	2	6	1	3	0	62	66.40
Hourly Total	**0**	**1**	**199**	**15**	**37**	**6**	**14**	**2**	274	296.60
Hourly Average	**0.00**	**0.25**	**49.75**	**3.75**	**9.25**	**1.50**	**3.50**	**0.50**	**68.50**	**74.15**
0830 - 0845	0	0	48	0	9	1	4	0	62	67.70
0845 - 0900	0	0	81	1	2	0	1	0	85	86.30
0900 - 0915	0	0	83	0	9	1	1	0	94	95.80
0915 - 0930	0	1	73	3	9	4	6	0	96	105.20
Hourly Total	**0**	**1**	**285**	**4**	**29**	**6**	**12**	**0**	337	355.00
Hourly Average	**0.00**	**0.25**	**71.25**	**1.00**	**7.25**	**1.50**	**3.00**	**0.00**	**84.25**	**88.75**

Session Total	**0**	**2**	**484**	**19**	**66**	**12**	**26**	**2**	611	651.60
Session Average	**0.00**	**0.25**	**60.50**	**2.38**	**8.25**	**1.50**	**3.25**	**0.25**	**76.38**	**81.45**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.6: Right from A4157 Elmhurst Road to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	77	2	18	3	3	0	103	108.40
1515 - 1530	0	2	96	1	7	5	0	0	111	112.30
1530 - 1545	0	1	98	3	20	3	0	1	126	127.90
1545 - 1600	0	0	96	3	20	0	3	0	122	125.90
Hourly Total	**0**	**3**	**367**	**9**	**65**	**11**	**6**	**1**	462	474.50
Hourly Average	**0.00**	**0.75**	**91.75**	**2.25**	**16.25**	**2.75**	**1.50**	**0.25**	**115.50**	**118.63**
1600 - 1615	0	0	108	0	19	3	2	1	133	138.10
1615 - 1630	0	0	98	1	20	2	3	0	124	128.90
1630 - 1645	0	2	75	0	16	3	3	0	99	103.20
1645 - 1700	0	2	108	1	16	0	2	0	129	130.40
Hourly Total	**0**	**4**	**389**	**2**	**71**	**8**	**10**	**1**	485	500.60
Hourly Average	**0.00**	**1.00**	**97.25**	**0.50**	**17.75**	**2.00**	**2.50**	**0.25**	**121.25**	**125.15**
1700 - 1715	0	0	105	1	13	2	3	0	124	128.90
1715 - 1730	0	0	118	0	8	0	2	0	128	130.60
1730 - 1745	0	1	120	1	11	0	0	0	133	132.40
1745 - 1800	0	1	126	0	13	1	1	0	142	143.20
Hourly Total	**0**	**2**	**469**	**2**	**45**	**3**	**6**	**0**	527	535.10
Hourly Average	**0.00**	**0.50**	**117.25**	**0.50**	**11.25**	**0.75**	**1.50**	**0.00**	**131.75**	**133.78**
1800 - 1815	0	0	117	2	8	1	1	0	129	130.80
1815 - 1830	2	1	122	0	10	1	3	0	139	141.20
1830 - 1845	0	0	109	1	12	0	0	0	122	122.00
1845 - 1900	0	2	81	0	6	0	2	0	91	92.40
Hourly Total	**2**	**3**	**429**	**3**	**36**	**2**	**6**	**0**	481	486.40
Hourly Average	**0.50**	**0.75**	**107.25**	**0.75**	**9.00**	**0.50**	**1.50**	**0.00**	**120.25**	**121.60**

Session Total	**2**	**12**	**1654**	**16**	**217**	**24**	**28**	**2**	1955	1996.60
Session Average	**0.13**	**0.75**	**103.38**	**1.00**	**13.56**	**1.50**	**1.75**	**0.13**	**122.19**	**124.79**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 1.6: Right from A4157 Elmhurst Road to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	87	2	10	1	1	0	101	102.80
1115 - 1130	0	1	104	1	10	1	1	0	118	119.20
1130 - 1145	0	0	87	2	7	1	0	0	97	97.50
1145 - 1200	0	0	96	2	6	1	0	0	105	105.50
Hourly Total	**0**	**1**	**374**	**7**	**33**	**4**	**2**	**0**	421	425.00
Hourly Average	**0.00**	**0.25**	**93.50**	**1.75**	**8.25**	**1.00**	**0.50**	**0.00**	**105.25**	**106.25**
1200 - 1215	0	1	92	1	11	0	0	0	105	104.40
1215 - 1230	0	2	101	1	5	0	1	0	110	110.10
1230 - 1245	0	1	105	0	5	2	2	0	115	118.00
1245 - 1300	0	1	111	0	1	12	0	0	125	130.40
Hourly Total	**0**	**5**	**409**	**2**	**22**	**14**	**3**	**0**	455	462.90
Hourly Average	**0.00**	**1.25**	**102.25**	**0.50**	**5.50**	**3.50**	**0.75**	**0.00**	**113.75**	**115.73**
1300 - 1315	0	5	104	0	8	0	0	0	117	114.00
1315 - 1330	0	2	101	1	10	0	0	0	114	112.80
1330 - 1345	0	1	76	1	4	0	1	0	83	83.70
1345 - 1400	0	1	102	1	10	1	2	0	117	119.50
Hourly Total	**0**	**9**	**383**	**3**	**32**	**1**	**3**	**0**	431	430.00
Hourly Average	**0.00**	**2.25**	**95.75**	**0.75**	**8.00**	**0.25**	**0.75**	**0.00**	**107.75**	**107.50**

Session Total	**0**	**15**	**1166**	**12**	**87**	**19**	**8**	**0**	1307	1317.90
Session Average	**0.00**	**1.25**	**97.17**	**1.00**	**7.25**	**1.58**	**0.67**	**0.00**	**108.92**	**109.83**

Aylesbury
Classified Junction Count

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road

Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.7: Left from A413 Buckingham Road (South) to A4157 Weedon Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	5	1	1	0	0	0	7	7.00
0745 - 0800	0	0	5	0	0	1	0	0	6	6.50
0800 - 0815	0	0	14	1	0	0	0	0	15	15.00
0815 - 0830	0	0	22	2	1	0	0	0	25	25.00
Hourly Total	**0**	**0**	**46**	**4**	**2**	**1**	**0**	**0**	53	53.50
Hourly Average	**0.00**	**0.00**	**11.50**	**1.00**	**0.50**	**0.25**	**0.00**	**0.00**	**13.25**	**13.38**
0830 - 0845	0	0	16	1	0	0	0	0	17	17.00
0845 - 0900	0	0	17	1	3	0	0	0	21	21.00
0900 - 0915	0	0	11	4	2	0	0	0	17	17.00
0915 - 0930	0	0	6	4	2	0	0	0	12	12.00
Hourly Total	**0**	**0**	**50**	**10**	**7**	**0**	**0**	**0**	67	67.00
Hourly Average	**0.00**	**0.00**	**12.50**	**2.50**	**1.75**	**0.00**	**0.00**	**0.00**	**16.75**	**16.75**

Session Total	**0**	**0**	**96**	**14**	**9**	**1**	**0**	**0**	120	120.50
Session Average	**0.00**	**0.00**	**12.00**	**1.75**	**1.13**	**0.13**	**0.00**	**0.00**	**15.00**	**15.06**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.7: Left from A413 Buckingham Road (South) to A4157 Weedon Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	19	2	2	0	0	0	23	23.00
1515 - 1530	0	0	10	1	1	1	0	0	13	13.50
1530 - 1545	0	0	18	2	2	0	0	1	23	24.00
1545 - 1600	0	0	16	2	3	0	0	0	21	21.00
Hourly Total	**0**	**0**	**63**	**7**	**8**	**1**	**0**	**1**	80	81.50
Hourly Average	**0.00**	**0.00**	**15.75**	**1.75**	**2.00**	**0.25**	**0.00**	**0.25**	**20.00**	**20.38**
1600 - 1615	0	0	9	1	1	0	0	0	11	11.00
1615 - 1630	0	0	21	2	4	0	0	0	27	27.00
1630 - 1645	0	0	9	0	2	0	0	0	11	11.00
1645 - 1700	0	0	10	2	3	0	0	0	15	15.00
Hourly Total	**0**	**0**	**49**	**5**	**10**	**0**	**0**	**0**	64	64.00
Hourly Average	**0.00**	**0.00**	**12.25**	**1.25**	**2.50**	**0.00**	**0.00**	**0.00**	**16.00**	**16.00**
1700 - 1715	0	0	10	0	1	0	0	0	11	11.00
1715 - 1730	0	0	17	1	0	0	0	0	18	18.00
1730 - 1745	0	0	16	0	3	0	0	0	19	19.00
1745 - 1800	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	**0**	**0**	**56**	**1**	**4**	**0**	**0**	**0**	61	61.00
Hourly Average	**0.00**	**0.00**	**14.00**	**0.25**	**1.00**	**0.00**	**0.00**	**0.00**	**15.25**	**15.25**
1800 - 1815	0	0	15	0	0	0	0	0	15	15.00
1815 - 1830	0	0	15	0	2	0	0	0	17	17.00
1830 - 1845	0	0	11	1	2	0	0	0	14	14.00
1845 - 1900	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	**0**	**0**	**50**	**1**	**6**	**0**	**0**	**0**	57	57.00
Hourly Average	**0.00**	**0.00**	**12.50**	**0.25**	**1.50**	**0.00**	**0.00**	**0.00**	**14.25**	**14.25**

Session Total	**0**	**0**	**218**	**14**	**28**	**1**	**0**	**1**	262	263.50
Session Average	**0.00**	**0.00**	**13.63**	**0.88**	**1.75**	**0.06**	**0.00**	**0.06**	**16.38**	**16.47**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 1.7: Left from A413 Buckingham Road (South) to A4157 Weedon Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	7	1	1	0	0	0	9	9.00
1115 - 1130	0	0	9	0	0	0	0	0	9	9.00
1130 - 1145	0	0	9	0	0	0	0	0	9	9.00
1145 - 1200	0	1	9	0	2	0	0	0	12	11.40
Hourly Total	**0**	**1**	**34**	**1**	**3**	**0**	**0**	**0**	39	38.40
Hourly Average	**0.00**	**0.25**	**8.50**	**0.25**	**0.75**	**0.00**	**0.00**	**0.00**	**9.75**	**9.60**
1200 - 1215	0	0	9	0	0	0	0	0	9	9.00
1215 - 1230	0	0	3	1	2	0	0	0	6	6.00
1230 - 1245	0	0	17	1	3	0	0	0	21	21.00
1245 - 1300	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	**0**	**0**	**37**	**2**	**5**	**0**	**0**	**0**	44	44.00
Hourly Average	**0.00**	**0.00**	**9.25**	**0.50**	**1.25**	**0.00**	**0.00**	**0.00**	**11.00**	**11.00**
1300 - 1315	0	0	9	1	0	0	0	0	10	10.00
1315 - 1330	0	0	6	0	1	0	0	0	7	7.00
1330 - 1345	0	0	12	0	0	0	0	0	12	12.00
1345 - 1400	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	**0**	**0**	**41**	**1**	**1**	**0**	**0**	**0**	43	43.00
Hourly Average	**0.00**	**0.00**	**10.25**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	**10.75**	**10.75**

Session Total	**0**	**1**	**112**	**4**	**9**	**0**	**0**	**0**	126	125.40
Session Average	**0.00**	**0.08**	**9.33**	**0.33**	**0.75**	**0.00**	**0.00**	**0.00**	**10.50**	**10.45**

Aylesbury
Classified Junction Count

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road

Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.8: Northbound from A413 Buckingham Road (South) to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	1	53	4	12	2	0	2	74	76.40
0745 - 0800	0	1	63	4	9	1	1	1	80	82.20
0800 - 0815	0	0	99	5	9	0	0	0	113	113.00
0815 - 0830	0	0	76	5	9	1	0	2	93	95.50
Hourly Total	**0**	**2**	**291**	**18**	**39**	**4**	**1**	**5**	360	367.10
Hourly Average	**0.00**	**0.50**	**72.75**	**4.50**	**9.75**	**1.00**	**0.25**	**1.25**	**90.00**	**91.78**
0830 - 0845	0	0	71	1	5	4	0	1	82	85.00
0845 - 0900	0	0	68	1	6	1	1	1	78	80.80
0900 - 0915	0	0	54	1	8	1	0	1	65	66.50
0915 - 0930	0	0	43	2	4	3	1	0	53	55.80
Hourly Total	**0**	**0**	**236**	**5**	**23**	**9**	**2**	**3**	278	288.10
Hourly Average	**0.00**	**0.00**	**59.00**	**1.25**	**5.75**	**2.25**	**0.50**	**0.75**	**69.50**	**72.03**

Session Total	**0**	**2**	**527**	**23**	**62**	**13**	**3**	**8**	638	655.20
Session Average	**0.00**	**0.25**	**65.88**	**2.88**	**7.75**	**1.63**	**0.38**	**1.00**	**79.75**	**81.90**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.8: Northbound from A413 Buckingham Road (South) to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	2	97	7	10	2	0	1	119	119.80
1515 - 1530	0	0	55	10	12	0	0	0	77	77.00
1530 - 1545	0	1	86	2	6	1	0	1	97	97.90
1545 - 1600	0	0	86	4	6	2	0	2	100	103.00
Hourly Total	**0**	**3**	**324**	**23**	**34**	**5**	**0**	**4**	393	397.70
Hourly Average	**0.00**	**0.75**	**81.00**	**5.75**	**8.50**	**1.25**	**0.00**	**1.00**	**98.25**	**99.43**
1600 - 1615	0	0	71	1	9	0	0	1	82	83.00
1615 - 1630	0	1	114	2	8	0	1	1	127	128.70
1630 - 1645	0	0	96	1	11	2	0	0	110	111.00
1645 - 1700	1	1	97	1	12	2	1	1	116	117.90
Hourly Total	**1**	**2**	**378**	**5**	**40**	**4**	**2**	**3**	435	440.60
Hourly Average	**0.25**	**0.50**	**94.50**	**1.25**	**10.00**	**1.00**	**0.50**	**0.75**	**108.75**	**110.15**
1700 - 1715	0	0	105	2	6	2	0	0	115	116.00
1715 - 1730	2	0	96	2	12	0	0	0	112	110.40
1730 - 1745	0	2	119	0	7	0	0	2	130	130.80
1745 - 1800	0	0	101	0	9	0	0	1	111	112.00
Hourly Total	**2**	**2**	**421**	**4**	**34**	**2**	**0**	**3**	468	469.20
Hourly Average	**0.50**	**0.50**	**105.25**	**1.00**	**8.50**	**0.50**	**0.00**	**0.75**	**117.00**	**117.30**
1800 - 1815	0	1	124	1	4	1	0	0	131	130.90
1815 - 1830	0	1	84	3	11	0	0	1	100	100.40
1830 - 1845	1	0	81	1	7	0	0	0	90	89.20
1845 - 1900	0	0	62	1	5	0	0	0	68	68.00
Hourly Total	**1**	**2**	**351**	**6**	**27**	**1**	**0**	**1**	389	388.50
Hourly Average	**0.25**	**0.50**	**87.75**	**1.50**	**6.75**	**0.25**	**0.00**	**0.25**	**97.25**	**97.13**

Session Total	**4**	**9**	**1474**	**38**	**135**	**12**	**2**	**11**	1685	1696.00
Session Average	**0.25**	**0.56**	**92.13**	**2.38**	**8.44**	**0.75**	**0.13**	**0.69**	**105.31**	**106.00**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 1.8: Northbound from A413 Buckingham Road (South) to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	54	1	2	0	0	1	58	59.00
1115 - 1130	1	1	43	1	3	0	0	0	49	47.60
1130 - 1145	1	0	56	1	2	0	0	0	60	59.20
1145 - 1200	0	1	61	2	3	0	0	0	67	66.40
Hourly Total	**2**	**2**	**214**	**5**	**10**	**0**	**0**	**1**	234	232.20
Hourly Average	**0.50**	**0.50**	**53.50**	**1.25**	**2.50**	**0.00**	**0.00**	**0.25**	**58.50**	**58.05**
1200 - 1215	0	2	63	5	1	1	0	1	73	73.30
1215 - 1230	0	1	63	2	6	1	1	0	74	75.20
1230 - 1245	0	2	60	2	1	0	0	0	65	63.80
1245 - 1300	0	1	59	1	2	0	0	1	64	64.40
Hourly Total	**0**	**6**	**245**	**10**	**10**	**2**	**1**	**2**	276	276.70
Hourly Average	**0.00**	**1.50**	**61.25**	**2.50**	**2.50**	**0.50**	**0.25**	**0.50**	**69.00**	**69.18**
1300 - 1315	0	2	74	1	5	0	0	1	83	82.80
1315 - 1330	0	3	71	0	4	0	0	0	78	76.20
1330 - 1345	0	1	61	4	3	1	0	0	70	69.90
1345 - 1400	0	0	74	1	8	0	0	0	83	83.00
Hourly Total	**0**	**6**	**280**	**6**	**20**	**1**	**0**	**1**	314	311.90
Hourly Average	**0.00**	**1.50**	**70.00**	**1.50**	**5.00**	**0.25**	**0.00**	**0.25**	**78.50**	**77.98**

Session Total	**2**	**14**	**739**	**21**	**40**	**3**	**1**	**4**	824	820.80
Session Average	**0.17**	**1.17**	**61.58**	**1.75**	**3.33**	**0.25**	**0.08**	**0.33**	**68.67**	**68.40**

Aylesbury
Classified Junction Count

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road

Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.9: Right from A413 Buckingham Road (South) to A4157 Elmhurst Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	5	0	1	1	1	1	9	11.80
0745 - 0800	0	0	9	0	1	0	0	0	10	10.00
0800 - 0815	0	0	7	0	0	0	0	0	7	7.00
0815 - 0830	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	**0**	**0**	**30**	**0**	**2**	**1**	**1**	**1**	35	37.80
Hourly Average	**0.00**	**0.00**	**7.50**	**0.00**	**0.50**	**0.25**	**0.25**	**0.25**	**8.75**	**9.45**
0830 - 0845	0	0	13	1	0	0	0	1	15	16.00
0845 - 0900	0	0	12	0	1	0	0	0	13	13.00
0900 - 0915	0	0	7	0	0	0	1	0	8	9.30
0915 - 0930	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**36**	**1**	**1**	**0**	**1**	**1**	40	42.30
Hourly Average	**0.00**	**0.00**	**9.00**	**0.25**	**0.25**	**0.00**	**0.25**	**0.25**	**10.00**	**10.58**

Session Total	**0**	**0**	**66**	**1**	**3**	**1**	**2**	**2**	75	80.10
Session Average	**0.00**	**0.00**	**8.25**	**0.13**	**0.38**	**0.13**	**0.25**	**0.25**	**9.38**	**10.01**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.9: Right from A413 Buckingham Road (South) to A4157 Elmhurst Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	15	1	3	2	0	0	21	22.00
1515 - 1530	0	0	12	0	1	1	1	0	15	16.80
1530 - 1545	0	0	7	0	0	0	0	0	7	7.00
1545 - 1600	0	0	19	0	1	1	1	0	22	23.80
Hourly Total	**0**	**0**	**53**	**1**	**5**	**4**	**2**	**0**	65	69.60
Hourly Average	**0.00**	**0.00**	**13.25**	**0.25**	**1.25**	**1.00**	**0.50**	**0.00**	**16.25**	**17.40**
1600 - 1615	0	0	6	2	2	0	0	0	10	10.00
1615 - 1630	0	0	13	0	4	0	0	0	17	17.00
1630 - 1645	0	0	21	1	3	0	0	0	25	25.00
1645 - 1700	0	0	6	0	2	1	0	0	9	9.50
Hourly Total	**0**	**0**	**46**	**3**	**11**	**1**	**0**	**0**	61	61.50
Hourly Average	**0.00**	**0.00**	**11.50**	**0.75**	**2.75**	**0.25**	**0.00**	**0.00**	**15.25**	**15.38**
1700 - 1715	0	1	12	0	2	0	0	0	15	14.40
1715 - 1730	0	0	16	0	0	0	0	0	16	16.00
1730 - 1745	0	0	21	0	0	0	0	0	21	21.00
1745 - 1800	0	0	13	0	1	0	1	0	15	16.30
Hourly Total	**0**	**1**	**62**	**0**	**3**	**0**	**1**	**0**	67	67.70
Hourly Average	**0.00**	**0.25**	**15.50**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**16.75**	**16.93**
1800 - 1815	0	2	19	0	2	0	0	0	23	21.80
1815 - 1830	0	0	9	0	1	0	0	0	10	10.00
1830 - 1845	0	0	11	1	0	0	0	0	12	12.00
1845 - 1900	0	0	2	0	2	1	0	0	5	5.50
Hourly Total	**0**	**2**	**41**	**1**	**5**	**1**	**0**	**0**	50	49.30
Hourly Average	**0.00**	**0.50**	**10.25**	**0.25**	**1.25**	**0.25**	**0.00**	**0.00**	**12.50**	**12.33**

Session Total	**0**	**3**	**202**	**5**	**24**	**6**	**3**	**0**	243	248.10
Session Average	**0.00**	**0.19**	**12.63**	**0.31**	**1.50**	**0.38**	**0.19**	**0.00**	**15.19**	**15.51**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 1.9: Right from A413 Buckingham Road (South) to A4157 Elmhurst Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	18	1	0	1	0	0	20	20.50
1115 - 1130	0	0	13	0	1	0	0	0	14	14.00
1130 - 1145	0	0	11	0	2	1	0	0	14	14.50
1145 - 1200	0	0	17	1	3	0	0	0	21	21.00
Hourly Total	**0**	**0**	**59**	**2**	**6**	**2**	**0**	**0**	69	70.00
Hourly Average	**0.00**	**0.00**	**14.75**	**0.50**	**1.50**	**0.50**	**0.00**	**0.00**	**17.25**	**17.50**
1200 - 1215	0	0	16	0	0	0	0	0	16	16.00
1215 - 1230	0	0	10	0	2	0	0	0	12	12.00
1230 - 1245	0	0	14	0	0	0	0	0	14	14.00
1245 - 1300	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	**0**	**0**	**57**	**0**	**3**	**0**	**0**	**0**	60	60.00
Hourly Average	**0.00**	**0.00**	**14.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**15.00**	**15.00**
1300 - 1315	0	0	12	0	1	0	0	0	13	13.00
1315 - 1330	0	1	10	0	1	0	0	0	12	11.40
1330 - 1345	0	0	21	0	2	0	0	0	23	23.00
1345 - 1400	0	0	16	2	2	0	0	0	20	20.00
Hourly Total	**0**	**1**	**59**	**2**	**6**	**0**	**0**	**0**	68	67.40
Hourly Average	**0.00**	**0.25**	**14.75**	**0.50**	**1.50**	**0.00**	**0.00**	**0.00**	**17.00**	**16.85**

Session Total	**0**	**1**	**175**	**4**	**15**	**2**	**0**	**0**	197	197.40
Session Average	**0.00**	**0.08**	**14.58**	**0.33**	**1.25**	**0.17**	**0.00**	**0.00**	**16.42**	**16.45**

Aylesbury
Classified Junction Count

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road

Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.10: Left from A4157 Weedon Road to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	22	1	9	0	0	3	35	38.00
0745 - 0800	0	1	23	0	5	1	0	0	30	29.90
0800 - 0815	0	1	21	0	7	0	0	0	29	28.40
0815 - 0830	0	0	27	3	5	2	2	0	39	42.60
Hourly Total	**0**	**2**	**93**	**4**	**26**	**3**	**2**	**3**	133	138.90
Hourly Average	**0.00**	**0.50**	**23.25**	**1.00**	**6.50**	**0.75**	**0.50**	**0.75**	**33.25**	**34.73**
0830 - 0845	0	0	26	0	4	1	0	0	31	31.50
0845 - 0900	0	0	36	2	2	2	0	0	42	43.00
0900 - 0915	0	0	21	1	1	1	0	0	24	24.50
0915 - 0930	0	0	19	0	6	0	1	0	26	27.30
Hourly Total	**0**	**0**	**102**	**3**	**13**	**4**	**1**	**0**	123	126.30
Hourly Average	**0.00**	**0.00**	**25.50**	**0.75**	**3.25**	**1.00**	**0.25**	**0.00**	**30.75**	**31.58**

Session Total	**0**	**2**	**195**	**7**	**39**	**7**	**3**	**3**	256	265.20
Session Average	**0.00**	**0.25**	**24.38**	**0.88**	**4.88**	**0.88**	**0.38**	**0.38**	**32.00**	**33.15**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.10: Left from A4157 Weedon Road to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	31	1	3	0	2	0	37	39.60
1515 - 1530	0	0	29	2	2	0	0	2	35	37.00
1530 - 1545	0	0	32	0	1	0	0	0	33	33.00
1545 - 1600	0	0	36	1	9	0	0	0	46	46.00
Hourly Total	**0**	**0**	**128**	**4**	**15**	**0**	**2**	**2**	151	155.60
Hourly Average	**0.00**	**0.00**	**32.00**	**1.00**	**3.75**	**0.00**	**0.50**	**0.50**	**37.75**	**38.90**
1600 - 1615	0	0	31	1	4	2	0	0	38	39.00
1615 - 1630	0	0	30	0	3	0	0	1	34	35.00
1630 - 1645	0	0	34	2	5	0	0	0	41	41.00
1645 - 1700	0	1	38	2	6	0	0	0	47	46.40
Hourly Total	**0**	**1**	**133**	**5**	**18**	**2**	**0**	**1**	160	161.40
Hourly Average	**0.00**	**0.25**	**33.25**	**1.25**	**4.50**	**0.50**	**0.00**	**0.25**	**40.00**	**40.35**
1700 - 1715	0	0	51	1	6	0	0	0	58	58.00
1715 - 1730	0	0	49	2	5	1	0	0	57	57.50
1730 - 1745	0	0	37	0	1	0	1	0	39	40.30
1745 - 1800	0	0	37	1	4	0	0	0	42	42.00
Hourly Total	**0**	**0**	**174**	**4**	**16**	**1**	**1**	**0**	196	197.80
Hourly Average	**0.00**	**0.00**	**43.50**	**1.00**	**4.00**	**0.25**	**0.25**	**0.00**	**49.00**	**49.45**
1800 - 1815	0	0	40	0	3	0	0	0	43	43.00
1815 - 1830	0	0	35	0	6	0	0	0	41	41.00
1830 - 1845	0	1	28	0	0	0	0	0	29	28.40
1845 - 1900	0	0	26	1	2	0	0	0	29	29.00
Hourly Total	**0**	**1**	**129**	**1**	**11**	**0**	**0**	**0**	142	141.40
Hourly Average	**0.00**	**0.25**	**32.25**	**0.25**	**2.75**	**0.00**	**0.00**	**0.00**	**35.50**	**35.35**

Session Total	**0**	**2**	**564**	**14**	**60**	**3**	**3**	**3**	649	656.20
Session Average	**0.00**	**0.13**	**35.25**	**0.88**	**3.75**	**0.19**	**0.19**	**0.19**	**40.56**	**41.01**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 1.10: Left from A4157 Weedon Road to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	28	1	3	0	0	0	32	32.00
1115 - 1130	0	0	36	1	2	0	0	0	39	39.00
1130 - 1145	0	1	36	0	2	0	0	0	39	38.40
1145 - 1200	0	0	22	1	3	0	0	0	26	26.00
Hourly Total	**0**	**1**	**122**	**3**	**10**	**0**	**0**	**0**	136	135.40
Hourly Average	**0.00**	**0.25**	**30.50**	**0.75**	**2.50**	**0.00**	**0.00**	**0.00**	**34.00**	**33.85**
1200 - 1215	0	0	38	0	3	1	0	0	42	42.50
1215 - 1230	0	1	39	1	5	0	0	1	47	47.40
1230 - 1245	0	0	38	0	4	0	0	0	42	42.00
1245 - 1300	0	0	41	0	4	0	0	0	45	45.00
Hourly Total	**0**	**1**	**156**	**1**	**16**	**1**	**0**	**1**	176	176.90
Hourly Average	**0.00**	**0.25**	**39.00**	**0.25**	**4.00**	**0.25**	**0.00**	**0.25**	**44.00**	**44.23**
1300 - 1315	0	0	35	1	2	0	0	0	38	38.00
1315 - 1330	0	1	29	0	4	0	0	0	34	33.40
1330 - 1345	0	1	36	0	1	0	0	0	38	37.40
1345 - 1400	0	0	21	0	2	2	0	0	25	26.00
Hourly Total	**0**	**2**	**121**	**1**	**9**	**2**	**0**	**0**	135	134.80
Hourly Average	**0.00**	**0.50**	**30.25**	**0.25**	**2.25**	**0.50**	**0.00**	**0.00**	**33.75**	**33.70**

Session Total	**0**	**4**	**399**	**5**	**35**	**3**	**0**	**1**	447	447.10
Session Average	**0.00**	**0.33**	**33.25**	**0.42**	**2.92**	**0.25**	**0.00**	**0.08**	**37.25**	**37.26**

Aylesbury
Classified Junction Count

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road

Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.11: Eastbound from A4157 Weedon Road to A4157 Elmhurst Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	2	53	5	15	8	1	3	87	94.10
0745 - 0800	2	0	69	3	18	4	1	1	98	100.70
0800 - 0815	0	0	55	0	10	4	3	0	72	77.90
0815 - 0830	0	0	57	0	17	2	4	1	81	88.20
Hourly Total	**2**	**2**	**234**	**8**	**60**	**18**	**9**	**5**	338	360.90
Hourly Average	**0.50**	**0.50**	**58.50**	**2.00**	**15.00**	**4.50**	**2.25**	**1.25**	**84.50**	**90.23**
0830 - 0845	0	0	74	0	7	6	2	1	90	96.60
0845 - 0900	0	0	53	1	10	4	6	0	74	83.80
0900 - 0915	0	1	54	2	8	4	3	1	73	79.30
0915 - 0930	0	0	53	2	8	6	3	2	74	82.90
Hourly Total	**0**	**1**	**234**	**5**	**33**	**20**	**14**	**4**	311	342.60
Hourly Average	**0.00**	**0.25**	**58.50**	**1.25**	**8.25**	**5.00**	**3.50**	**1.00**	**77.75**	**85.65**

Session Total	**2**	**3**	**468**	**13**	**93**	**38**	**23**	**9**	649	703.50
Session Average	**0.25**	**0.38**	**58.50**	**1.63**	**11.63**	**4.75**	**2.88**	**1.13**	**81.13**	**87.94**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.11: Eastbound from A4157 Weedon Road to A4157 Elmhurst Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	73	2	14	3	3	1	96	102.40
1515 - 1530	0	0	73	4	17	0	1	1	96	98.30
1530 - 1545	0	0	77	2	8	1	4	1	93	99.70
1545 - 1600	0	0	76	1	17	2	2	0	98	101.60
Hourly Total	**0**	**0**	**299**	**9**	**56**	**6**	**10**	**3**	383	402.00
Hourly Average	**0.00**	**0.00**	**74.75**	**2.25**	**14.00**	**1.50**	**2.50**	**0.75**	**95.75**	**100.50**
1600 - 1615	0	1	96	0	10	2	2	2	113	118.00
1615 - 1630	0	2	67	2	12	0	5	1	89	95.30
1630 - 1645	0	1	98	1	11	2	3	0	116	120.30
1645 - 1700	0	0	77	0	8	2	2	1	90	94.60
Hourly Total	**0**	**4**	**338**	**3**	**41**	**6**	**12**	**4**	408	428.20
Hourly Average	**0.00**	**1.00**	**84.50**	**0.75**	**10.25**	**1.50**	**3.00**	**1.00**	**102.00**	**107.05**
1700 - 1715	0	1	71	1	10	0	2	0	85	87.00
1715 - 1730	0	1	90	0	11	0	5	0	107	112.90
1730 - 1745	0	0	98	0	7	2	1	1	109	112.30
1745 - 1800	0	0	81	0	4	1	2	0	88	91.10
Hourly Total	**0**	**2**	**340**	**1**	**32**	**3**	**10**	**1**	389	403.30
Hourly Average	**0.00**	**0.50**	**85.00**	**0.25**	**8.00**	**0.75**	**2.50**	**0.25**	**97.25**	**100.83**
1800 - 1815	0	0	79	0	6	1	1	0	87	88.80
1815 - 1830	0	0	80	0	7	0	1	1	89	91.30
1830 - 1845	0	0	73	0	11	0	0	0	84	84.00
1845 - 1900	1	0	65	0	5	0	0	0	71	70.20
Hourly Total	**1**	**0**	**297**	**0**	**29**	**1**	**2**	**1**	331	334.30
Hourly Average	**0.25**	**0.00**	**74.25**	**0.00**	**7.25**	**0.25**	**0.50**	**0.25**	**82.75**	**83.58**

Session Total	**1**	**6**	**1274**	**13**	**158**	**16**	**34**	**9**	1511	1567.80
Session Average	**0.06**	**0.38**	**79.63**	**0.81**	**9.88**	**1.00**	**2.13**	**0.56**	**94.44**	**97.99**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 1.11: Eastbound from A4157 Weedon Road to A4157 Elmhurst Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	1	0	103	0	13	1	1	0	119	120.00
1115 - 1130	1	0	112	0	11	0	1	0	125	125.50
1130 - 1145	0	0	96	0	6	3	1	1	107	110.80
1145 - 1200	0	0	97	0	11	0	0	0	108	108.00
Hourly Total	**2**	**0**	**408**	**0**	**41**	**4**	**3**	**1**	459	464.30
Hourly Average	**0.50**	**0.00**	**102.00**	**0.00**	**10.25**	**1.00**	**0.75**	**0.25**	**114.75**	**116.08**
1200 - 1215	0	2	115	0	9	0	0	1	127	126.80
1215 - 1230	1	2	115	0	10	1	0	0	129	127.50
1230 - 1245	2	1	91	0	8	0	1	0	103	102.10
1245 - 1300	0	0	83	1	9	1	1	1	96	98.80
Hourly Total	**3**	**5**	**404**	**1**	**36**	**2**	**2**	**2**	455	455.20
Hourly Average	**0.75**	**1.25**	**101.00**	**0.25**	**9.00**	**0.50**	**0.50**	**0.50**	**113.75**	**113.80**
1300 - 1315	0	3	96	1	6	0	0	0	106	104.20
1315 - 1330	0	0	86	1	8	0	0	0	95	95.00
1330 - 1345	0	5	94	2	5	0	1	1	108	107.30
1345 - 1400	0	2	69	0	3	0	0	0	74	72.80
Hourly Total	**0**	**10**	**345**	**4**	**22**	**0**	**1**	**1**	383	379.30
Hourly Average	**0.00**	**2.50**	**86.25**	**1.00**	**5.50**	**0.00**	**0.25**	**0.25**	**95.75**	**94.83**

Session Total	**5**	**15**	**1157**	**5**	**99**	**6**	**6**	**4**	1297	1298.80
Session Average	**0.42**	**1.25**	**96.42**	**0.42**	**8.25**	**0.50**	**0.50**	**0.33**	**108.08**	**108.23**

Aylesbury
Classified Junction Count

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road

Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.12: Right from A4157 Weedon Road to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	1	1.00
Session Average	**0.00**	**0.00**	**0.00**	**0.13**	**0.00**	**0.00**	**0.00**	**0.00**	**0.13**	**0.13**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.12: Right from A4157 Weedon Road to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 1.12: Right from A4157 Weedon Road to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Aylesbury
Classified Junction Count

Site 2 of 2
A413 Buckingham Road (North)
Local Access
A413 Buckingham Road (South)

Lat/Long
lat 51.826332° lon -0.814631°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.1: Left from A413 Buckingham Road (North) to Local Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
0900 - 0915	0	0	0	0	1	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**

Session Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	5	5.00
Session Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.13**	**0.00**	**0.00**	**0.00**	**0.63**	**0.63**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 2.1: Left from A413 Buckingham Road (North) to Local Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	1	0	1	0	0	0	2	2.00
1515 - 1530	0	0	1	0	0	0	1	0	2	3.30
1530 - 1545	0	0	1	0	1	0	0	0	2	2.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**2**	**0**	**1**	**0**	6	7.30
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**1.50**	**1.83**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	1	0	0	0	2	2.00
1730 - 1745	0	0	1	0	1	0	0	0	2	2.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**5**	**0**	**4**	**0**	**1**	**0**	10	11.30
Session Average	**0.00**	**0.00**	**0.31**	**0.00**	**0.25**	**0.00**	**0.06**	**0.00**	**0.63**	**0.71**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 2.1: Left from A413 Buckingham Road (North) to Local Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**

Session Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	5	5.00
Session Average	**0.00**	**0.00**	**0.42**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.42**	**0.42**

Aylesbury
Classified Junction Count

Site 2 of 2
A413 Buckingham Road (North)
Local Access
A413 Buckingham Road (South)

Lat/Long
lat 51.826332° lon -0.814631°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.2: Southbound from A413 Buckingham Road (North) to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	1	108	6	10	1	1	0	127	128.20
0745 - 0800	0	0	124	2	10	3	1	1	141	144.80
0800 - 0815	1	0	130	5	9	4	0	3	152	156.20
0815 - 0830	0	0	132	6	9	1	0	0	148	148.50
Hourly Total	**1**	**1**	**494**	**19**	**38**	**9**	**2**	**4**	568	577.70
Hourly Average	**0.25**	**0.25**	**123.50**	**4.75**	**9.50**	**2.25**	**0.50**	**1.00**	142.00	144.43
0830 - 0845	0	0	109	5	8	2	0	1	125	127.00
0845 - 0900	1	0	84	3	8	3	0	1	100	101.70
0900 - 0915	0	0	64	13	5	1	0	1	84	85.50
0915 - 0930	0	0	79	9	4	0	1	0	93	94.30
Hourly Total	**1**	**0**	**336**	**30**	**25**	**6**	**1**	**3**	402	408.50
Hourly Average	**0.25**	**0.00**	**84.00**	**7.50**	**6.25**	**1.50**	**0.25**	**0.75**	100.50	102.13

Session Total	**2**	**1**	**830**	**49**	**63**	**15**	**3**	**7**	970	986.20
Session Average	**0.25**	**0.13**	**103.75**	**6.13**	**7.88**	**1.88**	**0.38**	**0.88**	121.25	123.28

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 2.2: Southbound from A413 Buckingham Road (North) to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	40	1	6	2	0	0	49	50.00
1515 - 1530	0	1	70	2	9	2	0	0	84	84.40
1530 - 1545	0	0	74	3	5	2	0	1	85	87.00
1545 - 1600	0	0	64	9	3	1	0	1	78	79.50
Hourly Total	**0**	**1**	**248**	**15**	**23**	**7**	**0**	**2**	296	300.90
Hourly Average	**0.00**	**0.25**	**62.00**	**3.75**	**5.75**	**1.75**	**0.00**	**0.50**	74.00	75.23
1600 - 1615	0	0	64	4	11	0	0	0	79	79.00
1615 - 1630	0	0	50	4	5	4	0	1	64	67.00
1630 - 1645	0	0	64	6	11	1	0	2	84	86.50
1645 - 1700	0	0	71	3	8	1	1	1	85	87.80
Hourly Total	**0**	**0**	**249**	**17**	**35**	**6**	**1**	**4**	312	320.30
Hourly Average	**0.00**	**0.00**	**62.25**	**4.25**	**8.75**	**1.50**	**0.25**	**1.00**	78.00	80.08
1700 - 1715	0	2	61	1	6	2	0	1	73	73.80
1715 - 1730	0	1	64	4	5	0	0	1	75	75.40
1730 - 1745	0	2	63	3	5	0	0	2	75	75.80
1745 - 1800	1	2	77	2	2	0	0	0	84	82.00
Hourly Total	**1**	**7**	**265**	**10**	**18**	**2**	**0**	**4**	307	307.00
Hourly Average	**0.25**	**1.75**	**66.25**	**2.50**	**4.50**	**0.50**	**0.00**	**1.00**	76.75	76.75
1800 - 1815	0	0	52	1	2	0	0	2	57	59.00
1815 - 1830	0	0	79	2	2	0	0	0	83	83.00
1830 - 1845	0	0	73	1	5	0	0	2	81	83.00
1845 - 1900	0	0	64	1	4	0	0	1	70	71.00
Hourly Total	**0**	**0**	**268**	**5**	**13**	**0**	**0**	**5**	291	296.00
Hourly Average	**0.00**	**0.00**	**67.00**	**1.25**	**3.25**	**0.00**	**0.00**	**1.25**	72.75	74.00

Session Total	**1**	**8**	**1030**	**47**	**89**	**15**	**1**	**15**	1206	1224.20
Session Average	**0.06**	**0.50**	**64.38**	**2.94**	**5.56**	**0.94**	**0.06**	**0.94**	75.38	76.51

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 2.2: Southbound from A413 Buckingham Road (North) to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	78	0	4	0	0	0	83	82.40
1115 - 1130	0	0	69	0	2	0	0	0	71	71.00
1130 - 1145	0	0	72	1	4	0	0	0	77	77.00
1145 - 1200	0	2	68	1	2	1	0	1	75	75.30
Hourly Total	**0**	**3**	**287**	**2**	**12**	**1**	**0**	**1**	306	305.70
Hourly Average	**0.00**	**0.75**	**71.75**	**0.50**	**3.00**	**0.25**	**0.00**	**0.25**	76.50	76.43
1200 - 1215	0	0	63	0	3	1	0	0	67	67.50
1215 - 1230	0	4	65	2	9	0	0	0	80	77.60
1230 - 1245	0	0	59	1	5	2	0	1	68	70.00
1245 - 1300	2	2	73	2	3	0	0	1	83	81.20
Hourly Total	**2**	**6**	**260**	**5**	**20**	**3**	**0**	**2**	298	296.30
Hourly Average	**0.50**	**1.50**	**65.00**	**1.25**	**5.00**	**0.75**	**0.00**	**0.50**	74.50	74.08
1300 - 1315	0	2	68	0	7	0	0	0	77	75.80
1315 - 1330	0	2	59	3	4	0	0	0	68	66.80
1330 - 1345	1	1	63	1	6	0	0	0	72	70.60
1345 - 1400	0	2	71	3	3	1	0	1	81	81.30
Hourly Total	**1**	**7**	**261**	**7**	**20**	**1**	**0**	**1**	298	294.50
Hourly Average	**0.25**	**1.75**	**65.25**	**1.75**	**5.00**	**0.25**	**0.00**	**0.25**	74.50	73.63

Session Total	**3**	**16**	**808**	**14**	**52**	**5**	**0**	**4**	902	896.50
Session Average	**0.25**	**1.33**	**67.33**	**1.17**	**4.33**	**0.42**	**0.00**	**0.33**	75.17	74.71

Aylesbury
Classified Junction Count

Site 2 of 2
A413 Buckingham Road (North)
Local Access
A413 Buckingham Road (South)

Lat/Long
lat 51.826332° lon -0.814631°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.3: Left from Local Access to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	1	0	0	1	1.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	2	2.50
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	0.50	0.63
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.25	0.25

Session Total	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	3	3.50
Session Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.13**	**0.00**	**0.00**	0.38	0.44

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 2.3: Left from Local Access to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	1	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	0.75	0.75
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.50	0.50
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	5	5.00
Hourly Average	**0.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	1.25	1.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	1	0	0	0	0	2	2.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	0.50	0.50

Session Total	**0**	**0**	**10**	**1**	**1**	**0**	**0**	**0**	12	12.00
Session Average	**0.00**	**0.00**	**0.63**	**0.06**	**0.06**	**0.00**	**0.00**	**0.00**	0.75	0.75

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 2.3: Left from Local Access to A413 Buckingham Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	1	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.25	0.25

Session Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Session Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	0.33	0.33

Aylesbury
Classified Junction Count

Site 2 of 2
A413 Buckingham Road (North)
Local Access
A413 Buckingham Road (South)

Lat/Long
lat 51.826332° lon -0.814631°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.4: Right from Local Access to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	1	0	1	0	0	0	2	2.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
0900 - 0915	0	0	2	0	1	0	0	0	3	3.00
0915 - 0930	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**

Session Total	**0**	**0**	**5**	**0**	**3**	**0**	**0**	**0**	8	8.00
Session Average	**0.00**	**0.00**	**0.63**	**0.00**	**0.38**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 2.4: Right from Local Access to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	1	0	2	0	0	0	3	3.00
1730 - 1745	1	0	1	0	0	0	0	0	2	1.20
1745 - 1800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**1**	**0**	**4**	**0**	**3**	**0**	**0**	**0**	8	7.20
Hourly Average	**0.25**	**0.00**	**1.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**2.00**	**1.80**
1800 - 1815	0	1	1	0	0	0	0	0	2	1.40
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	3	2.40
Hourly Average	**0.00**	**0.25**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.60**

Session Total	**1**	**1**	**12**	**0**	**5**	**0**	**0**	**0**	19	17.60
Session Average	**0.06**	**0.06**	**0.75**	**0.00**	**0.31**	**0.00**	**0.00**	**0.00**	**1.19**	**1.10**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 2.4: Right from Local Access to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	2	0	0	0	0	0	2	2.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**

Session Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	7	7.00
Session Average	**0.00**	**0.00**	**0.58**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.58**	**0.58**

Aylesbury
Classified Junction Count

Site 2 of 2
A413 Buckingham Road (North)
Local Access
A413 Buckingham Road (South)

Lat/Long
lat 51.826332° lon -0.814631°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.5: Northbound from A413 Buckingham Road (South) to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	1	62	5	11	3	1	3	86	91.20
0745 - 0800	0	1	83	4	9	2	1	1	101	103.70
0800 - 0815	0	0	112	6	10	0	0	0	128	128.00
0815 - 0830	0	0	109	7	12	1	0	2	131	133.50
Hourly Total	**0**	**2**	**366**	**22**	**42**	**6**	**2**	**6**	446	456.40
Hourly Average	**0.00**	**0.50**	**91.50**	**5.50**	**10.50**	**1.50**	**0.50**	**1.50**	111.50	114.10
0830 - 0845	0	0	95	3	5	4	0	2	109	113.00
0845 - 0900	0	0	102	2	10	1	1	1	117	119.80
0900 - 0915	0	0	69	5	9	1	1	1	86	88.80
0915 - 0930	0	0	55	6	5	3	1	0	70	72.80
Hourly Total	**0**	**0**	**321**	**16**	**29**	**9**	**3**	**4**	382	394.40
Hourly Average	**0.00**	**0.00**	**80.25**	**4.00**	**7.25**	**2.25**	**0.75**	**1.00**	95.50	98.60

Session Total	**0**	**2**	**687**	**38**	**71**	**15**	**5**	**10**	828	850.80
Session Average	**0.00**	**0.25**	**85.88**	**4.75**	**8.88**	**1.88**	**0.63**	**1.25**	103.50	106.35

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 2.5: Northbound from A413 Buckingham Road (South) to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	2	117	10	14	4	0	1	148	149.80
1515 - 1530	0	0	77	11	12	2	1	0	103	105.30
1530 - 1545	0	1	121	4	10	1	0	2	139	140.90
1545 - 1600	0	0	113	6	9	3	1	2	134	138.80
Hourly Total	**0**	**3**	**428**	**31**	**45**	**10**	**2**	**5**	524	534.80
Hourly Average	**0.00**	**0.75**	**107.00**	**7.75**	**11.25**	**2.50**	**0.50**	**1.25**	131.00	133.70
1600 - 1615	0	1	91	4	12	0	0	1	109	109.40
1615 - 1630	0	0	144	4	16	0	1	1	166	168.30
1630 - 1645	0	0	120	2	14	2	0	0	138	139.00
1645 - 1700	1	1	105	3	17	3	1	1	132	134.40
Hourly Total	**1**	**2**	**460**	**13**	**59**	**5**	**2**	**3**	545	551.10
Hourly Average	**0.25**	**0.50**	**115.00**	**3.25**	**14.75**	**1.25**	**0.50**	**0.75**	136.25	137.78
1700 - 1715	1	1	137	2	11	2	0	0	154	153.60
1715 - 1730	2	0	130	3	10	0	0	0	145	143.40
1730 - 1745	1	2	149	0	11	0	0	2	165	165.00
1745 - 1800	0	0	129	0	7	0	1	1	138	140.30
Hourly Total	**4**	**3**	**545**	**5**	**39**	**2**	**1**	**3**	602	602.30
Hourly Average	**1.00**	**0.75**	**136.25**	**1.25**	**9.75**	**0.50**	**0.25**	**0.75**	150.50	150.58
1800 - 1815	0	2	140	1	6	1	0	0	150	149.30
1815 - 1830	0	1	108	2	13	0	0	1	125	125.40
1830 - 1845	1	0	99	3	10	0	0	0	113	112.20
1845 - 1900	1	0	78	2	8	1	0	0	90	89.70
Hourly Total	**2**	**3**	**425**	**8**	**37**	**2**	**0**	**1**	478	476.60
Hourly Average	**0.50**	**0.75**	**106.25**	**2.00**	**9.25**	**0.50**	**0.00**	**0.25**	119.50	119.15

Session Total	**7**	**11**	**1858**	**57**	**180**	**19**	**5**	**12**	2149	2164.80
Session Average	**0.44**	**0.69**	**116.13**	**3.56**	**11.25**	**1.19**	**0.31**	**0.75**	134.31	135.30

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

	Movement 2.5: Northbound from A413 Buckingham Road (South) to A413 Buckingham Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	81	3	3	1	0	1	89	90.50
1115 - 1130	1	1	74	1	4	0	0	0	81	79.60
1130 - 1145	1	0	67	1	8	1	0	0	78	77.70
1145 - 1200	0	2	82	3	4	0	0	0	91	89.80
Hourly Total	**2**	**3**	**304**	**8**	**19**	**2**	**0**	**1**	339	337.60
Hourly Average	**0.50**	**0.75**	**76.00**	**2.00**	**4.75**	**0.50**	**0.00**	**0.25**	84.75	84.40
1200 - 1215	0	2	85	5	4	1	0	1	98	98.30
1215 - 1230	0	1	77	3	8	1	1	0	91	92.20
1230 - 1245	1	2	94	2	3	0	0	0	102	100.00
1245 - 1300	0	1	75	2	3	0	0	1	82	82.40
Hourly Total	**1**	**6**	**331**	**12**	**18**	**2**	**1**	**2**	373	372.90
Hourly Average	**0.25**	**1.50**	**82.75**	**3.00**	**4.50**	**0.50**	**0.25**	**0.50**	93.25	93.23
1300 - 1315	0	2	91	2	5	0	0	1	101	100.80
1315 - 1330	1	4	95	0	5	0	0	0	105	101.80
1330 - 1345	0	1	83	4	7	1	0	0	96	95.90
1345 - 1400	0	0	100	3	9	0	0	0	112	112.00
Hourly Total	**1**	**7**	**369**	**9**	**26**	**1**	**0**	**1**	414	410.50
Hourly Average	**0.25**	**1.75**	**92.25**	**2.25**	**6.50**	**0.25**	**0.00**	**0.25**	103.50	102.63

Session Total	**4**	**16**	**1004**	**29**	**63**	**5**	**1**	**4**	1126	1121.00
Session Average	**0.33**	**1.33**	**83.67**	**2.42**	**5.25**	**0.42**	**0.08**	**0.33**	93.83	93.42

Aylesbury
Classified Junction Count

Site 2 of 2
A413 Buckingham Road (North)
Local Access
A413 Buckingham Road (South)

Lat/Long
lat 51.826332° lon -0.814631°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.6: Right from A413 Buckingham Road (South) to Local Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.50	0.50
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
0900 - 0915	0	0	0	0	1	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	0.75	0.75

Session Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	5	5.00
Session Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.13**	**0.00**	**0.00**	**0.00**	0.63	0.63

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

	Movement 2.6: Right from A413 Buckingham Road (South) to Local Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	1.50	1.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.25	0.25

Session Total	**0**	**0**	**6**	**0**	**2**	**0**	**0**	**0**	8	8.00
Session Average	**0.00**	**0.00**	**0.38**	**0.00**	**0.13**	**0.00**	**0.00**	**0.00**	0.50	0.50

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

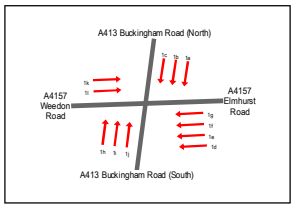
1100 - 1400 (Saturday 3H Session)

	Movement 2.6: Right from A413 Buckingham Road (South) to Local Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	1	0	0	0	2	2.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	0.75	0.75
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.25	0.25

Session Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	5	5.00
Session Average	**0.00**	**0.00**	**0.33**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	0.42	0.42

Aylesbury
Queue Length Survey

Site 1 of 2
A413 Buckingham Road (North)
A4157 Elmhurst Road
A413 Buckingham Road (South)
A4157 Weedon Road



Lat/Long
lat 51.827435° lon -0.814635°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

TIME	1a	1b	1c	1d	1e	1f	1g	1h	1i	1j	1k	1l
0730 - 0735	16	18	6	0	1	11	13	4	2	1	11	8
0735 - 0740	9	18	7	0	1	12	15	4	8	2	9	5
0740 - 0745	13	18	5	0	0	8	20	4	4	3	12	10
0745 - 0750	17	7	7	0	0	13	21	5	4	2	7	8
0750 - 0755	10	17	8	0	2	6	22	7	5	0	9	9
0755 - 0800	10	17	7	0	0	11	20	8	7	2	15	9
0800 - 0805	13	18	4	0	0	11	21	10	10	2	15	9
0805 - 0810	8	17	5	0	1	9	22	6	10	2	10	9
0810 - 0815	10	18	10	0	0	13	20	10	7	2	15	7
0815 - 0820	10	18	7	0	1	11	21	9	8	1	20	5
0820 - 0825	11	17	7	0	1	15	22	13	10	2	20	10
0825 - 0830	7	18	6	0	0	13	20	10	6	3	20	6
Hourly Average	**11.17**	**16.75**	**6.58**	**0.00**	**0.58**	**11.08**	**19.75**	**7.50**	**6.75**	**1.83**	**13.58**	**7.92**
0830 - 0835	11	18	3	0	1	14	20	6	6	3	19	8
0835 - 0840	15	17	10	0	0	12	21	8	8	2	18	9
0840 - 0845	15	16	6	0	0	14	19	8	6	2	19	8
0845 - 0850	11	17	5	0	0	15	21	10	8	2	19	10
0850 - 0855	10	15	9	0	1	12	20	8	7	2	20	6
0855 - 0900	7	15	5	0	2	14	19	6	7	3	20	9
0900 - 0905	6	13	5	0	1	9	20	5	7	2	16	8
0905 - 0910	13	7	4	0	1	6	21	7	7	3	9	4
0910 - 0915	12	15	5	0	0	14	20	7	6	1	10	5
0915 - 0920	11	13	6	0	0	7	19	4	6	1	18	8
0920 - 0925	9	13	3	0	1	11	20	5	6	1	11	4
0925 - 0930	9	17	2	0	0	13	21	5	6	3	9	5
Hourly Average	**10.75**	**14.67**	**5.25**	**0.00**	**0.58**	**11.75**	**20.08**	**6.58**	**6.67**	**2.08**	**15.67**	**7.00**
Session Total	**10.96**	**15.71**	**5.92**	**0.00**	**0.58**	**11.42**	**19.92**	**7.04**	**6.71**	**1.96**	**14.63**	**7.46**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

TIME	1a	1b	1c	1d	1e	1f	1g	1h	1i	1j	1k	1l
1500 - 1505	8	4	7	0	0	11	20	14	10	9	10	6
1505 - 1510	15	4	5	0	1	9	21	12	9	3	18	8
1510 - 1515	15	14	4	0	1	10	14	9	9	2	19	7
1515 - 1520	15	9	5	0	1	13	21	7	5	2	10	7
1520 - 1525	11	17	4	0	2	4	17	6	7	2	16	7
1525 - 1530	9	17	9	0	1	15	21	5	6	2	19	8
1530 - 1535	6	17	9	0	1	9	20	10	9	2	18	8
1535 - 1540	15	9	7	0	0	13	21	7	7	2	19	8
1540 - 1545	15	17	6	0	3	5	20	7	8	2	17	8
1545 - 1550	15	17	6	0	1	7	21	13	11	2	18	9
1550 - 1555	15	17	5	0	1	7	22	12	8	3	18	5
1555 - 1600	15	18	6	0	0	9	20	11	7	2	19	9
Hourly Average	**12.83**	**13.33**	**6.08**	**0.00**	**1.00**	**9.33**	**19.83**	**9.42**	**8.00**	**2.75**	**16.75**	**7.50**
1600 - 1605	16	17	5	0	1	6	19	7	6	3	17	9
1605 - 1610	14	18	2	0	1	7	20	7	5	2	15	9
1610 - 1615	15	11	4	0	3	10	14	7	7	2	18	9
1615 - 1620	14	9	6	0	2	8	17	13	11	3	9	7
1620 - 1625	15	16	3	0	1	5	18	10	11	1	18	8
1625 - 1630	10	11	6	0	0	10	17	13	9	3	19	8
1630 - 1635	15	17	6	0	0	11	13	10	8	3	11	9
1635 - 1640	12	17	6	0	1	11	8	9	9	3	17	7
1640 - 1645	16	17	5	0	0	11	12	10	8	2	18	7
1645 - 1650	15	17	11	0	1	10	20	8	6	3	18	10
1650 - 1655	16	17	2	0	1	8	21	8	11	3	18	9
1655 - 1700	15	8	6	0	1	9	20	10	10	1	18	4
Hourly Average	**14.42**	**14.58**	**5.17**	**0.00**	**1.00**	**8.83**	**16.58**	**9.33**	**8.42**	**2.42**	**16.33**	**8.00**
1700 - 1705	15	17	7	0	2	13	22	8	8	2	16	8
1705 - 1710	13	8	6	0	0	12	20	13	8	3	19	10
1710 - 1715	15	16	2	0	1	10	21	17	13	3	18	9
1715 - 1720	15	17	3	0	0	7	20	14	13	3	19	8
1720 - 1725	16	17	3	0	1	13	22	14	10	3	18	8
1725 - 1730	11	17	4	0	1	9	20	12	10	3	19	10
1730 - 1735	10	17	2	0	0	13	21	36	14	3	16	11
1735 - 1740	15	12	5	0	2	4	20	37	14	5	19	7
1740 - 1745	16	8	5	0	1	8	22	9	11	5	20	9
1745 - 1750	6	14	4	0	2	10	20	14	10	3	19	9
1750 - 1755	12	14	4	0	1	4	22	10	8	3	18	9
1755 - 1800	16	14	4	0	3	7	20	9	9	0	19	9
Hourly Average	**13.33**	**14.25**	**4.08**	**0.00**	**1.17**	**9.17**	**20.83**	**16.08**	**10.67**	**3.00**	**18.67**	**8.92**
1800 - 1805	12	7	5	0	1	6	16	6	6	3	9	6
1805 - 1810	16	17	4	0	0	8	13	7	7	3	18	7
1810 - 1815	16	17	5	0	1	6	21	11	12	3	12	8
1815 - 1820	13	8	2	0	1	12	22	11	9	1	12	7
1820 - 1825	16	9	7	0	1	5	21	8	7	2	18	8
1825 - 1830	17	16	4	0	3	10	20	8	10	2	19	4
1830 - 1835	16	17	6	0	0	7	22	11	7	1	18	10
1835 - 1840	8	17	4	0	1	8	20	8	5	3	18	9
1840 - 1845	8	8	5	0	2	15	22	7	8	2	7	4
1845 - 1850	12	13	6	0	1	10	10	4	7	1	8	4
1850 - 1855	5	9	4	0	1	6	13	4	5	0	8	4
1855 - 1900	11	6	1	0	1	5	15	5	4	2	11	4
Hourly Average	**12.50**	**12.00**	**4.42**	**0.00**	**1.08**	**8.17**	**17.92**	**7.50**	**7.25**	**1.92**	**13.17**	**6.25**
Session Total	**13.27**	**13.54**	**4.94**	**0.00**	**1.06**	**8.88**	**18.79**	**10.58**	**8.58**	**2.52**	**16.23**	**7.67**

Date
Saturday 30 April 2022

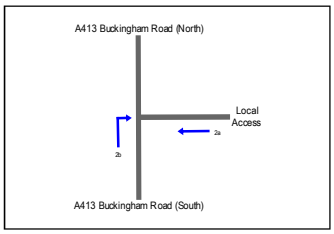
Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

TIME	1a	1b	1c	1d	1e	1f	1g	1h	1i	1j	1k	1l
1100 - 1105	16	15	3	0	0	12	20	6	5	5	18	6
1105 - 1110	11	7	6	0	1	9	17	4	5	2	17	10
1110 - 1115	13	12	2	0	1	10	18	5	5	5	18	9
1115 - 1120	5	6	3	0	0	10	20	6	5	5	18	6
1120 - 1125	13	10	11	0	1	12	20	4	4	2	16	6
1125 - 1130	12	16	2	0	1	9	21	6	6	2	17	7
1130 - 1135	15	13	10	0	2	12	22	7	7	2	16	8
1135 - 1140	15	15	7	0	2	7	15	7	5	2	13	7
1140 - 1145	13	16	7	0	0	11	21	5	5	4	15	6
1145 - 1150	10	11	9	0	1	9	22	6	5	3	6	4
1150 - 1155	16	7	6	0	2	12	11	5	4	3	18	10
1155 - 1200	16	15	7	0	1	8	21	8	4	4	18	7
Hourly Average	**12.92**	**11.92**	**6.08**	**0.00**	**1.00**	**10.08**	**19.00**	**5.75**	**5.00**	**3.25**	**15.83**	**7.17**
1200 - 1205	16	16	7	0	0	13	18	7	5	5	18	6
1205 - 1210	16	15	11	0	0	9	18	10	7	3	17	10
1210 - 1215	16	10	6	0	1	10	17	3	7	2	19	8
1215 - 1220	16	9	6	0	1	7	18	8	6	4	18	8
1220 - 1225	10	13	6	0	1	12	17	5	6	1	19	10
1225 - 1230	6	15	5	0	1	4	21	7	5	2	9	9
1230 - 1235	13	11	7	0	1	5	20	6	6	4	17	6
1235 - 1240	15	12	5	0	1	13	22	12	7	2	15	7
1240 - 1245	11	11	7	0	1	15	21	8	8	2	15	5
1245 - 1250	15	16	4	0	0	10	22	5	5	3	18	6
1250 - 1255	5	9	3	0	1	12	21	5	6	4	14	7
1255 - 1300	15	16	10	0	1	12	20	5	5	3	15	7
Hourly Average	**12.83**	**12.75**	**6.42**	**0.00**	**0.75**	**10.17**	**19.58**	**6.75**	**6.08**	**2.92**	**16.17**	**7.42**
1300 - 1305	13	16	3	0	0	15	22	12	7	5	18	6
1305 - 1310	16	9	4	0	1	11	21	11	10	1	13	8
1310 - 1315	15	6	3	0	3	6	8	5	6	1	10	7
1315 - 1320	3	5	6	0	1	5	11	4	7	3	8	5
1320 - 1325	5	8	6	0	1	6	14	3	5	4	7	7
1325 - 1330	4	5	3	0	1	10	9	6	8	3	10	6
1330 - 1335	13	5	4	0	2	8	7	5	4	4	10	6
1335 - 1340	5	15	5	0	2	5	13	5	4	2	11	7
1340 - 1345	10	7	5	0	2	7	13	6	4	5	16	10
1345 - 1350	10	8	3	0	0	7	19	7	4	4	9	8
1350 - 1355	8	11	5	0	0	15	21	7	5	4	10	8
1355 - 1400	10	11	2	0	2	12	20	8	5	2	15	4
Hourly Average	**9.33**	**8.83**	**4.08**	**0.00**	**1.25**	**8.92**	**14.83**	**6.58**	**5.75**	**3.17**	**11.42**	**6.83**
Session Total	**11.69**	**11.17**	**5.53**	**0.00**	**1.00**	**9.72**	**17.81**	**6.36**	**5.61**	**3.11**	**14.47**	**7.14**

Aylesbury
Queue Length Survey

Site 2 of 2
A413 Buckingham Road (North)
Local Access
A413 Buckingham Road (South)



Lat/Long
lat 51.826332° lon -0.814631°

Date
Wednesday 27 April 2022

Weather
Cloudy
Temp: 6°C

0730 - 0930 (Weekday AM Peak)

TIME	2a	2b
0730 - 0735	0	0
0735 - 0740	1	0
0740 - 0745	0	1
0745 - 0750	1	0
0750 - 0755	0	0
0755 - 0800	0	0
0800 - 0805	0	0
0805 - 0810	0	0
0810 - 0815	1	0
0815 - 0820	0	0
0820 - 0825	0	1
0825 - 0830	0	0
Hourly Average	**0.25**	**0.17**
0830 - 0835	0	0
0835 - 0840	0	0
0840 - 0845	0	0
0845 - 0850	0	0
0850 - 0855	0	0
0855 - 0900	0	0
0900 - 0905	1	0
0905 - 0910	0	0
0910 - 0915	0	0
0915 - 0920	0	0
0920 - 0925	0	0
0925 - 0930	0	0
Hourly Average	**0.08**	**0.00**
Session Total	**0.17**	**0.08**

Date
Wednesday 27 April 2022

Weather
Sunny Intervals
Temp: 11°C

1500 - 1900 (Weekday PM Peak)

TIME	2a	2b
1500 - 1505	1	1
1505 - 1510	1	0
1510 - 1515	0	0
1515 - 1520	0	0
1520 - 1525	0	0
1525 - 1530	0	0
1530 - 1535	0	0
1535 - 1540	0	0
1540 - 1545	0	0
1545 - 1550	1	0
1550 - 1555	2	1
1555 - 1600	0	0
Hourly Average	**0.42**	**0.17**
1600 - 1605	0	0
1605 - 1610	0	0
1610 - 1615	0	0
1615 - 1620	0	0
1620 - 1625	1	0
1625 - 1630	0	0
1630 - 1635	0	0
1635 - 1640	1	0
1640 - 1645	0	0
1645 - 1650	0	0
1650 - 1655	0	0
1655 - 1700	0	0
Hourly Average	**0.17**	**0.00**
1700 - 1705	1	0
1705 - 1710	0	0
1710 - 1715	0	1
1715 - 1720	0	0
1720 - 1725	0	0
1725 - 1730	1	0
1730 - 1735	0	0
1735 - 1740	0	0
1740 - 1745	1	0
1745 - 1750	1	0
1750 - 1755	0	0
1755 - 1800	0	0
Hourly Average	**0.33**	**0.08**
1800 - 1805	1	0
1805 - 1810	1	0
1810 - 1815	0	2
1815 - 1820	0	0
1820 - 1825	0	0
1825 - 1830	0	0
1830 - 1835	0	0
1835 - 1840	0	0
1840 - 1845	0	0
1845 - 1850	0	0
1850 - 1855	0	0
1855 - 1900	0	1
Hourly Average	**0.17**	**0.17**
Session Total	**0.27**	**0.10**

Date
Saturday 30 April 2022

Weather
Sunny Intervals
Temp: 13°C

1100 - 1400 (Saturday 3H Session)

TIME	2a	2b
1100 - 1105	0	0
1105 - 1110	0	0
1110 - 1115	0	0
1115 - 1120	0	0
1120 - 1125	0	0
1125 - 1130	0	0
1130 - 1135	0	1
1135 - 1140	0	0
1140 - 1145	0	0
1145 - 1150	0	0
1150 - 1155	0	0
1155 - 1200	0	0
Hourly Average	**0.00**	**0.08**
1200 - 1205	1	0
1205 - 1210	0	0
1210 - 1215	0	0
1215 - 1220	1	0
1220 - 1225	1	1
1225 - 1230	1	0
1230 - 1235	0	0
1235 - 1240	0	0
1240 - 1245	0	0
1245 - 1250	0	0
1250 - 1255	0	0
1255 - 1300	0	0
Hourly Average	**0.33**	**0.08**
1300 - 1305	0	0
1305 - 1310	0	1
1310 - 1315	0	0
1315 - 1320	1	0
1320 - 1325	0	0
1325 - 1330	0	0
1330 - 1335	0	0
1335 - 1340	1	0
1340 - 1345	0	0
1345 - 1350	1	0
1350 - 1355	1	0
1355 - 1400	0	0
Hourly Average	**0.33**	**0.08**
Session Total	**0.22**	**0.08**

Aylesbury ATC

Report Id 188/22
Site Name Site 1 of 1
Description A413 Buckingham Road, 15m north of Whaddon Chase
Direction Northbound

Tuesday 26 April 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	12	2	8	2	0	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	7	0	0	1	0	0	0	0	34.6	31.2	6.6
0100 - 0200	13	7	3	2	1	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	6	3	0	0	0	0	0	0	38.1	32.8	3.9
0200 - 0300	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	18.3	2.5
0300 - 0400	8	4	0	4	0	0	0	6	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	2	2	1	0	0	0	0	1	-	36.6	13.4
0400 - 0500	18	0	2	6	10	0	0	13	0	5	0	0	0	0	0	0	0	0	0	0	0	2	4	6	3	1	0	1	1	0	0	44.9	34.4	9.5
0500 - 0600	30	3	6	9	12	0	0	26	0	4	0	0	0	0	0	0	0	0	0	0	0	3	9	7	3	5	3	0	0	0	0	42.7	33.9	7.1
0600 - 0700	144	25	25	46	48	0	0	124	0	13	5	1	0	1	0	0	0	0	0	2	5	6	52	56	21	0	1	1	0	0	0	35.4	30.5	5.3
0700 - 0800	334	60	90	81	103	0	2	292	0	36	2	1	0	0	0	1	0	0	1	4	7	14	180	105	17	6	0	0	0	0	0	32.7	29.3	4.3
0800 - 0900	402	120	114	80	88	0	1	372	1	25	0	1	0	2	0	0	0	0	0	8	12	33	212	107	27	2	1	0	0	0	0	32.9	28.8	4.6
0900 - 1000	287	73	76	66	72	0	0	251	0	34	1	0	0	0	0	1	0	0	0	1	4	22	129	105	23	2	1	0	0	0	0	33.1	29.6	4.2
1000 - 1100	242	51	56	57	78	0	3	209	1	22	2	0	0	1	3	1	0	0	0	4	8	19	96	88	22	4	1	0	0	0	0	33.5	29.6	5.1
1100 - 1200	293	66	64	85	78	0	2	257	1	28	4	0	0	0	1	0	0	0	0	7	8	26	150	85	14	2	1	0	0	0	0	32.5	28.6	4.9
1200 - 1300	319	76	70	97	76	0	1	284	2	27	2	0	0	2	0	1	0	0	0	3	8	34	164	90	14	5	0	0	1	0	0	33.1	28.9	4.8
1300 - 1400	277	74	67	67	69	0	7	242	2	21	1	3	0	0	0	1	0	0	0	3	6	15	155	80	17	0	0	0	0	1	0	32.4	29.1	4.5
1400 - 1500	368	77	85	102	104	0	2	323	0	38	2	1	0	1	1	0	0	0	0	10	9	45	202	89	11	1	1	0	0	0	0	31.3	27.9	4.4
1500 - 1600	531	127	141	122	141	0	0	485	2	41	1	1	0	0	1	0	0	0	0	6	8	54	318	131	12	1	1	0	0	0	0	31.3	28.1	3.8
1600 - 1700	538	130	135	132	141	0	4	493	1	39	0	1	0	0	0	0	0	0	1	3	14	109	293	99	17	2	0	0	0	0	0	31	27.5	4.2
1700 - 1800	638	163	155	159	161	0	2	602	2	32	0	0	0	0	0	0	0	3	29	58	145	292	95	12	3	0	1	0	0	0	0	30.4	25.7	5.4
1800 - 1900	465	154	121	103	87	0	3	435	2	22	0	1	1	1	0	0	0	1	42	24	42	245	95	11	2	3	0	0	0	0	0	31.3	26.6	6
1900 - 2000	335	89	86	87	73	0	0	316	0	17	0	0	0	0	2	0	0	0	5	5	5	41	179	89	15	1	0	0	0	0	0	32	28.4	4
2000 - 2100	210	69	55	43	43	0	2	200	2	6	0	0	0	0	0	0	0	0	0	0	3	9	94	71	25	6	1	1	0	0	0	35.3	30.4	4.7
2100 - 2200	161	51	48	34	28	0	1	155	0	5	0	0	0	0	0	0	0	0	0	0	6	13	86	39	12	4	1	0	0	0	0	33.7	29.2	4.9
2200 - 2300	149	52	43	36	18	0	1	144	0	4	0	0	0	0	0	0	0	0	0	2	14	68	46	12	4	1	0	0	0	2	0	34.1	30.3	7.2
2300 - 0000	66	23	19	15	9	0	1	63	0	2	0	0	0	0	0	0	0	0	0	3	2	22	29	8	1	0	0	0	1	0	0	35	31.1	6
0700 - 1900	**4694**	**1171**	**1174**	**1151**	**1198**	**0**	**27**	**4245**	**14**	**365**	**15**	**9**	**1**	**7**	**6**	**5**	**0**	**0**	**6**	**120**	**166**	**558**	**2436**	**1169**	**197**	**30**	**9**	**1**	**1**	**1**	**0**	**32**	**28**	**4.9**
0600 - 2200	**5544**	**1405**	**1388**	**1361**	**1390**	**0**	**30**	**5040**	**16**	**406**	**20**	**10**	**1**	**8**	**8**	**5**	**0**	**0**	**6**	**127**	**185**	**627**	**2847**	**1424**	**270**	**41**	**12**	**3**	**1**	**1**	**0**	**32.2**	**28.2**	**4.9**
0600 - 0000	**5759**	**1480**	**1450**	**1412**	**1417**	**0**	**32**	**5247**	**16**	**412**	**20**	**10**	**1**	**8**	**8**	**5**	**0**	**0**	**6**	**127**	**190**	**643**	**2937**	**1499**	**290**	**46**	**13**	**3**	**1**	**2**	**2**	**32.3**	**28.3**	**5**
0000 - 0000	**5843**	**1496**	**1470**	**1436**	**1441**	**0**	**32**	**5318**	**16**	**423**	**20**	**10**	**1**	**9**	**9**	**5**	**0**	**0**	**6**	**127**	**194**	**649**	**2958**	**1527**	**301**	**53**	**17**	**4**	**2**	**2**	**3**	**32.4**	**28.4**	**5.1**

Wednesday 27 April 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	14	5	3	3	3	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	3	2	0	0	0	0	0	40	33	5.1
0100 - 0200	11	7	1	1	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	2	1	1	0	0	0	0	43.4	34.1	6
0200 - 0300	6	3	1	1	1	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	-	27.5	6.8
0300 - 0400	6	1	4	0	1	0	0	4	0	1	0	0	0	0	1	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	-	29.6	3.8
0400 - 0500	15	1	5	5	4	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	5	2	0	0	0	0	0	0	36.3	30.3	4.8
0500 - 0600	36	6	9	8	13	0	0	31	0	5	0	0	0	0	0	0	0	0	0	1	0	3	9	7	10	3	2	0	1	0	0	41.5	33.9	7.9
0600 - 0700	126	19	23	38	46	0	0	103	0	21	2	0	0	0	0	0	0	0	0	3	4	10	44	38	19	6	2	0	0	0	0	38.2	30.7	6.3
0700 - 0800	323	62	79	85	97	0	1	275	2	42	2	1	0	0	0	0	0	0	0	6	7	17	201	77	14	1	0	0	0	0	0	32.1	28.6	4.1
0800 - 0900	473	123	125	109	116	0	0	437	3	31	1	0	0	1	0	0	0	0	0	5	14	70	272	97	12	3	0	0	0	0	0	31.1	27.6	4
0900 - 1000	296	84	64	65	83	0	1	261	0	30	2	2	0	0	0	0	0	0	0	6	9	38	155	73	13	2	0	0	0	0	0	32	27.9	4.6
1000 - 1100	233	50	57	71	55	0	0	203	3	23	1	1	0	0	1	1	0	0	0	1	4	31	141	50	6	0	0	0	0	0	0	31.1	27.9	3.5
1100 - 1200	288	69	74	68	77	0	4	252	1	30	1	0	0	0	0	0	0	0	0	1	6	47	185	46	2	1	0	0	0	0	0	30.3	27.4	3.3
1200 - 1300	292	75	72	69	76	0	2	256	0	31	1	1	0	1	0	0	0	0	0	1	3	28	165	86	9	0	0	0	0	0	0	31.5	28.7	3.4
1300 - 1400	328	104	77	79	68	0	3	282	0	41	0	0	0	0	1	1	0	0	0	3	11	59	188	59	4	2	2	0	0	0	0	30.8	27.3	4.1
1400 - 1500	389	81	86	98	124	0	1	345	1	40	1	1	0	0	0	0	0	0	2	10	22	117	203	32	3	0	0	0	0	0	0	28.9	25.4	4.1
1500 - 1600	532	150	99	140	143	0	0	484	1	43	0	1	1	0	0	1	0	1	0	4	20	107	323	70	6	2	0	0	0	0	0	30	26.8	3.8
1600 - 1700	547	106	170	138	133	0	2	508	2	32	0	0	1	1	0	1	0	0	0	7	32	57	322	111	17	0	1	0	0	0	0	31.7	27.6	4.3
1700 - 1800	509	151	143	99	116	0	1	483	1	23	0	0	0	1	0	0	0	0	2	10	37	111	275	67	6	1	0	0	0	0	0	29.9	26.2	4.4
1800 - 1900	430	138	112	96	84	0	0	410	1	17	1	0	0	1	0	0	0	0	0	0	6	59	234	115	13	3	0	0	0	0	0	31.8	28.4	3.6
1900 - 2000	303	74	78	80	71	0	0	283	1	16	2	0	0	0	1	0	0	0	0	1	5	23	150	108	16	0	0	0	0	0	0	33	29.3	3.7
2000 - 2100	244	75	54	66	49	0	3	233	0	8	0	0	0	0	0	0	0	0	0	3	5	17	123	72	21	1	1	1	0	0	0	33	29.4	4.8
2100 - 2200	178	49	42	43	44	0	2	173	0	3	0	0	0	0	0	0	0	0	0	1	5	13	81	64	11	3	0	0	0	0	0	33.3	29.6	4.2
2200 - 2300	146	54	39	24	29	0	1	141	0	3	1	0	0	0	0	0	0	0	0	0	1	12	76	35	17	3	2	0	0	0	0	35	30.1	4.6
2300 - 0000	56	16	15	18	7	0	0	56	0	0	0	0	0	0	0	0	0	0	0	1	2	3	19	17	9	2	0	2	0	0	1	37.7	32.1	8.9
0700 - 1900	**4640**	**1193**	**1158**	**1117**	**1172**	**0**	**15**	**4196**	**15**	**383**	**10**	**7**	**2**	**5**	**2**	**4**	**0**	**1**	**4**	**54**	**171**	**741**	**2664**	**883**	**105**	**15**	**3**	**0**	**0**	**0**	**0**	**31**	**27.4**	**4.1**
0600 - 2200	**5491**	**1410**	**1355**	**1344**	**1382**	**0**	**20**	**4988**	**16**	**431**	**14**	**7**	**2**	**5**	**3**	**4**	**0**	**1**	**4**	**62**	**190**	**804**	**3062**	**1165**	**172**	**25**	**6**	**1**	**0**	**0**	**0**	**31.4**	**27.7**	**4.2**
0600 - 0000	**5693**	**1480**	**1409**	**1386**	**1418**	**0**	**21**	**5185**	**16**	**434**	**15**	**7**	**2**	**5**	**3**	**4**	**0**	**1**	**4**	**63**	**193**	**819**	**3157**	**1217**	**198**	**30**	**8**	**3**	**0**	**0**	**1**	**31.5**	**27.8**	**4.4**
0000 - 0000	**5781**	**1503**	**1432**	**1404**	**1442**	**0**	**21**	**5264**	**16**	**442**	**15**	**7**	**2**	**5**	**4**	**4**	**0**	**1**	**4**	**64**	**194**	**825**	**3186**	**1240**	**216**	**36**	**11**	**3**	**1**	**0**	**1**	**31.7**	**27.9**	**4.4**

Thursday 28 April 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	29	12	11	1	5	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	6	13	4	5	1	0	0	0	0	42	34.4	5.5
0100 - 0200	12	3	4	4	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	7	2	0	0	0	0	0	35.3	31.4	4.2
0200 - 0300	14	2	3	4	5	0	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	3	3	0	1	0	0	0	36.2	32	5.8
0300 - 0400	7	2	1	2	2	0	0	4	0	2	0	0	0	1	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	-	29.2	2.6
0400 - 0500	14	2	3	5	4	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	2	1	0	0	0	0	41	33.9	10.5
0500 - 0600	40	5	10	8	17	0	0	31	0	8	0	0	0	1	0	0	0	0	0	0	1	1	13	14	6	2	3	0	0	0	38.2	32.1	6.2
0600 - 0700	135	28	30	35	42	0	0	115	1	17	2	0	0	0	0	0	0	0	0	1	4	3	47	51	24	4	1	0	0	0	36.2	31.2	5.2
0700 - 0800	317	55	80	86	96	0	2	276	1	36	1	0	0	0	1	0	0	0	0	5	6	23	160	102	16	3	0	0	0	2	0	32.6	29.1	4.9
0800 - 0900	407	100	128	89	90	0	0	367	0	40	0	0	0	0	0	0	0	0	0	7	21	45	255	67	10	1	1	0	0	0	0	30.6	27.3	4.3
0900 - 1000	278	83	60	76	59	0	0	247	1	24	1	3	0	1	0	1	0	0	0	3	8	20	177	53	15	2	0	0	0	0	0	31.6	28.2	4
1000 - 1100	242	63	70	51	58	0	2	212	0	23	0	2	0	0	1	1	1	0	0	1	2	27	142	59	10	1	0	0	0	0	0	32.4	28.6	3.7
1100 - 1200	285	60	71	73	81	0	2	253	1	26	2	0	0	0	0	1	0	0	0	4	9	46	147	71	8	0	0	0	0	0	0	31.3	27.7	4.2
1200 - 1300	283	75	69	71	68	0	1	244	1	28	1	3	0	1	3	1	0	0	0	2	7	70	175	29	0	0	0	0	0	0	0	29.5	26.5	3.2
1300 - 1400	296	58	68	79	91	0	0	263	2	27	0	0	1	2	1	0	0	0	0	2	15	72	182	22	3	0	0	0	0	0	0	29	26.1	3.3
1400 - 1500	418	75	99	114	130	0	1	371	2	40	1	0	0	2	1	0	0	0	0	2	11	64	248	89	3	0	0	1	0	0	0	31	27.6	3.7
1500 - 1600	535	118	117	153	147	0	0	487	1	44	0	1	0	1	1	0	0	0	0	0	11	96	338	85	4	0	1	0	0	0	0	30.2	27.3	3.3
1600 - 1700	459	119	105	113	122	0	0	429	1	29	0	0	0	0	0	0	0	0	0	4	22	72	270	75	10	3	3	0	0	0	0	30.8	27.2	4.3
1700 - 1800	508	118	144	101	145	0	2	478	0	26	0	0	0	1	1	0	0	0	0	4	11	76	311	99	4	2	1	0	0	0	0	30.8	27.6	3.6
1800 - 1900	452	115	131	106	100	0	1	425	3	22	0	0	0	0	0	1	0	0	0	3	7	44	243	137	15	3	0	0	0	0	0	32.1	28.7	3.8
1900 - 2000	322	71	96	81	74	0	2	309	2	7	0	0	0	0	1	1	0	0	0	5	10	31	171	83	13	8	1	0	0	0	0	32.3	28.5	5
2000 - 2100	284	105	68	60	51	0	1	272	1	8	0	1	0	0	0	1	0	0	0	4	5	10	148	94	18	2	2	1	0	0	0	33	29.5	4.6
2100 - 2200	215	63	54	51	47	0	0	208	0	7	0	0	0	0	0	0	0	0	0	0	2	14	119	61	17	2	0	0	0	0	0	33.9	29.4	3.9
2200 - 2300	137	33	54	29	21	0	0	134	0	3	0	0	0	0	0	0	0	0	0	0	0	9	67	46	8	3	2	1	1	0	0	33.7	30.4	5.2
2300 - 0000	76	32	21	15	8	0	0	72	0	4	0	0	0	0	0	0	0	0	0	1	2	9	32	25	5	2	0	0	0	0	0	34.1	29.3	5
0700 - 1900	**4480**	**1039**	**1142**	**1112**	**1187**	**0**	**11**	**4052**	**13**	**365**	**6**	**9**	**0**	**7**	**10**	**6**	**1**	**0**	**0**	**37**	**130**	**655**	**2648**	**888**	**98**	**15**	**6**	**1**	**0**	**2**	**0**	**31**	**27.6**	**4**
0600 - 2200	**5436**	**1306**	**1390**	**1339**	**1401**	**0**	**14**	**4956**	**17**	**404**	**8**	**10**	**0**	**7**	**11**	**8**	**1**	**0**	**0**	**47**	**151**	**713**	**3133**	**1177**	**170**	**31**	**10**	**2**	**0**	**2**	**0**	**31.4**	**28**	**4.2**
0600 - 0000	**5649**	**1371**	**1465**	**1383**	**1430**	**0**	**14**	**5162**	**17**	**411**	**8**	**10**	**0**	**7**	**11**	**8**	**1**	**0**	**0**	**48**	**153**	**731**	**3232**	**1248**	**183**	**36**	**12**	**3**	**1**	**2**	**0**	**31.5**	**28**	**4.2**
0000 - 0000	**5765**	**1397**	**1497**	**1407**	**1464**	**0**	**14**	**5265**	**17**	**421**	**8**	**10**	**0**	**7**	**13**	**9**	**1**	**0**	**0**	**48**	**154**	**736**	**3265**	**1294**	**200**	**44**	**17**	**3**	**1**	**2**	**1**	**31.7**	**28.1**	**4.3**

Friday 29 April 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	28	8	11	5	4	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	11	3	2	0	0	0	0	0	36.6	31.2	4.8
0100 - 0200	16	6	5	4	1	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	2	0	5	5	3	1	0	0	0	0	0	38.4	30.5	7.2
0200 - 0300	9	3	1	5	0	0	0	6	0	2	0	0	0	1	0	0	0	0	0	0	0	1	2	4	1	0	0	0	1	0	0	-	34.3	9.1
0300 - 0400	17	5	3	6	3	0	0	14	0	3	0	0	0	0	0	0	0	0	0	1	0	1	3	7	4	0	0	0	0	0	1	37.3	32.9	10.7
0400 - 0500	14	2	4	4	4	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	5	1	0	0	0	0	0	36.9	31.7	6.8
0500 - 0600	32	5	9	5	13	0	0	29	0	0	1	0	0	2	0	0	0	0	0	0	3	2	7	13	2	3	1	1	0	0	0	40.3	31.4	8.2
0600 - 0700	125	20	17	47	41	0	0	103	1	17	4	0	0	0	0	0	0	0	0	1	4	8	51	42	17	2	0	0	0	0	0	35	29.9	5.1
0700 - 0800	309	64	74	79	92	0	1	273	0	33	0	2	0	0	0	0	0	0	2	7	10	22	166	84	15	3	0	0	0	0	0	32.5	28.4	4.8
0800 - 0900	435	104	126	112	93	0	1	393	4	35	1	1	0	0	0	0	0	0	0	8	6	34	267	101	15	3	1	0	0	0	0	31.9	28.4	4.1
0900 - 1000	259	82	65	48	64	0	1	225	0	32	1	0	0	0	0	0	0	0	0	1	5	24	157	63	7	2	0	0	0	0	0	31.4	28.4	3.6
1000 - 1100	289	69	74	76	70	0	1	253	3	27	1	1	0	0	2	0	0	1	0	3	5	37	171	63	8	2	0	0	0	0	0	31.4	28	3.9
1100 - 1200	286	66	78	68	74	0	3	262	0	20	0	0	0	0	1	0	0	0	0	1	21	31	174	49	6	4	0	0	0	0	0	30.9	27.6	4.5
1200 - 1300	335	83	105	63	84	0	0	307	1	22	1	0	0	3	1	0	0	0	0	6	4	37	183	95	10	0	0	0	0	0	0	32.2	28.3	3.9
1300 - 1400	341	82	98	76	85	0	2	300	1	31	4	1	0	0	1	1	0	0	0	5	7	46	186	76	15	4	2	0	0	0	0	31.9	28.2	4.6
1400 - 1500	463	90	114	109	150	0	5	416	4	36	0	0	0	0	1	1	0	0	0	6	20	77	242	104	11	3	0	0	0	0	0	31.4	27.5	4.4
1500 - 1600	527	147	126	124	130	0	3	483	0	37	1	1	1	0	0	0	0	0	0	6	14	102	297	97	9	0	1	0	1	0	0	30.6	27.3	4.1
1600 - 1700	545	120	147	145	133	0	2	509	1	29	0	1	0	1	0	2	0	0	1	12	32	72	299	112	16	0	0	1	0	0	0	31.3	27.2	4.8
1700 - 1800	556	152	156	122	126	0	0	525	4	25	0	1	0	0	0	1	0	0	0	3	20	69	351	93	16	3	0	1	0	0	0	30.7	27.6	4
1800 - 1900	473	121	139	122	91	0	1	450	2	20	0	0	0	0	0	0	0	0	0	2	8	42	260	135	24	2	0	0	0	0	0	31.8	28.8	3.8
1900 - 2000	366	94	96	93	83	0	4	349	2	11	0	0	0	0	0	0	0	0	0	4	13	27	196	94	24	6	2	0	0	0	0	32.7	29	4.8
2000 - 2100	267	77	75	51	64	0	0	258	0	9	0	0	0	0	0	0	0	0	0	6	5	13	126	89	19	5	4	0	0	0	0	33.3	29.6	5.2
2100 - 2200	240	78	59	51	52	0	1	235	0	3	0	1	0	0	0	0	0	0	0	1	1	28	104	86	15	3	1	1	0	0	0	33.2	29.6	4.5
2200 - 2300	191	56	52	51	32	0	1	186	1	3	0	0	0	0	0	0	0	0	0	2	4	10	90	67	12	5	1	0	0	0	0	33.9	29.7	4.9
2300 - 0000	99	31	25	25	18	0	0	97	0	2	0	0	0	0	0	0	0	0	0	0	2	6	47	32	8	4	0	0	0	0	0	34.7	30.2	4.7
0700 - 1900	**4818**	**1180**	**1302**	**1144**	**1192**	**0**	**20**	**4396**	**20**	**347**	**9**	**8**	**1**	**5**	**6**	**5**	**0**	**1**	**3**	**60**	**152**	**593**	**2753**	**1072**	**152**	**26**	**4**	**2**	**1**	**0**	**0**	**31.4**	**27.9**	**4.3**
0600 - 2200	**5816**	**1449**	**1549**	**1386**	**1432**	**0**	**25**	**5341**	**23**	**387**	**13**	**9**	**1**	**5**	**6**	**5**	**0**	**1**	**3**	**72**	**175**	**669**	**3230**	**1383**	**227**	**42**	**11**	**3**	**1**	**0**	**0**	**31.8**	**28.2**	**4.4**
0600 - 0000	**6106**	**1536**	**1626**	**1462**	**1482**	**0**	**26**	**5624**	**24**	**392**	**13**	**9**	**1**	**5**	**6**	**5**	**0**	**1**	**3**	**74**	**181**	**685**	**3367**	**1482**	**247**	**51**	**12**	**3**	**1**	**0**	**0**	**31.9**	**28.3**	**4.4**
0000 - 0000	**6222**	**1565**	**1659**	**1491**	**1507**	**0**	**26**	**5730**	**24**	**398**	**14**	**9**	**1**	**7**	**7**	**5**	**0**	**1**	**3**	**75**	**187**	**692**	**3397**	**1525**	**265**	**58**	**13**	**4**	**2**	**0**	**1**	**32**	**28.3**	**4.5**

Saturday 30 April 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	71	26	15	18	12	0	0	70	0	1	0	0	0	0	0	0	0	0	0	1	2	23	30	11	1	2	0	0	1	0	35.7	32	6
0100 - 0200	21	3	8	5	5	0	0	20	0	1	0	0	0	0	0	0	0	0	0	1	0	2	2	10	2	3	1	0	0	0	41.2	32.6	7.4
0200 - 0300	39	9	8	10	12	0	1	34	0	4	0	0	0	0	0	0	0	0	0	0	1	1	8	17	8	3	0	1	0	0	38.1	33.1	6
0300 - 0400	17	6	5	4	2	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	8	2	2	0	0	1	0	42.6	34.2	7.3
0400 - 0500	16	6	4	4	2	0	0	14	0	1	0	0	0	0	0	1	0	0	0	1	0	1	6	3	4	0	0	0	0	1	38	31.6	10.8
0500 - 0600	24	5	8	4	7	0	0	22	0	2	0	0	0	0	0	0	0	0	0	0	3	0	5	8	7	1	0	0	0	0	38	31.7	6.8
0600 - 0700	51	8	13	20	10	0	0	44	0	7	0	0	0	0	0	0	0	0	0	0	2	3	15	14	13	3	1	0	0	0	37.7	32.3	6
0700 - 0800	104	33	24	22	25	0	1	91	0	9	1	0	1	0	0	1	0	0	0	1	2	4	38	40	18	0	1	0	0	0	35.8	31.1	4.7
0800 - 0900	159	40	36	39	44	0	0	148	0	11	0	0	0	0	0	0	0	0	0	0	3	3	52	80	17	4	0	0	0	0	34.9	30.9	4.2
0900 - 1000	245	46	62	66	71	0	4	222	3	13	2	0	0	1	0	0	0	0	0	2	7	10	102	98	20	5	1	0	0	0	33.7	29.9	4.6
1000 - 1100	308	75	79	66	88	0	3	287	2	16	0	0	0	0	0	0	0	0	0	3	12	12	129	120	25	4	2	1	0	0	34.1	30	5.2
1100 - 1200	328	90	76	76	86	0	3	310	1	14	0	0	0	0	0	0	0	0	0	3	9	22	141	119	26	7	0	1	0	0	33.9	29.8	4.8
1200 - 1300	366	102	83	101	80	0	5	344	1	16	0	0	0	0	0	0	0	0	0	3	8	29	174	123	24	3	1	1	0	0	32.7	29.3	4.5
1300 - 1400	390	101	104	90	95	0	4	369	2	15	0	0	0	0	0	0	0	0	0	3	7	18	202	135	21	4	0	0	0	0	32.4	29.3	3.8
1400 - 1500	355	90	89	93	83	0	5	338	1	11	0	0	0	0	0	0	0	0	0	3	11	21	181	113	20	2	3	1	0	0	32.9	29.2	4.5
1500 - 1600	357	76	86	99	96	0	5	339	1	11	0	1	0	0	0	0	0	0	0	4	4	38	177	114	15	4	0	1	0	0	32.4	29	4.2
1600 - 1700	346	88	79	83	96	0	0	331	1	14	0	0	0	0	0	0	0	0	0	1	4	31	189	101	17	1	1	0	0	1	32.9	29.2	4.3
1700 - 1800	358	95	81	91	91	0	0	349	1	8	0	0	0	0	0	0	0	0	0	5	7	37	184	103	22	0	0	0	0	0	32.1	28.6	4.1
1800 - 1900	332	87	86	73	86	0	3	318	2	9	0	0	0	0	0	0	0	0	0	5	10	28	165	102	19	0	2	1	0	0	33	29	4.7
1900 - 2000	310	86	76	89	59	0	2	295	0	13	0	0	0	0	0	0	0	0	0	4	10	15	160	91	26	4	0	0	0	0	34.2	29.5	4.7
2000 - 2100	233	68	67	46	52	0	0	227	0	6	0	0	0	0	0	0	0	0	0	4	6	11	112	74	17	7	1	1	0	0	33.7	29.8	5.2
2100 - 2200	178	41	51	40	46	0	0	171	0	7	0	0	0	0	0	0	0	0	0	0	4	17	97	42	10	5	3	0	0	0	33.2	29.3	4.8
2200 - 2300	150	45	40	36	29	0	0	146	1	3	0	0	0	0	0	0	0	0	0	1	1	16	64	49	12	4	0	2	1	0	34.5	30.3	5.6
2300 - 0000	121	23	37	30	31	0	0	118	0	2	0	0	0	0	1	0	0	0	0	1	1	11	49	38	15	6	0	0	0	0	36.4	30.5	5
0700 - 1900	**3648**	**923**	**885**	**899**	**941**	**0**	**33**	**3446**	**15**	**147**	**3**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**33**	**84**	**253**	**1734**	**1248**	**244**	**34**	**11**	**6**	**0**	**1**	**0**	**33.2**	**29.4**	**4.5**
0600 - 2200	**4420**	**1126**	**1092**	**1094**	**1108**	**0**	**35**	**4183**	**15**	**180**	**3**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**41**	**106**	**299**	**2118**	**1469**	**310**	**53**	**16**	**7**	**0**	**1**	**0**	**33.3**	**29.5**	**4.6**
0600 - 0000	**4691**	**1194**	**1169**	**1160**	**1168**	**0**	**35**	**4447**	**16**	**185**	**3**	**1**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**43**	**108**	**326**	**2231**	**1556**	**337**	**63**	**16**	**9**	**1**	**1**	**0**	**33.4**	**29.5**	**4.6**
0000 - 0000	**4879**	**1249**	**1217**	**1205**	**1208**	**0**	**36**	**4624**	**16**	**194**	**3**	**1**	**1**	**1**	**1**	**2**	**0**	**0**	**0**	**45**	**113**	**333**	**2278**	**1632**	**371**	**73**	**19**	**10**	**2**	**3**	**0**	**33.7**	**29.6**	**4.8**

Sunday 01 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	86	23	28	9	26	0	1	84	0	1	0	0	0	0	0	0	0	0	0	0	2	4	30	30	16	2	1	1	0	0	0	36.2	31.6	5.4
0100 - 0200	47	19	8	4	16	0	0	46	0	0	0	0	0	0	0	1	0	0	0	1	1	2	18	12	9	0	0	2	1	0	1	37.5	32.7	9.2
0200 - 0300	23	9	6	6	2	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	12	6	0	1	0	0	0	0	37.6	33.1	5.2
0300 - 0400	19	5	9	3	2	0	0	18	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	7	5	2	1	0	1	0	0	44.1	36	8.2
0400 - 0500	14	2	5	4	3	0	0	12	0	1	0	0	0	1	0	0	0	0	0	1	0	0	1	2	5	3	1	0	1	0	0	40.2	32.5	9.8
0500 - 0600	22	3	6	7	6	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	9	4	2	1	0	0	0	0	41.5	33.3	7.1
0600 - 0700	34	7	8	12	7	0	0	31	0	2	1	0	0	0	0	0	0	0	0	0	0	0	7	14	9	3	1	0	0	0	0	39.6	34.1	4.9
0700 - 0800	71	17	14	18	22	0	1	67	0	3	0	0	0	0	0	0	0	0	0	0	0	4	21	32	6	3	3	2	0	0	0	38.3	32.6	6.4
0800 - 0900	79	21	17	16	25	0	0	75	1	3	0	0	0	0	0	0	0	0	0	0	2	0	27	26	22	2	0	0	0	0	0	37.5	32.1	5
0900 - 1000	160	32	46	46	36	0	5	148	1	5	0	0	0	1	0	0	0	0	0	0	3	6	69	62	19	1	0	0	0	0	0	34.3	30.3	4.2
1000 - 1100	195	48	53	46	48	0	0	186	1	7	0	1	0	0	0	0	0	0	0	1	3	10	82	73	22	3	1	0	0	0	0	34.6	30.1	4.6
1100 - 1200	254	57	78	73	46	0	1	243	0	10	0	0	0	0	0	0	0	0	0	0	3	6	119	103	18	3	2	0	0	0	0	33.6	30.3	3.8
1200 - 1300	362	86	103	94	79	0	1	343	1	17	0	0	0	0	0	0	0	0	0	3	4	38	174	118	23	1	0	0	1	0	0	32.4	29.1	4.2
1300 - 1400	329	97	65	86	81	0	3	314	2	9	0	0	0	1	0	0	0	0	0	7	14	58	154	85	8	3	0	0	0	0	0	31.8	27.7	4.6
1400 - 1500	317	66	92	80	79	0	3	302	1	10	0	1	0	0	0	0	0	0	0	4	13	13	145	114	18	7	2	1	0	0	0	33	29.5	4.9
1500 - 1600	315	70	83	72	90	0	1	300	2	11	0	0	0	1	0	0	0	0	1	10	6	19	162	105	9	3	0	0	0	0	0	32.5	28.7	4.6
1600 - 1700	317	92	83	74	68	0	2	305	1	8	0	0	0	0	0	1	0	0	0	4	10	26	157	96	14	7	2	0	1	0	0	33.1	29.2	5.1
1700 - 1800	258	68	65	54	71	0	2	251	0	5	0	0	0	0	0	0	0	0	0	2	5	23	137	72	15	3	1	0	0	0	0	32.5	28.9	4.3
1800 - 1900	282	85	51	73	73	0	1	274	0	6	0	0	0	0	1	0	0	0	0	3	10	22	133	81	27	4	2	0	0	0	0	34.1	29.3	4.9
1900 - 2000	277	68	78	63	68	0	0	270	0	7	0	0	0	0	0	0	0	0	0	6	3	14	124	95	23	8	2	0	1	1	0	34.7	30.3	5.7
2000 - 2100	199	56	58	37	48	0	1	188	1	9	0	0	0	0	0	0	0	0	0	1	7	6	95	71	13	5	0	0	1	0	0	33.8	30	4.8
2100 - 2200	147	41	47	26	33	0	0	141	0	6	0	0	0	0	0	0	0	0	0	2	5	9	59	50	10	7	2	1	0	0	0	35.2	31.9	15.3
2200 - 2300	146	34	37	42	33	0	0	142	1	3	0	0	0	0	0	0	0	0	0	0	4	10	65	44	18	1	2	0	1	1	0	35.1	30.4	5.9
2300 - 0000	74	16	15	20	23	0	0	71	0	3	0	0	0	0	0	0	0	0	0	1	3	4	24	29	13	0	0	0	0	0	0	35.8	30.5	5.1
0700 - 1900	**2939**	**739**	**750**	**732**	**718**	**0**	**20**	**2808**	**10**	**94**	**0**	**2**	**0**	**3**	**1**	**1**	**0**	**0**	**1**	**34**	**73**	**225**	**1380**	**967**	**201**	**40**	**13**	**3**	**2**	**0**	**0**	**33.2**	**29.4**	**4.7**
0600 - 2200	**3596**	**911**	**941**	**870**	**874**	**0**	**21**	**3438**	**11**	**118**	**1**	**2**	**0**	**3**	**1**	**1**	**0**	**0**	**1**	**43**	**88**	**254**	**1665**	**1197**	**256**	**63**	**18**	**4**	**4**	**1**	**0**	**33.4**	**29.6**	**5.7**
0600 - 0000	**3816**	**961**	**993**	**932**	**930**	**0**	**21**	**3651**	**12**	**124**	**1**	**2**	**0**	**3**	**1**	**1**	**0**	**0**	**1**	**44**	**95**	**268**	**1754**	**1270**	**287**	**64**	**20**	**4**	**5**	**2**	**0**	**33.7**	**29.7**	**5.7**
0000 - 0000	**4027**	**1022**	**1055**	**965**	**985**	**0**	**22**	**3856**	**12**	**126**	**1**	**2**	**0**	**4**	**1**	**3**	**0**	**0**	**2**	**45**	**99**	**278**	**1813**	**1345**	**330**	**71**	**24**	**8**	**7**	**2**	**1**	**33.9**	**29.8**	**5.8**

Monday 02 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	57	19	15	15	8	0	0	56	0	1	0	0	0	0	0	0	0	0	1	2	2	19	15	9	5	1	1	2	0	0	40.8	32.9	8.4
0100 - 0200	27	6	6	11	4	0	0	23	0	4	0	0	0	0	0	0	0	0	0	0	1	5	11	4	3	2	1	0	0	0	43	34.8	7.1
0200 - 0300	18	4	5	8	1	0	0	15	0	2	0	0	0	0	1	0	0	0	0	0	2	1	6	5	1	1	0	0	2	0	50.2	37.2	11.2
0300 - 0400	13	2	4	4	3	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	2	3	3	4	1	0	0	0	0	0	39.3	31.7	6.2
0400 - 0500	12	1	1	3	7	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	4	1	0	1	0	0	0	40.9	35.1	6.5
0500 - 0600	15	5	2	3	5	0	0	14	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3	4	3	0	0	1	0	0	44.2	35.2	9.8
0600 - 0700	37	2	10	13	12	0	0	32	1	3	0	0	1	0	0	0	0	0	0	0	1	15	10	9	1	1	0	0	0	0	36.1	31.8	5.1
0700 - 0800	80	15	23	21	21	0	1	71	0	8	0	0	0	0	0	0	0	0	0	1	3	1	33	36	4	1	0	1	0	0	33.3	29.9	4.9
0800 - 0900	132	35	25	32	40	0	5	113	1	12	1	0	0	0	0	0	0	0	0	1	7	6	50	53	13	2	0	0	0	0	34.6	29.9	4.8
0900 - 1000	160	34	34	41	51	0	2	150	0	8	0	0	0	0	0	0	0	0	0	1	2	12	69	65	10	1	0	0	0	0	33.7	29.6	4.1
1000 - 1100	244	63	64	53	64	0	6	229	1	8	0	0	0	0	0	0	0	0	0	1	6	27	113	77	13	6	1	0	0	0	32.7	29.3	4.5
1100 - 1200	288	90	82	55	61	0	4	267	0	16	0	0	0	0	0	1	0	0	0	1	6	22	149	92	15	1	2	0	0	0	33	29.2	4.2
1200 - 1300	346	89	80	84	93	0	4	323	1	15	1	2	0	0	0	0	0	0	0	4	6	23	197	102	9	5	0	0	0	0	31.9	28.7	3.8
1300 - 1400	305	70	91	75	69	0	2	291	0	12	0	0	0	0	0	0	0	0	0	2	4	24	150	97	22	4	2	0	0	0	33.7	29.6	4.4
1400 - 1500	300	84	64	64	88	0	2	282	1	11	0	2	0	2	0	0	0	0	0	2	9	18	154	97	19	0	1	0	0	0	33.2	29.2	4.4
1500 - 1600	275	68	65	81	61	0	2	258	3	12	0	0	0	0	0	0	0	0	0	1	8	25	154	77	8	2	0	0	0	0	31.5	28.5	3.9
1600 - 1700	286	74	72	82	58	0	2	268	0	16	0	0	0	0	0	0	0	0	0	3	2	20	158	83	18	1	1	0	0	0	32.4	29	4
1700 - 1800	278	90	64	69	55	0	2	265	2	9	0	0	0	0	0	0	0	0	0	2	2	24	140	89	18	0	2	0	1	0	33	29.4	4.4
1800 - 1900	244	62	61	61	60	0	1	235	0	8	0	0	0	0	0	0	0	0	0	1	5	12	125	69	26	3	1	2	0	0	33.9	30.1	4.9
1900 - 2000	264	71	63	67	63	0	2	253	1	7	1	0	0	0	0	0	0	0	0	2	6	13	129	86	19	7	2	0	0	0	33.9	29.8	4.8
2000 - 2100	156	47	41	40	28	0	1	150	0	5	0	0	0	0	0	0	0	0	0	1	3	7	66	58	16	5	0	0	0	0	34.9	30.5	4.6
2100 - 2200	142	44	35	37	26	0	0	137	0	5	0	0	0	0	0	0	0	0	0	3	4	7	66	46	13	0	3	0	0	0	33.7	29.7	5.5
2200 - 2300	125	36	19	44	26	0	0	123	0	2	0	0	0	0	0	0	0	0	0	1	3	9	52	52	6	2	0	0	0	0	33	29.5	4.3
2300 - 0000	60	21	13	17	9	0	0	57	0	3	0	0	0	0	0	0	0	0	0	1	0	3	24	23	5	1	2	1	0	0	36.2	31.5	6.1
0700 - 1900	**2938**	**774**	**725**	**718**	**721**	**0**	**33**	**2752**	**9**	**135**	**2**	**4**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**20**	**60**	**214**	**1492**	**937**	**175**	**26**	**10**	**3**	**1**	**0**	**0**	**33**	**29.3**	**4.3**
0600 - 2200	**3537**	**938**	**874**	**875**	**850**	**0**	**36**	**3324**	**11**	**155**	**3**	**4**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**26**	**73**	**242**	**1768**	**1137**	**232**	**39**	**16**	**3**	**1**	**0**	**0**	**33.2**	**29.4**	**4.4**
0600 - 0000	**3722**	**995**	**906**	**936**	**885**	**0**	**36**	**3504**	**11**	**160**	**3**	**4**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**28**	**76**	**254**	**1844**	**1212**	**243**	**42**	**18**	**4**	**1**	**0**	**0**	**33.2**	**29.4**	**4.5**
0000 - 0000	**3864**	**1032**	**939**	**980**	**913**	**0**	**36**	**3636**	**11**	**169**	**3**	**4**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**29**	**79**	**263**	**1875**	**1254**	**273**	**56**	**22**	**7**	**4**	**2**	**0**	**33.6**	**29.6**	**4.8**

Tuesday 03 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	16	5	5	2	4	0	0	15	0	1	0	0	0	0	0	0	0	0	0	1	0	1	6	6	2	0	0	0	0	0	35.7	30.1	5.6
0100 - 0200	14	3	2	7	2	0	0	10	0	2	0	0	0	0	2	0	0	0	0	0	0	1	5	5	1	1	0	1	0	0	39.5	32.6	7.4
0200 - 0300	4	2	0	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	-	35.6	3.7
0300 - 0400	6	1	1	1	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	-	29.6	2.9
0400 - 0500	11	2	1	5	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	3	3	0	0	0	0	0	0	37.2	30.2	6.7
0500 - 0600	32	8	11	7	6	0	0	29	0	1	1	0	0	1	0	0	0	0	0	1	0	3	4	13	3	5	1	1	0	1	0	43.6	34.4	9.1
0600 - 0700	121	24	21	33	43	0	0	93	0	23	5	0	0	0	0	0	0	0	0	3	3	4	36	52	18	5	0	0	0	0	0	35.4	30.9	5.3
0700 - 0800	333	55	87	75	116	0	0	292	0	38	0	2	0	1	0	0	0	0	0	4	14	24	179	89	18	3	1	0	1	0	0	32.8	28.8	4.8
0800 - 0900	472	106	134	110	122	0	1	422	1	43	0	0	1	1	1	1	0	0	2	6	20	77	279	76	10	0	2	0	0	0	0	30.6	27	4.3
0900 - 1000	323	89	70	76	88	0	0	284	1	30	0	5	0	1	1	1	0	0	0	1	10	43	176	81	10	1	1	0	0	0	0	31.7	28.1	4.1
1000 - 1100	270	69	67	61	73	0	1	234	1	30	1	0	0	1	1	0	0	1	0	3	16	38	142	56	11	4	0	0	0	0	0	32.2	27.8	4.9
1100 - 1200	297	72	74	76	75	0	2	265	0	28	1	0	0	1	0	0	0	0	0	3	6	38	170	68	11	1	0	0	0	0	0	31.8	28.1	4
1200 - 1300	318	79	78	94	67	0	3	280	2	29	0	1	0	2	1	0	0	0	0	1	9	31	178	82	11	4	2	0	0	0	0	32.6	28.8	4.4
1300 - 1400	290	69	84	65	72	0	1	244	0	39	0	3	0	0	3	0	0	0	0	2	7	19	160	79	17	2	4	0	0	0	0	32.4	29.1	4.5
1400 - 1500	402	82	88	93	139	0	1	343	3	49	2	1	0	1	1	1	0	0	0	5	29	56	244	59	6	2	1	0	0	0	0	30.4	26.9	4.5
1500 - 1600	492	135	120	126	111	0	0	446	1	41	1	1	0	1	0	1	0	0	0	2	14	119	263	82	12	0	0	0	0	0	0	30.7	26.9	3.8
1600 - 1700	492	112	133	116	131	0	0	450	2	35	2	2	0	0	1	0	0	0	0	6	24	75	279	95	11	2	0	0	0	0	0	30.6	27.3	4.2
1700 - 1800	623	191	137	154	141	0	3	581	2	36	0	0	0	0	1	0	0	0	1	11	42	89	357	105	14	2	0	1	1	0	0	30.5	27.1	4.7
1800 - 1900	486	141	133	102	110	0	6	463	3	11	0	0	0	1	1	1	0	0	0	2	9	55	273	131	13	2	1	0	0	0	0	31.8	28.5	3.8
1900 - 2000	296	77	90	64	65	0	3	286	0	7	0	0	0	0	0	0	0	0	0	1	8	14	137	110	22	4	0	0	0	0	0	33.7	29.7	4.2
2000 - 2100	231	78	66	42	45	0	2	223	0	6	0	0	0	0	0	0	0	0	0	2	6	20	116	68	15	4	0	0	0	0	0	32.9	29.1	4.4
2100 - 2200	169	48	49	36	36	0	1	161	0	7	0	0	0	0	0	0	0	0	0	0	5	4	98	51	9	1	0	1	0	0	0	32.9	29.5	4.1
2200 - 2300	144	46	42	39	17	0	0	142	0	2	0	0	0	0	0	0	0	0	0	1	1	5	71	52	9	5	0	0	0	0	0	33.2	29.9	4.2
2300 - 0000	48	18	14	11	5	0	0	47	0	1	0	0	0	0	0	0	0	0	0	0	1	4	12	14	11	4	1	1	0	0	0	39.7	33.1	6.5
0700 - 1900	**4798**	**1200**	**1205**	**1148**	**1245**	**0**	**18**	**4304**	**16**	**409**	**7**	**15**	**1**	**10**	**11**	**5**	**1**	**1**	**3**	**46**	**200**	**664**	**2700**	**1003**	**144**	**23**	**12**	**1**	**2**	**0**	**0**	**31.3**	**27.7**	**4.4**
0600 - 2200	**5615**	**1427**	**1431**	**1323**	**1434**	**0**	**24**	**5067**	**16**	**452**	**12**	**15**	**1**	**10**	**11**	**5**	**1**	**1**	**3**	**52**	**222**	**706**	**3087**	**1284**	**208**	**37**	**12**	**2**	**2**	**0**	**0**	**31.7**	**28**	**4.5**
0600 - 0000	**5807**	**1491**	**1487**	**1373**	**1456**	**0**	**24**	**5256**	**16**	**455**	**12**	**15**	**1**	**10**	**11**	**5**	**1**	**1**	**3**	**53**	**224**	**715**	**3170**	**1350**	**228**	**46**	**13**	**3**	**2**	**0**	**0**	**31.8**	**28.1**	**4.5**
0000 - 0000	**5890**	**1512**	**1507**	**1396**	**1475**	**0**	**24**	**5331**	**16**	**459**	**13**	**15**	**1**	**11**	**13**	**5**	**1**	**1**	**3**	**56**	**224**	**720**	**3192**	**1382**	**239**	**52**	**14**	**5**	**2**	**1**	**0**	**31.9**	**28.2**	**4.6**

Wednesday 04 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	23	3	9	5	6	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	10	4	1	2	0	0	0	0	39.4	34	6.5
0100 - 0200	9	3	1	2	3	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	2	0	0	0	0	0	-	33.1	5.3
0200 - 0300	9	0	4	2	3	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	1	0	0	0	0	0	-	36.9	4.2
0300 - 0400	6	3	1	0	2	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	-	32.4	3.5
0400 - 0500	9	2	3	3	1	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	2	0	4	1	1	0	1	0	0	0	0	-	29	9.2
0500 - 0600	47	9	12	6	20	0	0	45	0	2	0	0	0	0	0	0	0	0	0	0	2	0	13	14	13	3	2	0	0	0	0	39.6	32.9	5.9
0600 - 0700	129	21	23	37	48	0	0	99	0	20	5	0	0	2	2	1	0	0	0	0	3	8	40	53	18	4	2	1	0	0	0	35.7	31.5	5.2
0700 - 0800	329	55	65	104	105	0	1	290	0	34	1	3	0	0	0	0	0	0	0	2	8	16	185	105	12	1	0	0	0	0	0	32.2	28.9	3.7
0800 - 0900	461	129	123	105	104	0	0	425	2	33	0	1	0	0	0	0	0	0	0	2	28	115	234	70	7	5	0	0	0	0	0	30.4	26.6	4.4
0900 - 1000	276	79	64	70	63	0	0	233	3	40	0	0	0	0	0	0	0	0	0	1	10	28	161	66	9	1	0	0	0	0	0	31.7	28.2	3.9
1000 - 1100	245	58	57	67	63	0	0	212	2	22	1	1	0	2	3	2	0	0	0	5	3	27	138	65	7	0	0	0	0	0	0	31.8	28	4.1
1100 - 1200	302	73	80	55	94	0	1	262	1	31	5	0	1	0	0	1	0	0	0	1	8	51	174	55	9	4	0	0	0	0	0	31.5	27.8	4.2
1200 - 1300	334	84	98	70	82	0	2	307	0	21	0	0	2	1	1	0	0	0	0	0	5	33	194	85	14	2	1	0	0	0	0	31.8	28.8	3.7
1300 - 1400	292	75	57	78	82	0	2	255	1	31	2	0	0	0	0	1	0	0	1	3	8	33	155	75	13	3	1	0	0	0	0	32.5	28.6	4.6
1400 - 1500	348	83	78	83	104	0	1	303	0	43	0	1	0	0	0	0	0	0	0	2	10	50	193	79	11	3	0	0	0	0	0	31.3	28	4
1500 - 1600	509	127	120	123	139	0	3	461	2	42	0	0	0	0	0	1	0	0	0	4	15	77	294	100	18	1	0	0	0	0	0	31.3	27.8	3.9
1600 - 1700	590	118	154	146	172	0	1	543	3	38	2	1	0	1	1	0	0	0	0	24	50	109	315	81	9	2	0	0	0	0	0	30.1	26	5
1700 - 1800	590	165	140	166	119	0	0	560	1	28	0	0	0	1	0	0	0	0	14	71	110	146	200	47	2	0	0	0	0	0	0	29.2	22.5	6.2
1800 - 1900	412	119	104	99	90	0	2	385	2	22	0	0	0	0	1	0	0	0	8	15	15	41	209	96	20	3	3	2	0	0	0	32.3	27.9	6.1
1900 - 2000	332	90	97	80	65	0	1	317	0	13	0	0	0	1	0	0	0	0	0	8	11	20	177	96	14	3	1	1	0	1	0	32.3	28.7	5.2
2000 - 2100	228	52	56	61	59	0	1	220	0	7	0	0	0	0	0	0	0	0	0	3	5	14	114	77	11	4	0	0	0	0	0	33.2	29.2	4.5
2100 - 2200	180	64	44	37	35	0	2	173	0	5	0	0	0	0	0	0	0	0	0	1	3	14	103	44	14	1	0	0	0	0	0	32.4	29.1	4.2
2200 - 2300	186	44	54	48	40	0	0	182	0	4	0	0	0	0	0	0	0	0	0	2	3	11	95	65	9	1	0	0	0	0	0	32.8	29.3	4
2300 - 0000	60	19	17	15	9	0	0	58	0	1	0	0	0	0	1	0	0	0	0	1	1	3	21	22	6	5	1	0	0	0	0	36.3	31.2	5.7
0700 - 1900	**4688**	**1165**	**1140**	**1166**	**1217**	**0**	**13**	**4236**	**17**	**385**	**11**	**7**	**3**	**5**	**6**	**5**	**0**	**0**	**23**	**130**	**270**	**726**	**2452**	**924**	**131**	**25**	**5**	**2**	**0**	**0**	**0**	**31.2**	**27**	**5.1**
0600 - 2200	**5557**	**1392**	**1360**	**1381**	**1424**	**0**	**17**	**5045**	**17**	**430**	**16**	**7**	**3**	**8**	**8**	**6**	**0**	**0**	**23**	**142**	**292**	**782**	**2886**	**1194**	**188**	**37**	**8**	**4**	**0**	**1**	**0**	**31.5**	**27.4**	**5.1**
0600 - 0000	**5803**	**1455**	**1431**	**1444**	**1473**	**0**	**17**	**5285**	**17**	**435**	**16**	**7**	**3**	**8**	**8**	**7**	**0**	**0**	**23**	**145**	**296**	**796**	**3002**	**1281**	**203**	**43**	**9**	**4**	**0**	**1**	**0**	**31.7**	**27.5**	**5.1**
0000 - 0000	**5906**	**1475**	**1461**	**1462**	**1508**	**0**	**17**	**5382**	**17**	**440**	**16**	**7**	**3**	**8**	**9**	**7**	**0**	**0**	**23**	**145**	**300**	**798**	**3027**	**1317**	**227**	**50**	**14**	**4**	**0**	**1**	**0**	**31.8**	**27.6**	**5.2**

Thursday 05 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	26	10	1	9	6	0	0	24	0	1	0	0	0	0	1	0	0	0	0	0	0	0	8	8	8	2	0	0	0	0	0	37	32.9	4.4
0100 - 0200	14	3	5	2	4	0	0	13	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	4	4	1	1	0	0	0	0	40.5	32.8	7.7
0200 - 0300	11	4	5	1	1	0	0	8	0	2	0	0	0	0	0	1	0	0	0	0	0	1	4	4	1	1	0	0	0	0	0	37.5	31.2	5.6
0300 - 0400	4	3	1	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	-	30.9	5.3
0400 - 0500	13	4	2	1	6	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	5	1	0	0	0	0	39	34.2	5
0500 - 0600	50	10	14	10	16	0	0	43	0	7	0	0	0	0	0	0	0	0	0	0	1	3	16	14	11	4	0	1	0	0	0	39.5	32.2	6.2
0600 - 0700	123	19	16	29	59	0	0	101	2	19	1	0	0	0	0	0	0	0	0	4	4	5	38	40	21	8	2	0	1	0	0	38.5	31.4	7
0700 - 0800	326	51	83	95	97	0	1	282	2	38	1	1	0	0	0	1	0	0	0	5	8	22	164	104	20	2	1	0	0	0	0	32.9	29.1	4.5
0800 - 0900	458	137	117	110	94	0	0	423	1	31	2	0	0	0	0	1	0	0	0	8	36	78	250	75	9	1	1	0	0	0	0	30.6	26.7	4.6
0900 - 1000	336	80	92	87	77	0	2	291	0	40	0	1	0	0	1	1	0	0	0	3	10	28	180	96	16	2	1	0	0	0	0	32.4	28.7	4.2
1000 - 1100	260	45	55	71	89	0	3	227	2	22	0	2	0	0	4	0	0	0	0	6	12	33	141	51	12	4	1	0	0	0	0	31.7	27.9	5
1100 - 1200	302	88	82	68	64	0	7	264	1	27	1	0	0	1	0	1	0	0	0	1	12	41	168	73	6	1	0	0	0	0	0	31.2	27.8	3.9
1200 - 1300	347	80	95	101	71	0	3	303	2	35	1	0	0	1	1	1	0	0	8	23	15	23	192	76	9	1	0	0	0	0	0	30.9	26.7	6.1
1300 - 1400	341	96	76	87	82	0	0	305	3	29	0	1	0	0	2	1	0	0	0	6	8	36	199	76	14	2	0	0	0	0	0	31.7	28.1	4.2
1400 - 1500	400	84	88	99	129	0	4	352	1	41	1	1	0	0	0	0	0	0	0	4	20	41	228	96	11	0	0	0	0	0	0	31.2	27.8	4.2
1500 - 1600	489	118	117	111	143	0	1	443	4	38	1	1	0	1	0	0	0	0	3	22	33	84	254	85	5	3	0	0	0	0	0	30.7	26.2	5.2
1600 - 1700	615	148	156	153	158	0	3	562	6	40	0	2	0	0	2	0	0	0	8	68	56	99	287	93	2	2	0	0	0	0	0	30.2	24.8	6.2
1700 - 1800	417	134	98	101	84	0	0	383	4	27	2	0	1	0	0	0	0	0	42	177	89	31	51	23	4	0	0	0	0	0	0	26.5	17	6.9
1800 - 1900	481	143	109	114	115	0	2	457	1	19	0	1	1	0	0	0	0	0	26	113	108	69	109	51	4	0	1	0	0	0	0	29.2	20.6	7.5
1900 - 2000	333	108	85	74	66	0	1	318	1	12	0	0	0	1	0	0	0	0	2	8	4	21	170	111	15	2	0	0	0	0	0	32.3	28.9	4.6
2000 - 2100	261	75	72	59	55	0	1	246	2	12	0	0	0	0	0	0	0	0	0	1	6	19	129	80	21	4	0	1	0	0	0	33.8	29.5	4.6
2100 - 2200	210	61	56	50	43	0	2	202	1	5	0	0	0	0	0	0	0	0	0	2	4	20	103	57	21	0	1	1	0	0	1	33.9	29.6	5.4
2200 - 2300	224	36	70	66	52	0	2	214	0	8	0	0	0	0	0	0	0	0	0	1	4	9	109	77	19	3	2	0	0	0	0	33.4	29.9	4.4
2300 - 0000	106	46	32	16	12	0	0	101	0	5	0	0	0	0	0	0	0	0	0	0	0	7	39	42	9	7	1	1	0	0	0	35.9	31.5	5.3
0700 - 1900	**4772**	**1204**	**1168**	**1197**	**1203**	**0**	**26**	**4292**	**27**	**387**	**9**	**10**	**2**	**3**	**10**	**6**	**0**	**0**	**87**	**436**	**407**	**585**	**2223**	**899**	**112**	**18**	**5**	**0**	**0**	**0**	**0**	**31**	**25.6**	**6.5**
0600 - 2200	**5699**	**1467**	**1397**	**1409**	**1426**	**0**	**30**	**5159**	**33**	**435**	**10**	**10**	**2**	**3**	**11**	**6**	**0**	**0**	**89**	**451**	**425**	**650**	**2663**	**1187**	**190**	**32**	**8**	**2**	**1**	**0**	**1**	**31.4**	**26.2**	**6.5**
0600 - 0000	**6029**	**1549**	**1499**	**1491**	**1490**	**0**	**32**	**5474**	**33**	**448**	**10**	**10**	**2**	**3**	**11**	**6**	**0**	**0**	**89**	**452**	**429**	**666**	**2811**	**1306**	**218**	**42**	**11**	**3**	**1**	**0**	**1**	**31.5**	**26.5**	**6.5**
0000 - 0000	**6147**	**1583**	**1527**	**1514**	**1523**	**0**	**32**	**5576**	**33**	**460**	**10**	**10**	**2**	**3**	**14**	**7**	**0**	**0**	**89**	**452**	**431**	**671**	**2845**	**1342**	**248**	**51**	**12**	**4**	**1**	**0**	**1**	**31.8**	**26.6**	**6.5**

Friday 06 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	21	9	7	4	1	0	0	20	0	0	0	0	0	0	1	0	0	0	0	0	0	13	2	4	2	0	0	0	0	0	38.4	31	5.6
0100 - 0200	20	8	6	5	1	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	7	0	0	1	0	0	0	0	33.6	29.5	5.3
0200 - 0300	16	3	5	4	4	0	0	12	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	8	0	4	0	0	2	0	0	49.6	37	8.9
0300 - 0400	4	3	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	-	32.7	4.7
0400 - 0500	17	2	3	2	10	0	0	13	0	2	0	0	0	1	1	0	0	0	0	0	1	0	9	3	4	0	0	0	0	0	0	37.9	30.5	5.3
0500 - 0600	40	3	13	15	9	0	1	36	0	2	1	0	0	0	0	0	0	0	0	0	2	2	12	11	6	7	0	0	0	0	0	41.5	32.1	6.9
0600 - 0700	122	22	23	40	37	0	0	94	1	22	3	2	0	0	0	0	0	0	0	0	6	5	38	43	23	5	2	0	0	0	0	37.2	31.3	5.8
0700 - 0800	321	56	86	71	108	0	3	276	1	35	1	4	0	0	1	0	0	0	0	4	8	16	154	114	22	3	0	0	0	0	0	33.4	29.4	4.3
0800 - 0900	421	109	117	90	105	1	1	381	3	32	1	0	0	0	2	0	0	0	0	9	7	49	237	107	10	2	0	0	0	0	0	31.7	28	4.1
0900 - 1000	327	90	80	84	73	0	2	286	2	34	1	1	0	1	0	0	0	0	0	4	6	27	178	101	9	1	1	0	0	0	0	32.2	28.7	4.1
1000 - 1100	276	62	82	67	65	0	5	239	0	24	1	4	0	0	2	0	1	0	0	2	7	9	135	105	15	3	0	0	0	0	0	32.9	29.6	3.9
1100 - 1200	299	72	80	65	82	0	1	269	1	25	0	1	0	1	1	0	0	0	0	0	7	29	152	98	8	3	2	0	0	0	0	32.3	28.9	4.1
1200 - 1300	305	74	86	83	62	0	1	275	0	23	0	2	1	1	1	1	0	0	0	0	11	28	155	90	19	2	0	0	0	0	0	32.6	28.9	4
1300 - 1400	355	88	75	88	104	0	1	312	3	35	1	2	0	0	1	0	0	0	0	0	2	8	34	175	123	10	3	0	0	0	0	32	28.9	3.8
1400 - 1500	470	110	94	125	141	0	0	405	4	59	0	0	0	1	1	0	0	0	0	5	22	87	231	108	15	2	0	0	0	0	0	31.3	27.4	4.4
1500 - 1600	480	132	138	119	91	0	5	434	2	36	0	2	1	0	0	0	0	0	27	84	34	69	171	86	8	1	0	0	0	0	0	30.5	23.3	7.6
1600 - 1700	416	70	75	156	115	0	0	374	1	39	0	1	0	0	1	0	0	0	58	141	122	46	46	3	0	0	0	0	0	0	0	23.6	16.2	5.9
1700 - 1800	565	128	152	149	136	0	0	527	6	29	0	1	1	0	0	1	0	0	15	66	111	104	197	64	5	2	1	0	0	0	0	29.5	23	6.7
1800 - 1900	475	122	119	107	127	0	0	452	1	20	0	1	0	1	0	0	0	0	0	1	11	102	252	97	11	0	0	1	0	0	0	31.3	27.5	4.1
1900 - 2000	383	106	91	95	91	0	2	369	1	11	0	0	0	0	0	0	0	0	0	0	6	35	187	129	21	3	2	0	0	0	0	32.4	29.2	4
2000 - 2100	281	92	71	67	51	0	0	273	2	6	0	0	0	0	0	0	0	0	0	7	6	30	155	64	14	4	0	1	0	0	0	32.6	28.4	4.8
2100 - 2200	196	62	55	42	37	0	0	193	0	3	0	0	0	0	0	0	0	0	0	2	3	15	84	68	19	3	1	1	0	0	0	34.3	30.1	5.1
2200 - 2300	186	40	49	59	38	0	1	179	0	6	0	0	0	0	0	0	0	0	0	1	3	10	90	67	10	2	0	1	1	1	0	33.8	30	5.5
2300 - 0000	98	38	24	19	17	0	0	95	0	3	0	0	0	0	0	0	0	0	0	1	0	4	42	36	10	5	0	0	0	0	0	35.2	30.8	4.5
0700 - 1900	**4710**	**1113**	**1184**	**1204**	**1209**	**1**	**19**	**4230**	**24**	**391**	**5**	**19**	**3**	**5**	**8**	**4**	**1**	**0**	**100**	**318**	**354**	**600**	**2083**	**1096**	**132**	**22**	**4**	**1**	**0**	**0**	**0**	**31.4**	**26.2**	**6.4**
0600 - 2200	**5692**	**1395**	**1424**	**1448**	**1425**	**1**	**21**	**5159**	**28**	**433**	**8**	**21**	**3**	**5**	**8**	**4**	**1**	**0**	**100**	**327**	**375**	**685**	**2547**	**1400**	**209**	**37**	**9**	**3**	**0**	**0**	**0**	**31.8**	**26.7**	**6.3**
0600 - 0000	**5976**	**1473**	**1497**	**1526**	**1480**	**1**	**22**	**5433**	**28**	**442**	**8**	**21**	**3**	**5**	**8**	**4**	**1**	**0**	**100**	**329**	**378**	**699**	**2679**	**1503**	**229**	**44**	**9**	**4**	**1**	**1**	**0**	**31.9**	**26.9**	**6.3**
0000 - 0000	**6094**	**1501**	**1531**	**1556**	**1506**	**1**	**23**	**5538**	**28**	**448**	**9**	**21**	**3**	**6**	**11**	**5**	**1**	**0**	**100**	**329**	**382**	**701**	**2728**	**1535**	**244**	**57**	**10**	**4**	**3**	**1**	**0**	**32**	**27**	**6.3**

Saturday 07 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	70	21	11	18	20	0	0	68	0	2	0	0	0	0	0	0	0	0	0	0	0	4	29	25	9	3	0	0	0	0	0	36.2	30.9	4.8
0100 - 0200	19	8	2	4	5	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	9	5	1	0	0	0	0	0	37.5	33.3	4.3
0200 - 0300	25	7	7	4	7	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	7	4	0	2	0	0	0	0	37.3	32.2	5.9
0300 - 0400	18	6	4	4	4	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	3	2	1	0	0	0	0	42.5	34.1	6
0400 - 0500	15	2	4	5	4	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	4	1	2	0	0	0	0	0	38.9	30.8	5.5
0500 - 0600	22	2	11	3	6	0	0	20	0	2	0	0	0	0	0	0	0	0	0	0	1	3	9	2	5	1	1	0	0	0	0	38.8	31	7.2
0600 - 0700	63	13	12	17	21	0	0	55	0	7	1	0	0	0	0	0	0	0	0	0	1	2	27	20	9	3	0	0	0	1	0	37.9	31.9	6.2
0700 - 0800	83	20	22	28	13	0	0	71	0	11	0	1	0	0	0	0	0	0	0	0	1	5	31	30	12	2	2	0	0	0	0	36.5	31	5.1
0800 - 0900	82	4	12	32	34	0	0	74	1	7	0	0	0	0	0	0	0	0	0	1	1	4	27	37	10	2	0	0	0	0	0	35.1	30.9	4.7
0900 - 1000	245	47	45	73	80	0	0	222	1	19	1	2	0	0	0	0	0	0	0	3	8	27	119	74	9	4	1	0	0	0	0	32.2	28.6	4.7
1000 - 1100	295	57	79	79	80	0	5	265	2	21	1	1	0	0	0	0	0	0	0	3	12	29	150	80	18	2	0	0	1	0	0	33.1	28.9	4.9
1100 - 1200	381	76	98	98	109	0	0	367	2	11	0	0	1	0	0	0	0	0	0	6	6	34	189	124	20	1	1	0	0	0	0	32.7	28.9	4.2
1200 - 1300	377	124	86	78	89	0	2	351	1	21	1	0	1	0	0	0	0	0	0	6	10	34	206	100	20	1	0	0	0	0	0	32.3	28.4	4.3
1300 - 1400	398	89	102	89	118	0	0	390	0	7	0	0	0	0	1	0	0	0	0	3	10	42	200	110	26	5	0	2	0	0	0	33.3	28.9	4.7
1400 - 1500	381	115	83	97	86	0	3	366	0	11	0	1	0	0	0	0	0	0	0	8	19	36	187	110	16	4	1	0	0	0	0	32.8	28.4	4.9
1500 - 1600	358	97	90	82	89	0	4	341	0	13	0	0	0	0	0	0	0	0	0	6	25	32	190	87	17	0	1	0	0	0	0	31.8	27.8	4.7
1600 - 1700	348	82	82	94	90	0	1	326	1	20	0	0	0	0	0	0	0	0	1	0	13	33	176	101	19	4	0	1	0	0	0	32.5	28.8	4.4
1700 - 1800	356	91	65	104	96	0	0	338	1	16	0	1	0	0	0	0	0	0	0	5	13	27	175	115	15	5	0	0	1	0	0	32.9	28.8	4.8
1800 - 1900	317	83	91	74	69	0	2	305	1	9	0	0	0	0	0	0	0	0	0	2	9	10	167	108	17	1	2	1	0	0	0	32.9	29.5	4.2
1900 - 2000	261	69	65	64	63	0	0	256	1	4	0	0	0	0	0	0	0	0	0	3	11	16	101	100	26	1	2	0	0	1	0	34.5	29.7	5.4
2000 - 2100	242	71	56	62	53	0	0	234	0	8	0	0	0	0	0	0	0	0	0	4	10	10	108	94	11	3	0	1	1	0	0	33.4	29.6	5.2
2100 - 2200	190	46	44	52	48	0	0	180	1	9	0	0	0	0	0	0	0	0	0	1	17	16	95	46	10	3	1	1	0	0	0	32.3	28.3	5.4
2200 - 2300	197	57	48	56	36	0	1	191	0	5	0	0	0	0	0	0	0	0	0	1	2	10	114	52	15	3	0	0	0	0	0	33.7	29.4	4.2
2300 - 0000	121	38	26	27	30	0	0	119	0	2	0	0	0	0	0	0	0	0	0	0	1	8	42	45	14	5	2	2	0	2	0	36.7	32	6.9
0700 - 1900	**3621**	**885**	**855**	**928**	**953**	**0**	**17**	**3416**	**10**	**166**	**3**	**6**	**1**	**1**	**0**	**1**	**0**	**0**	**1**	**43**	**127**	**313**	**1817**	**1076**	**199**	**31**	**8**	**4**	**2**	**0**	**0**	**32.8**	**28.8**	**4.6**
0600 - 2200	**4377**	**1084**	**1032**	**1123**	**1138**	**0**	**17**	**4141**	**12**	**194**	**4**	**6**	**1**	**1**	**0**	**1**	**0**	**0**	**1**	**51**	**166**	**357**	**2148**	**1336**	**255**	**41**	**11**	**6**	**3**	**2**	**0**	**32.9**	**28.9**	**4.8**
0600 - 0000	**4695**	**1179**	**1106**	**1206**	**1204**	**0**	**18**	**4451**	**12**	**201**	**4**	**6**	**1**	**1**	**0**	**1**	**0**	**0**	**1**	**52**	**169**	**375**	**2304**	**1433**	**284**	**49**	**13**	**8**	**3**	**4**	**0**	**33**	**29**	**4.9**
0000 - 0000	**4864**	**1225**	**1145**	**1244**	**1250**	**0**	**18**	**4615**	**12**	**206**	**4**	**6**	**1**	**1**	**0**	**1**	**0**	**0**	**1**	**52**	**170**	**383**	**2370**	**1487**	**311**	**58**	**17**	**8**	**3**	**4**	**0**	**33.1**	**29.1**	**4.9**

Sunday 08 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	84	20	21	17	26	0	0	82	0	2	0	0	0	0	0	0	0	0	0	0	1	5	24	34	10	6	1	0	1	1	1	37.5	33.2	7.7
0100 - 0200	41	13	9	8	11	0	0	36	0	5	0	0	0	0	0	0	0	0	0	0	2	2	10	13	6	6	1	1	0	0	1	43.3	33.7	7.7
0200 - 0300	21	5	4	10	2	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	6	9	0	1	0	1	0	0	38.4	35.2	7.4
0300 - 0400	21	6	9	2	4	0	0	19	0	1	0	0	0	0	1	0	0	0	0	0	0	1	7	4	6	2	0	0	0	1	0	40.9	34.3	8.5
0400 - 0500	16	7	2	3	4	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	5	3	1	0	0	0	0	0	36.8	31.4	5.6
0500 - 0600	18	10	2	3	3	0	0	16	0	2	0	0	0	0	0	0	0	0	0	0	2	0	7	2	3	3	1	0	0	0	0	40.7	32	8
0600 - 0700	46	12	2	17	15	0	0	43	0	3	0	0	0	0	0	0	0	0	0	0	0	1	14	17	9	4	1	0	0	0	0	38.8	32.7	5.3
0700 - 0800	69	16	22	12	19	0	2	63	0	4	0	0	0	0	0	0	0	0	0	0	1	3	24	26	13	1	0	0	0	1	0	36.9	31.7	5.9
0800 - 0900	103	17	29	32	25	0	5	90	0	8	0	0	0	0	0	0	0	0	0	0	1	4	50	35	10	2	0	1	0	0	0	34.9	30.6	4.5
0900 - 1000	158	38	40	41	39	0	3	147	0	7	0	0	1	0	0	0	0	0	0	1	7	5	77	44	21	3	0	0	0	0	0	35	29.8	5
1000 - 1100	227	59	46	62	60	0	2	214	1	10	0	0	0	0	0	0	0	0	0	2	2	8	101	89	22	2	1	0	0	0	0	34.4	30.3	4.3
1100 - 1200	281	86	63	69	63	0	2	270	0	9	0	0	0	0	0	0	0	0	0	2	4	23	138	94	17	1	1	0	1	0	0	33.1	29.4	4.3
1200 - 1300	306	73	81	81	71	0	0	292	1	13	0	0	0	0	0	0	0	0	0	4	6	12	158	103	17	4	0	2	0	0	0	32.5	29.6	4.5
1300 - 1400	305	64	78	86	77	0	3	292	1	7	1	1	0	0	0	0	0	0	0	4	12	19	160	95	14	1	0	0	0	0	0	33	28.7	4.5
1400 - 1500	295	54	83	83	75	0	2	287	1	5	0	0	0	0	0	0	0	0	0	1	6	10	146	114	15	3	0	0	0	0	0	33.4	29.9	3.9
1500 - 1600	310	88	78	79	65	0	1	299	0	8	0	1	0	1	0	0	0	0	0	2	9	31	146	107	10	3	2	0	0	0	0	32.8	29	4.5
1600 - 1700	371	112	93	75	91	0	5	350	2	14	0	0	0	0	0	0	0	0	0	2	9	53	209	85	10	2	1	0	0	0	0	31.4	27.9	4
1700 - 1800	317	85	69	80	83	0	2	303	0	12	0	0	0	0	0	0	0	0	0	5	8	20	170	96	15	2	1	0	0	0	0	32.4	28.9	4.5
1800 - 1900	280	70	73	64	73	0	3	269	0	6	0	0	0	0	1	1	0	0	0	3	6	18	122	92	30	7	1	1	0	0	0	34.8	30.2	5
1900 - 2000	230	69	55	46	60	0	2	225	0	3	0	0	0	0	0	0	0	0	0	3	3	22	114	69	16	3	0	0	0	0	0	33.4	29.1	4.4
2000 - 2100	193	59	44	48	42	0	0	190	0	3	0	0	0	0	0	0	0	0	0	1	6	16	89	58	18	4	1	0	0	0	0	34.3	29.5	4.9
2100 - 2200	153	44	50	31	28	0	2	147	0	4	0	0	0	0	0	0	0	0	0	2	4	22	76	31	10	6	1	0	0	1	0	32.8	28.6	6.2
2200 - 2300	117	45	33	20	19	0	0	114	1	2	0	0	0	0	0	0	0	0	0	1	1	14	76	19	3	0	1	1	1	0	0	31.8	28.5	5
2300 - 0000	51	12	14	11	14	0	0	47	0	4	0	0	0	0	0	0	0	0	0	0	2	8	13	18	6	3	1	0	0	0	0	35.8	30.9	6.3
0700 - 1900	**3022**	**762**	**755**	**764**	**741**	**0**	**30**	**2876**	**6**	**103**	**1**	**2**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**26**	**71**	**206**	**1501**	**980**	**194**	**31**	**7**	**4**	**1**	**1**	**0**	**33.2**	**29.4**	**4.5**
0600 - 2200	**3644**	**946**	**906**	**906**	**886**	**0**	**34**	**3481**	**6**	**116**	**1**	**2**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**32**	**84**	**267**	**1794**	**1155**	**247**	**48**	**10**	**4**	**1**	**2**	**0**	**33.3**	**29.4**	**4.7**
0600 - 0000	**3812**	**1003**	**953**	**937**	**919**	**0**	**34**	**3642**	**7**	**122**	**1**	**2**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**33**	**87**	**289**	**1883**	**1192**	**256**	**51**	**12**	**5**	**2**	**2**	**0**	**33.3**	**29.4**	**4.7**
0000 - 0000	**4013**	**1064**	**1000**	**980**	**969**	**0**	**34**	**3831**	**7**	**133**	**1**	**2**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**33**	**93**	**297**	**1941**	**1256**	**293**	**69**	**16**	**6**	**4**	**4**	**1**	**33.7**	**29.6**	**5**

Monday 09 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	18	3	5	6	4	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	1	0	8	4	3	1	0	1	0	0	0	37.9	32	7.2
0100 - 0200	17	6	7	1	3	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	4	5	2	0	2	0	0	0	45.4	36.1	8.5
0200 - 0300	9	2	3	4	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	1	1	0	0	0	0	0	-	32.8	4.9
0300 - 0400	7	1	3	0	3	0	0	6	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	2	1	1	0	0	0	0	0	-	30.8	8.6
0400 - 0500	12	2	2	2	6	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	3	2	0	0	0	0	0	0	36.2	29.4	5.8
0500 - 0600	33	3	11	8	11	0	0	29	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6	11	10	5	0	0	1	0	0	40.2	35.1	5.9
0600 - 0700	123	22	17	35	49	0	0	98	0	23	1	0	0	1	0	0	0	0	0	0	5	3	36	44	20	12	3	0	0	0	0	37.8	31.9	6.2
0700 - 0800	335	62	71	94	108	0	2	285	1	41	2	3	1	0	0	0	0	0	0	4	12	35	137	121	17	6	3	0	0	0	0	33.2	29.5	4.9
0800 - 0900	412	121	96	102	93	0	2	373	2	30	2	0	0	1	1	1	0	0	0	4	23	42	212	104	25	2	0	0	0	0	0	32.2	28.3	4.6
0900 - 1000	274	79	72	53	70	0	2	237	1	30	0	1	1	1	1	0	0	0	0	2	5	24	143	85	15	0	0	0	0	0	0	32.2	28.9	3.8
1000 - 1100	236	55	64	59	58	0	2	202	1	27	0	2	0	1	1	0	0	0	0	4	6	25	102	85	11	2	0	0	0	1	0	33.1	29.2	5.1
1100 - 1200	268	63	71	76	58	0	7	222	1	33	2	1	0	0	2	0	0	0	0	1	4	20	138	81	18	5	1	0	0	0	0	32.8	29.4	4.3
1200 - 1300	293	77	69	65	82	0	2	255	1	29	1	1	0	1	3	0	0	0	0	1	3	26	166	85	7	3	1	1	0	0	0	32.1	28.9	4
1300 - 1400	260	63	65	62	70	0	0	235	2	18	0	3	0	1	0	1	0	0	0	1	6	17	134	81	15	6	0	0	0	0	0	33	29.4	4.1
1400 - 1500	370	85	78	93	114	0	0	331	1	34	1	0	0	1	2	0	0	0	2	3	12	63	185	90	12	3	0	0	0	0	0	32.1	27.8	4.6
1500 - 1600	401	129	105	127	40	0	0	368	0	31	0	0	0	2	0	0	0	0	0	16	18	75	197	80	14	1	0	0	0	0	0	31.1	26.9	5
1600 - 1700	384	32	105	130	117	0	0	347	0	35	1	0	1	0	0	0	0	0	0	21	27	74	206	51	5	0	0	0	0	0	0	29.9	25.7	4.7
1700 - 1800	488	115	110	133	130	0	1	457	1	28	0	0	0	1	0	0	0	0	0	8	33	99	277	63	8	0	0	0	0	0	0	30	26.3	4.2
1800 - 1900	486	131	137	124	94	0	0	466	2	15	0	1	1	0	0	1	0	0	0	1	13	98	245	121	6	2	0	0	0	0	0	31.3	27.6	3.8
1900 - 2000	296	79	77	70	70	0	0	283	2	11	0	0	0	0	0	0	0	0	0	1	7	33	145	94	12	3	1	0	0	0	0	32.4	28.7	4.2
2000 - 2100	188	67	48	48	25	0	0	182	0	6	0	0	0	0	0	0	0	0	0	0	8	17	96	52	13	1	1	0	0	0	0	33.4	29	4.4
2100 - 2200	176	51	46	45	34	0	1	171	0	3	0	0	0	1	0	0	0	0	0	1	2	14	82	59	13	1	3	1	0	0	0	32.9	29.8	4.8
2200 - 2300	124	30	48	23	23	0	0	118	1	5	0	0	0	0	0	0	0	0	0	0	2	11	55	41	12	3	0	0	0	0	0	34.3	30.1	4.5
2300 - 0000	47	17	12	8	10	0	0	46	1	0	0	0	0	0	0	0	0	0	0	0	0	5	20	17	4	1	0	0	0	0	0	34.2	30	4.4
0700 - 1900	**4207**	**1012**	**1043**	**1118**	**1034**	**0**	**18**	**3778**	**13**	**351**	**9**	**12**	**4**	**9**	**10**	**3**	**0**	**0**	**2**	**66**	**162**	**598**	**2142**	**1047**	**153**	**30**	**5**	**1**	**0**	**1**	**0**	**32**	**27.9**	**4.6**
0600 - 2200	**4990**	**1231**	**1231**	**1316**	**1212**	**0**	**19**	**4512**	**15**	**394**	**10**	**12**	**4**	**11**	**10**	**3**	**0**	**0**	**2**	**68**	**184**	**665**	**2501**	**1296**	**211**	**47**	**13**	**2**	**0**	**1**	**0**	**32.1**	**28.2**	**4.7**
0600 - 0000	**5161**	**1278**	**1291**	**1347**	**1245**	**0**	**19**	**4676**	**17**	**399**	**10**	**12**	**4**	**11**	**10**	**3**	**0**	**0**	**2**	**68**	**186**	**681**	**2576**	**1354**	**227**	**51**	**13**	**2**	**0**	**1**	**0**	**32.2**	**28.2**	**4.7**
0000 - 0000	**5257**	**1295**	**1322**	**1368**	**1272**	**0**	**19**	**4766**	**17**	**404**	**10**	**12**	**4**	**11**	**11**	**3**	**0**	**0**	**2**	**68**	**189**	**684**	**2602**	**1382**	**249**	**61**	**13**	**5**	**1**	**1**	**0**	**32.3**	**28.3**	**4.8**

Virtual Day (14)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	40	12	11	8	9	0	0	39	0	1	0	0	0	0	0	0	0	0	0	1	2	13	14	6	2	1	0	0	0	0	37	32.2	6.3
0100 - 0200	20	7	5	4	4	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	1	1	5	7	3	2	1	1	0	0	0	39.2	32.9	7.2
0200 - 0300	15	4	4	4	3	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	6	3	1	0	0	0	0	0	38.7	33.6	7.3
0300 - 0400	11	3	3	2	2	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	4	2	1	0	0	0	0	0	38.8	33.3	7.8
0400 - 0500	14	3	3	4	5	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	4	3	1	0	0	0	0	0	38	31.9	7.6
0500 - 0600	32	6	9	7	10	0	0	28	0	3	0	0	0	0	0	0	0	0	0	0	1	2	8	9	6	3	1	0	0	0	0	40.3	32.9	7.2
0600 - 0700	99	17	17	30	34	0	0	81	0	14	2	0	0	0	0	0	0	0	0	1	3	4	33	35	16	4	1	0	0	0	0	36.7	31.3	5.7
0700 - 0800	238	44	59	62	73	0	1	207	1	26	1	1	0	0	0	0	0	0	0	3	6	15	120	76	15	3	1	0	0	0	0	33	29.3	4.7
0800 - 0900	321	83	86	76	77	0	1	292	1	24	1	0	0	0	0	0	0	0	0	4	13	40	173	74	14	2	0	0	0	0	0	31.8	28	4.5
0900 - 1000	259	67	62	64	66	0	2	229	1	25	1	1	0	1	0	0	0	0	0	2	7	22	135	76	14	2	0	0	0	0	0	32.5	28.8	4.3
1000 - 1100	254	59	65	63	68	0	2	227	1	20	1	1	0	0	1	0	0	0	0	3	7	24	127	76	14	3	1	0	0	0	0	32.9	28.9	4.6
1100 - 1200	297	73	77	72	75	0	3	269	1	22	1	0	0	0	0	0	0	0	0	2	8	31	157	83	13	2	1	0	0	0	0	32.3	28.6	4.3
1200 - 1300	327	84	84	82	77	0	2	297	1	23	1	1	0	1	1	0	0	0	1	4	7	32	177	90	13	2	0	0	0	0	0	32.1	28.5	4.4
1300 - 1400	322	81	79	79	83	0	2	292	1	23	1	1	0	0	1	1	0	0	0	3	9	35	171	85	14	3	1	0	0	0	0	32.2	28.5	4.4
1400 - 1500	377	84	87	95	110	0	2	340	1	31	1	1	0	1	1	0	0	0	0	5	15	50	199	92	12	2	1	0	0	0	0	31.8	27.9	4.5
1500 - 1600	437	113	106	111	106	0	2	402	1	29	0	1	0	1	0	0	0	0	2	12	16	66	235	93	11	2	0	0	0	0	0	31.2	27.3	4.8
1600 - 1700	447	100	114	117	116	0	2	414	2	28	0	1	0	0	0	0	0	0	5	21	30	63	229	85	12	2	1	0	0	0	0	31	26.5	5.7
1700 - 1800	462	125	113	113	111	0	1	436	2	22	0	0	0	0	0	0	0	0	6	28	39	72	223	81	11	2	0	0	0	0	0	30.8	25.9	5.9
1800 - 1900	401	112	105	94	90	0	2	382	1	15	0	0	0	0	0	0	0	0	3	14	17	46	199	102	17	2	1	1	0	0	0	32	27.8	5.4
1900 - 2000	308	82	81	75	69	0	1	295	1	10	0	0	0	0	0	0	0	0	0	4	7	23	153	97	19	4	1	0	0	0	0	33	29.2	4.7
2000 - 2100	230	71	59	52	48	0	1	221	1	7	0	0	0	0	0	0	0	0	0	3	6	14	112	73	17	4	1	1	0	0	0	33.3	29.5	4.8
2100 - 2200	181	53	49	41	38	0	1	175	0	5	0	0	0	0	0	0	0	0	0	1	5	15	90	53	13	3	1	1	0	0	0	33.4	29.5	6
2200 - 2300	159	43	45	41	30	0	1	154	0	4	0	0	0	0	0	0	0	0	0	1	2	11	78	51	12	3	1	0	0	0	0	33.6	29.8	5
2300 - 0000	77	25	20	18	14	0	0	75	0	2	0	0	0	0	0	0	0	0	0	1	1	6	29	28	9	3	1	1	0	0	0	35.7	31	5.8
0700 - 1900	**4141**	**1026**	**1035**	**1028**	**1052**	**0**	**21**	**3788**	**15**	**288**	**6**	**8**	**1**	**5**	**5**	**3**	**0**	**0**	**16**	**102**	**173**	**495**	**2145**	**1014**	**160**	**26**	**7**	**2**	**1**	**0**	**0**	**31.9**	**27.8**	**5**
0600 - 2200	**4958**	**1249**	**1241**	**1227**	**1242**	**0**	**25**	**4560**	**17**	**324**	**9**	**8**	**1**	**5**	**6**	**4**	**0**	**0**	**17**	**110**	**194**	**551**	**2532**	**1272**	**225**	**41**	**11**	**3**	**1**	**1**	**0**	**32.2**	**28.1**	**5.1**
0600 - 0000	**5194**	**1318**	**1306**	**1285**	**1286**	**0**	**25**	**4788**	**17**	**330**	**9**	**8**	**1**	**5**	**6**	**4**	**0**	**0**	**17**	**111**	**198**	**568**	**2639**	**1350**	**245**	**47**	**13**	**4**	**1**	**1**	**0**	**32.3**	**28.2**	**5.1**
0000 - 0000	**5325**	**1351**	**1340**	**1315**	**1319**	**0**	**25**	**4909**	**17**	**337**	**9**	**8**	**1**	**6**	**7**	**4**	**0**	**0**	**17**	**112**	**201**	**574**	**2677**	**1394**	**269**	**56**	**16**	**5**	**2**	**2**	**1**	**32.4**	**28.3**	**5.2**

Virtual Week (2)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
Mon	4561	1164	1131	1174	1093	0	28	4201	14	287	7	8	2	7	6	2	0	0	1	49	134	474	2239	1318	261	59	18	6	3	2	0	32.9	28.9	4.8
Tue	5867	1504	1489	1416	1458	0	28	5325	16	441	17	13	1	10	11	5	1	1	5	92	209	685	3075	1455	270	53	16	5	2	2	2	32.1	28.3	4.8
Wed	5844	1489	1447	1433	1475	0	19	5323	17	441	16	7	3	7	7	6	0	1	14	105	247	812	3107	1279	222	43	13	4	1	1	1	31.7	27.7	4.8
Thu	5956	1490	1512	1461	1494	0	23	5421	25	441	9	10	1	5	14	8	1	0	45	250	293	704	3055	1318	224	48	15	4	1	1	1	31.7	27.3	5.6
Fri	6158	1533	1595	1524	1507	1	25	5634	26	423	12	15	2	7	9	5	1	1	52	202	285	697	3063	1530	255	58	12	4	3	1	1	32	27.7	5.5
Sat	4872	1237	1181	1225	1229	0	27	4620	14	200	4	4	1	1	1	2	0	0	1	49	142	358	2324	1560	341	66	18	9	3	4	0	33.4	29.4	4.9
Sun	4020	1043	1028	973	977	0	28	3844	10	130	1	2	0	3	1	3	0	0	1	39	96	288	1877	1301	312	70	20	7	6	3	1	33.7	29.7	5.4
	37276	**9460**	**9381**	**9204**	**9232**	**1**	**177**	**34366**	**121**	**2362**	**64**	**58**	**10**	**39**	**48**	**30**	**2**	**2**	**117**	**784**	**1405**	**4015**	**18739**	**9759**	**1884**	**395**	**110**	**38**	**17**	**12**	**5**	**32.4**	**28.3**	**5.2**

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
	74552	**18919**	**18762**	**18408**	**18463**	**1**	**354**	**68732**	**242**	**4723**	**127**	**116**	**19**	**78**	**95**	**59**	**3**	**3**	**233**	**1568**	**2809**	**8030**	**37477**	**19518**	**3767**	**789**	**219**	**75**	**33**	**23**	**9**	**32.4**	**28.3**	**5.2**

Aylesbury ATC

Report Id 188/22
Site Name Site 1 of 1
Description A413 Buckingham Road, 15m north of Whaddon Chase
Direction Southbound

Tuesday 26 April 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	15	7	3	2	3	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	1	4	8	1	1	0	0	0	0	0	35.7	31	4.5
0100 - 0200	9	3	3	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	1	0	1	0	0	0	-	32.5	7.5
0200 - 0300	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	-	33.9	6.8
0300 - 0400	7	1	0	3	3	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	1	0	0	0	0	-	29.1	6.5
0400 - 0500	25	3	7	7	8	0	1	21	0	2	0	0	0	0	1	0	0	0	0	0	1	1	10	8	4	0	1	0	0	0	0	36.3	31	5.3
0500 - 0600	66	4	14	19	29	0	0	62	0	4	0	0	0	0	0	0	0	0	0	1	1	2	22	24	12	3	1	0	0	0	0	38.2	31.7	5.8
0600 - 0700	253	41	50	83	79	0	1	234	0	15	1	0	1	0	1	0	0	0	0	1	1	18	113	94	22	3	1	0	0	0	0	33.6	30	4.2
0700 - 0800	502	106	122	130	144	0	1	467	2	30	0	1	0	0	1	0	0	0	0	3	5	119	302	60	12	1	0	0	0	0	0	29.9	27.1	3.5
0800 - 0900	545	141	152	104	148	1	0	508	1	34	0	1	0	0	0	0	0	0	1	4	18	124	307	78	11	2	0	0	0	0	0	30.1	26.8	3.9
0900 - 1000	382	115	83	107	77	0	1	352	1	28	0	0	0	0	0	0	0	0	0	3	16	58	171	120	9	4	0	1	0	0	0	32.3	28.3	4.6
1000 - 1100	248	79	63	57	49	0	0	226	1	18	0	1	0	1	0	0	0	0	0	0	5	31	130	75	7	0	0	0	0	0	0	31.8	28.6	3.4
1100 - 1200	246	50	66	65	65	1	1	220	0	20	3	1	0	0	0	0	0	0	1	1	9	31	129	65	8	2	0	0	0	0	0	32.3	28.2	4.3
1200 - 1300	245	59	65	53	68	0	0	224	2	15	0	1	1	2	0	0	0	0	0	0	6	23	148	52	16	0	0	0	0	0	0	32	28.4	3.9
1300 - 1400	229	62	45	54	68	0	0	207	0	20	1	0	0	0	0	1	0	0	0	0	7	38	126	40	13	3	0	2	0	0	0	32.3	28.4	4.7
1400 - 1500	251	59	71	56	65	0	0	219	0	28	0	4	0	0	0	0	0	0	0	0	15	27	132	68	8	1	0	0	0	0	0	31.8	28.2	4.1
1500 - 1600	269	65	68	74	62	0	0	247	1	20	0	1	0	0	0	0	0	0	0	6	17	44	150	40	11	0	1	0	0	0	0	31.1	27	4.8
1600 - 1700	292	71	80	67	74	0	1	264	1	25	0	0	0	0	0	1	0	0	0	2	9	49	165	58	6	2	0	1	0	0	0	31.1	27.5	4.3
1700 - 1800	325	89	95	70	71	1	1	312	1	9	1	0	0	0	0	0	0	0	1	4	21	75	172	43	7	2	0	0	0	0	0	30.3	26.5	4.7
1800 - 1900	280	67	76	65	72	1	0	260	0	18	1	0	0	0	0	0	0	0	1	7	24	74	130	38	5	1	0	0	0	0	0	30.3	25.9	5
1900 - 2000	197	64	43	43	47	0	0	177	1	17	0	2	0	0	0	0	0	0	0	2	2	29	107	47	9	1	2	0	0	0	0	32.2	28.6	4.1
2000 - 2100	133	39	45	15	34	0	2	127	0	4	0	0	0	0	0	0	0	0	0	0	3	8	68	39	10	5	0	0	0	0	0	34	29.8	4.3
2100 - 2200	111	25	36	30	20	0	0	108	0	3	0	0	0	0	0	0	0	0	0	0	2	9	53	40	2	4	1	0	0	0	0	32.8	29.6	4.5
2200 - 2300	70	19	23	17	11	0	0	69	0	1	0	0	0	0	0	0	0	0	0	0	3	8	28	19	6	3	3	0	0	0	0	37	30.4	6.4
2300 - 0000	48	12	17	9	10	0	0	46	0	2	0	0	0	0	0	0	0	0	0	0	2	2	19	16	5	4	0	0	0	0	0	36.1	30.7	5.5
0700 - 1900	**3814**	**963**	**986**	**902**	**963**	**4**	**5**	**3506**	**10**	**265**	**6**	**10**	**1**	**3**	**1**	**3**	**0**	**0**	**4**	**30**	**152**	**693**	**2062**	**737**	**113**	**18**	**1**	**4**	**0**	**0**	**0**	**31.2**	**27.5**	**4.3**
0600 - 2200	**4508**	**1132**	**1160**	**1073**	**1143**	**4**	**8**	**4152**	**11**	**304**	**7**	**12**	**2**	**3**	**2**	**3**	**0**	**0**	**4**	**31**	**160**	**757**	**2403**	**957**	**156**	**31**	**5**	**4**	**0**	**0**	**0**	**31.7**	**27.8**	**4.4**
0600 - 0000	**4626**	**1163**	**1200**	**1099**	**1164**	**4**	**8**	**4267**	**11**	**307**	**7**	**12**	**2**	**3**	**2**	**3**	**0**	**0**	**4**	**31**	**165**	**767**	**2450**	**992**	**167**	**38**	**8**	**4**	**0**	**0**	**0**	**31.8**	**27.9**	**4.4**
0000 - 0000	**4752**	**1182**	**1228**	**1134**	**1208**	**4**	**9**	**4384**	**11**	**314**	**7**	**12**	**2**	**3**	**3**	**3**	**0**	**0**	**4**	**32**	**168**	**774**	**2490**	**1038**	**188**	**43**	**11**	**4**	**0**	**0**	**0**	**31.9**	**27.9**	**4.5**

Wednesday 27 April 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	12	5	2	3	2	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	4	3	4	1	0	0	0	0	0	0	34.7	28.1	5.1
0100 - 0200	13	5	5	1	2	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	3	3	0	1	0	0	0	0	38.9	32.3	5.9
0200 - 0300	9	2	2	1	4	0	0	7	0	1	0	0	0	0	1	0	0	0	0	0	1	0	2	2	0	2	2	0	0	0	0	-	34.5	10.3
0300 - 0400	7	1	1	1	4	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	0	0	-	30.9	4.6
0400 - 0500	21	8	6	3	4	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	10	4	0	0	0	0	0	0	35.2	31.8	3.2
0500 - 0600	73	9	13	14	37	0	0	70	0	3	0	0	0	0	0	0	0	0	0	0	2	4	27	27	3	9	1	0	0	0	0	38.6	31.5	6.1
0600 - 0700	255	40	51	77	87	0	2	231	1	20	0	0	1	0	0	0	0	0	0	0	3	12	127	84	20	8	0	0	0	0	1	34.3	30.5	4.8
0700 - 0800	492	99	118	126	149	0	0	470	0	20	1	0	0	1	0	0	0	0	0	1	3	158	279	47	3	0	0	1	0	0	0	29.3	26.5	3.2
0800 - 0900	519	153	146	122	98	1	0	486	2	28	2	0	0	0	0	0	0	0	1	0	33	174	266	40	3	1	1	0	0	0	0	28.9	25.7	3.6
0900 - 1000	339	79	92	91	77	0	0	299	2	31	1	3	0	0	1	2	0	0	0	5	14	106	176	32	5	1	0	0	0	0	0	29.5	25.9	4
1000 - 1100	247	71	68	52	56	0	0	224	0	22	0	0	0	0	1	0	0	0	0	0	2	18	159	58	9	1	0	0	0	0	0	31.5	28.6	3.1
1100 - 1200	244	64	51	49	80	0	1	217	1	22	1	1	0	1	0	0	0	0	0	1	12	57	132	37	5	0	0	0	0	0	0	30.3	26.7	3.8
1200 - 1300	239	53	71	60	55	0	0	217	1	19	1	1	0	0	0	0	0	0	0	0	4	36	148	43	7	0	0	0	0	1	0	31.1	27.8	4
1300 - 1400	254	68	63	58	65	0	2	222	0	27	1	2	0	0	0	0	0	0	0	4	21	118	91	14	5	0	1	0	0	0	0	28.8	24.8	4.3
1400 - 1500	264	62	50	66	86	0	0	241	0	19	0	2	1	1	0	0	0	0	0	2	21	133	96	12	0	0	0	0	0	0	0	27.5	24.3	3.5
1500 - 1600	293	48	83	90	72	0	1	270	0	21	0	1	0	0	0	0	0	0	0	2	4	11	57	162	45	10	1	0	0	0	1	30.5	27	4.8
1600 - 1700	306	80	61	84	81	2	0	274	1	28	0	0	0	1	0	0	0	0	0	2	1	12	46	179	55	10	1	0	0	0	0	30.8	27.2	4.4
1700 - 1800	269	72	75	59	63	9	1	248	0	10	0	1	0	0	0	0	0	0	14	10	6	50	147	37	5	0	0	0	0	0	0	30.1	25.2	7.1
1800 - 1900	224	51	59	60	54	8	2	212	1	1	0	0	0	0	0	0	0	0	11	1	4	25	120	55	5	3	0	0	0	0	0	31.5	27.2	6.8
1900 - 2000	163	39	49	26	49	4	0	154	0	5	0	0	0	0	0	0	0	0	4	1	6	21	63	54	10	4	0	0	0	0	0	33.3	28.3	6.3
2000 - 2100	148	39	39	32	38	0	3	138	0	7	0	0	0	0	0	0	0	0	0	1	11	16	47	51	15	4	0	0	0	0	3	35	30	7.7
2100 - 2200	122	31	31	27	33	0	0	118	0	3	0	0	0	1	0	0	0	0	0	0	2	8	68	32	12	0	0	0	0	0	0	32.5	29.3	3.9
2200 - 2300	67	27	14	13	13	0	0	64	0	3	0	0	0	0	0	0	0	0	0	0	0	8	36	14	7	2	0	0	0	0	0	34.5	29.5	4.2
2300 - 0000	37	8	14	6	9	0	0	36	0	1	0	0	0	0	0	0	0	0	0	0	2	1	14	13	4	3	0	0	0	0	0	36.7	30.9	5.5
0700 - 1900	**3690**	**900**	**937**	**917**	**936**	**20**	**7**	**3380**	**8**	**248**	**7**	**11**	**1**	**4**	**2**	**2**	**0**	**0**	**30**	**29**	**143**	**978**	**1955**	**475**	**67**	**8**	**2**	**1**	**0**	**2**	**0**	**30**	**26.3**	**4.5**
0600 - 2200	**4378**	**1049**	**1107**	**1079**	**1143**	**24**	**12**	**4021**	**9**	**283**	**7**	**11**	**2**	**5**	**2**	**2**	**0**	**0**	**34**	**31**	**165**	**1035**	**2260**	**696**	**124**	**24**	**2**	**1**	**0**	**2**	**4**	**30.6**	**26.9**	**4.9**
0600 - 0000	**4482**	**1084**	**1135**	**1098**	**1165**	**24**	**12**	**4121**	**9**	**287**	**7**	**11**	**2**	**5**	**2**	**2**	**0**	**0**	**34**	**31**	**167**	**1044**	**2310**	**723**	**135**	**29**	**2**	**1**	**0**	**2**	**4**	**30.8**	**26.9**	**4.9**
0000 - 0000	**4617**	**1114**	**1164**	**1121**	**1218**	**24**	**12**	**4249**	**9**	**293**	**7**	**11**	**2**	**5**	**3**	**2**	**0**	**0**	**34**	**31**	**170**	**1053**	**2358**	**770**	**148**	**40**	**6**	**1**	**0**	**2**	**4**	**31**	**27.1**	**5**

Thursday 28 April 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	22	8	8	4	2	0	0	21	0	1	0	0	0	0	0	0	0	0	0	1	0	9	4	6	1	1	0	0	0	0	39.5	32.4	7
0100 - 0200	11	5	2	3	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	3	3	0	0	1	0	0	46	36.8	9.4
0200 - 0300	10	3	1	1	5	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	4	1	0	0	0	0	0	-	33.8	6.2
0300 - 0400	7	2	0	1	4	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	0	0	0	0	0	0	-	32.8	5.7
0400 - 0500	25	9	7	4	5	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	2	2	6	10	3	2	0	0	0	0	0	37.2	30.8	5.9
0500 - 0600	70	5	11	23	31	0	0	67	1	2	0	0	0	0	0	0	0	0	0	0	5	3	19	30	10	3	0	0	0	0	0	36.1	30.9	5.6
0600 - 0700	241	35	48	70	88	0	1	222	1	17	0	0	0	0	0	0	0	0	0	2	2	6	97	105	19	9	1	0	0	0	0	34.3	30.6	4.4
0700 - 0800	446	91	111	114	130	1	0	410	0	33	0	0	0	1	0	1	0	0	1	0	2	110	272	50	8	3	0	0	0	0	0	29.9	27	3.4
0800 - 0900	483	138	128	117	100	2	2	438	2	34	1	2	0	0	0	2	0	0	3	6	26	226	183	32	5	2	0	0	0	0	0	28.2	24.6	4.4
0900 - 1000	364	108	92	89	75	1	0	324	0	35	1	1	0	2	0	0	0	0	1	2	6	78	223	51	3	0	0	0	0	0	0	30	26.8	3.6
1000 - 1100	290	70	82	72	66	1	1	258	0	28	0	2	0	0	0	0	0	0	2	2	16	44	173	49	4	0	0	0	0	0	0	30.4	26.9	4.3
1100 - 1200	245	68	74	53	50	0	1	207	2	28	2	3	0	1	0	1	0	0	0	1	9	56	139	32	6	1	1	0	0	0	0	30.1	27.1	4.1
1200 - 1300	240	64	72	58	46	0	0	222	2	13	1	1	0	0	0	1	0	0	0	1	9	107	100	20	1	2	0	0	0	0	0	28.7	25.4	3.7
1300 - 1400	251	72	68	48	63	0	0	224	0	25	1	0	0	1	0	0	0	0	0	3	12	108	105	21	2	0	0	0	0	0	0	28.8	25	3.6
1400 - 1500	212	60	56	46	50	2	0	196	0	14	0	0	0	0	0	0	0	0	2	1	2	61	115	22	5	3	1	0	0	0	0	30	26.9	4.8
1500 - 1600	270	57	68	80	65	3	0	246	0	20	0	1	0	0	0	0	0	0	2	8	5	37	157	56	3	2	0	0	0	0	0	31.4	27.2	4.8
1600 - 1700	250	72	53	64	61	6	3	223	0	16	1	0	0	0	1	0	0	0	8	3	8	67	129	32	3	0	0	0	0	0	0	29.9	25.8	5.8
1700 - 1800	260	62	62	61	75	9	1	240	0	10	0	0	0	0	0	0	0	0	8	2	6	48	138	49	5	3	1	0	0	0	0	31.3	26.9	6.2
1800 - 1900	288	78	66	71	73	0	0	275	0	13	0	0	0	0	0	0	0	0	0	0	9	53	175	45	5	1	0	0	0	0	0	30.4	27.3	3.6
1900 - 2000	261	85	61	56	59	0	0	249	0	12	0	0	0	0	0	0	0	0	0	2	8	33	136	69	10	2	1	0	0	0	0	32.1	28.4	4.3
2000 - 2100	213	64	65	37	47	0	1	205	0	7	0	0	0	0	0	0	0	0	0	2	8	36	104	47	11	3	2	0	0	0	0	32	28.1	5.1
2100 - 2200	129	32	35	38	24	0	0	128	0	1	0	0	0	0	0	0	0	0	0	0	3	21	58	31	12	3	1	0	0	0	0	33.9	29.1	4.9
2200 - 2300	100	29	32	16	23	0	0	94	0	6	0	0	0	0	0	0	0	0	0	0	3	7	47	27	11	4	1	0	0	0	0	35.2	30.2	5.2
2300 - 0000	45	10	15	9	11	0	0	44	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16	20	6	2	0	0	0	0	0	35.9	31.3	4.5
0700 - 1900	**3599**	**940**	**932**	**873**	**854**	**25**	**8**	**3263**	**6**	**269**	**7**	**10**	**0**	**5**	**1**	**5**	**0**	**0**	**27**	**29**	**110**	**995**	**1909**	**459**	**50**	**17**	**3**	**0**	**0**	**0**	**0**	**30**	**26.4**	**4.5**
0600 - 2200	**4443**	**1156**	**1141**	**1074**	**1072**	**25**	**10**	**4067**	**7**	**306**	**7**	**10**	**0**	**5**	**1**	**5**	**0**	**0**	**27**	**35**	**131**	**1091**	**2304**	**711**	**102**	**34**	**8**	**0**	**0**	**0**	**0**	**30.7**	**26.9**	**4.6**
0600 - 0000	**4588**	**1195**	**1188**	**1099**	**1106**	**25**	**10**	**4205**	**7**	**313**	**7**	**10**	**0**	**5**	**1**	**5**	**0**	**0**	**27**	**35**	**134**	**1099**	**2367**	**758**	**119**	**40**	**9**	**0**	**0**	**0**	**0**	**30.9**	**27**	**4.7**
0000 - 0000	**4733**	**1227**	**1217**	**1135**	**1154**	**25**	**10**	**4345**	**8**	**317**	**7**	**10**	**0**	**5**	**1**	**5**	**0**	**0**	**27**	**35**	**142**	**1107**	**2405**	**808**	**148**	**50**	**10**	**0**	**1**	**0**	**0**	**31.1**	**27.1**	**4.8**

Friday 29 April 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	20	6	5	4	5	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7	8	2	2	0	0	0	0	0	39.1	31.7	5.3
0100 - 0200	11	5	2	2	2	0	0	10	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	2	1	3	1	0	0	0	0	44.9	34.6	8.7
0200 - 0300	11	3	2	0	6	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	1	0	0	0	0	0	37.9	28.7	8.3
0300 - 0400	12	6	0	2	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	1	2	2	1	0	0	0	0	44.1	30.7	10.9
0400 - 0500	19	8	3	5	3	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4	7	3	1	2	0	0	0	0	42.6	33.5	7.3
0500 - 0600	63	5	13	17	28	0	0	60	0	3	0	0	0	0	0	0	0	0	0	1	3	0	28	19	9	2	0	1	0	0	0	36.5	30.7	6.1
0600 - 0700	213	26	53	54	80	2	1	196	0	13	1	0	0	0	0	0	0	0	1	2	1	12	95	81	16	4	0	0	1	0	0	33.9	30	4.8
0700 - 0800	362	77	90	77	118	0	2	337	1	20	2	0	0	0	0	0	0	0	0	0	1	71	220	62	6	1	1	0	0	0	0	30.5	27.6	3.3
0800 - 0900	456	134	113	114	95	1	0	426	0	26	1	1	0	0	1	0	0	0	1	4	14	133	267	32	5	0	0	0	0	0	0	29	25.8	3.6
0900 - 1000	377	98	93	117	69	1	0	340	1	34	1	0	0	0	0	0	0	0	2	4	10	77	251	26	4	2	1	0	0	0	0	29	26.4	4
1000 - 1100	277	72	62	67	76	3	0	246	1	23	1	1	0	1	0	1	0	0	3	0	13	57	149	49	6	0	0	0	0	0	0	30.7	26.8	4.7
1100 - 1200	264	53	75	64	72	0	0	232	1	30	0	1	0	0	0	0	0	0	0	3	8	54	156	35	7	1	0	0	0	0	0	30.5	27	3.8
1200 - 1300	277	61	63	89	64	0	0	260	0	17	0	0	0	0	0	0	0	0	0	0	1	23	196	47	9	1	0	0	0	0	0	30.9	28.1	3
1300 - 1400	247	55	71	56	65	0	1	226	2	17	0	1	0	0	0	0	0	0	0	1	6	63	126	41	9	1	0	0	0	0	0	31.1	27.3	4
1400 - 1500	262	55	79	60	68	2	1	241	1	15	0	2	0	0	0	0	0	0	2	3	9	40	152	49	7	0	0	0	0	0	0	31	27.3	4.7
1500 - 1600	324	68	82	79	95	1	0	302	1	19	1	0	0	0	0	0	0	0	1	3	6	51	218	40	5	0	0	0	0	0	0	29.8	27	3.6
1600 - 1700	306	71	87	65	83	2	1	279	0	23	0	0	0	0	1	0	0	0	3	9	9	54	167	58	4	1	1	0	0	0	0	30.9	26.7	5
1700 - 1800	319	95	69	72	83	0	0	301	0	18	0	0	0	0	0	0	0	0	1	0	3	56	193	58	3	1	0	0	0	0	2	31.1	29.2	15.5
1800 - 1900	300	81	82	68	69	0	0	286	0	13	1	0	0	0	0	0	0	0	0	0	2	50	170	66	10	2	0	0	0	0	0	31.4	28.2	3.5
1900 - 2000	263	78	61	68	56	0	3	248	0	12	0	0	0	0	0	0	0	0	1	0	13	31	139	58	15	5	1	0	0	0	0	33.1	28.4	5.1
2000 - 2100	215	59	66	49	41	0	0	202	1	11	0	1	0	0	0	0	0	0	0	1	5	18	109	68	10	3	1	0	0	0	0	33.2	29.1	4.3
2100 - 2200	154	43	44	30	37	0	1	151	0	2	0	0	0	0	0	0	0	0	0	0	5	29	66	36	8	9	1	0	0	0	0	33.5	28.8	5.5
2200 - 2300	115	37	19	22	37	0	1	111	0	3	0	0	0	0	0	0	0	0	0	0	3	15	42	41	11	1	1	0	0	0	0	33.9	29.7	5
2300 - 0000	78	26	18	20	14	0	0	76	0	2	0	0	0	0	0	0	0	0	0	0	4	6	22	33	12	1	0	0	0	0	0	35.3	30.3	5.3
0700 - 1900	**3771**	**920**	**966**	**928**	**957**	**10**	**5**	**3476**	**8**	**255**	**7**	**6**	**0**	**1**	**2**	**1**	**0**	**0**	**13**	**27**	**82**	**729**	**2265**	**563**	**75**	**10**	**3**	**0**	**0**	**0**	**2**	**30.4**	**27.2**	**5.9**
0600 - 2200	**4616**	**1126**	**1190**	**1129**	**1171**	**12**	**10**	**4273**	**9**	**293**	**8**	**7**	**0**	**1**	**2**	**1**	**0**	**0**	**15**	**30**	**106**	**819**	**2674**	**806**	**124**	**31**	**6**	**0**	**1**	**0**	**2**	**31**	**27.6**	**5.8**
0600 - 0000	**4809**	**1189**	**1227**	**1171**	**1222**	**12**	**11**	**4460**	**9**	**298**	**8**	**7**	**0**	**1**	**2**	**1**	**0**	**0**	**15**	**30**	**113**	**840**	**2738**	**880**	**147**	**33**	**7**	**1**	**1**	**0**	**2**	**31.2**	**27.7**	**5.8**
0000 - 0000	**4945**	**1222**	**1252**	**1201**	**1270**	**12**	**11**	**4589**	**9**	**304**	**9**	**7**	**0**	**1**	**2**	**1**	**0**	**0**	**15**	**32**	**119**	**849**	**2783**	**919**	**166**	**44**	**11**	**2**	**1**	**0**	**2**	**31.3**	**27.8**	**5.9**

Saturday 30 April 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	44	18	7	14	5	0	0	42	0	2	0	0	0	0	0	0	0	0	0	2	0	5	14	17	4	1	1	0	0	0	0	35.1	30	6.5
0100 - 0200	35	8	6	11	10	0	0	34	0	1	0	0	0	0	0	0	0	0	0	0	0	6	7	14	4	2	1	0	1	0	0	37.6	32.3	7.6
0200 - 0300	27	5	6	8	8	0	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	12	5	4	0	0	0	0	0	40.2	33.6	5.5
0300 - 0400	11	2	2	5	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	2	0	0	0	1	0	0	40.2	33.1	8.6
0400 - 0500	11	3	0	2	6	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	0	1	0	0	0	0	0	35.4	31.1	3.5
0500 - 0600	33	4	8	7	14	0	0	30	0	3	0	0	0	0	0	0	0	0	0	0	1	1	13	11	7	0	0	0	0	0	0	37	31.3	4.8
0600 - 0700	92	15	20	30	27	0	0	81	1	10	0	0	0	0	0	0	0	0	0	0	0	3	26	46	14	2	1	0	0	0	0	35.5	31.7	4.4
0700 - 0800	139	23	37	32	47	0	0	125	1	13	0	0	0	0	0	0	0	0	0	1	2	11	54	62	8	0	1	0	0	0	0	33.3	29.8	4.1
0800 - 0900	217	43	53	63	58	0	1	201	1	14	0	0	0	0	0	0	0	0	0	2	7	12	109	72	14	1	0	0	0	0	0	32.7	29	4.2
0900 - 1000	310	68	81	67	94	1	1	293	1	14	0	0	0	0	0	0	0	0	1	0	4	21	174	96	9	3	1	1	0	0	0	32.3	29.1	4.2
1000 - 1100	271	75	59	63	74	1	0	258	0	11	1	0	0	0	0	0	0	0	1	6	6	26	155	64	12	1	0	0	0	0	0	31.6	28.2	4.5
1100 - 1200	300	79	74	70	77	1	0	288	0	10	0	0	1	0	0	0	0	0	1	2	5	50	165	61	14	2	0	0	0	0	0	32	27.9	4.3
1200 - 1300	254	62	66	50	76	2	0	242	1	9	0	0	0	0	0	0	0	0	2	2	18	53	112	58	9	0	0	0	0	0	0	31.4	27	5.1
1300 - 1400	275	83	64	60	68	6	0	260	2	7	0	0	0	0	0	0	0	0	5	1	5	48	156	53	5	2	0	0	0	0	0	31.6	27.3	5
1400 - 1500	248	62	65	56	65	5	0	234	1	8	0	0	0	0	0	0	0	0	6	2	7	37	102	77	16	1	0	0	0	0	0	32.2	27.8	5.9
1500 - 1600	295	77	69	62	87	0	1	279	1	11	1	1	0	0	1	0	0	0	3	3	12	39	153	69	9	4	0	1	0	2	0	31.3	28.1	5.9
1600 - 1700	218	46	30	61	81	1	0	205	2	10	0	0	0	0	0	0	0	0	1	1	11	23	112	60	6	4	0	0	0	0	0	32.1	28	5
1700 - 1800	271	62	72	56	81	3	1	254	0	13	0	0	0	0	0	0	0	0	4	1	6	31	145	75	5	2	2	0	0	0	0	31.8	28.1	5.1
1800 - 1900	273	71	78	54	70	4	0	263	1	5	0	0	0	0	0	0	0	0	4	1	9	54	127	67	9	1	1	0	0	0	0	31.5	27.3	5.4
1900 - 2000	231	64	57	64	46	1	0	222	1	7	0	0	0	0	0	0	0	0	1	1	5	19	124	70	9	1	0	1	0	0	0	32.2	28.6	4.5
2000 - 2100	169	68	37	40	24	0	0	163	0	6	0	0	0	0	0	0	0	0	0	0	3	22	85	38	13	7	0	1	0	0	0	33.9	29.4	5
2100 - 2200	114	25	37	22	30	0	0	112	0	2	0	0	0	0	0	0	0	0	0	1	4	14	45	37	10	1	2	0	0	0	0	34.2	29.6	5.2
2200 - 2300	93	27	29	23	14	0	0	90	0	3	0	0	0	0	0	0	0	0	0	1	2	9	37	23	11	8	2	0	0	0	0	38.1	30.7	6.3
2300 - 0000	85	23	25	14	23	0	0	82	0	3	0	0	0	0	0	0	0	0	0	0	0	6	50	22	7	0	0	0	0	0	0	33.3	29.4	3.4
0700 - 1900	**3071**	**751**	**748**	**694**	**878**	**24**	**4**	**2902**	**11**	**125**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**28**	**22**	**92**	**405**	**1564**	**814**	**116**	**21**	**5**	**2**	**0**	**2**	**0**	**32**	**28.1**	**5**
0600 - 2200	**3677**	**923**	**899**	**850**	**1005**	**25**	**4**	**3480**	**13**	**150**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**29**	**24**	**104**	**463**	**1844**	**1005**	**162**	**32**	**8**	**4**	**0**	**2**	**0**	**32.2**	**28.3**	**5**
0600 - 0000	**3855**	**973**	**953**	**887**	**1042**	**25**	**4**	**3652**	**13**	**156**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**29**	**25**	**106**	**478**	**1931**	**1050**	**180**	**40**	**10**	**4**	**0**	**2**	**0**	**32.3**	**28.4**	**5**
0000 - 0000	**4016**	**1013**	**982**	**934**	**1087**	**25**	**4**	**3806**	**13**	**163**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**29**	**27**	**107**	**493**	**1976**	**1114**	**202**	**48**	**12**	**4**	**2**	**2**	**0**	**32.5**	**28.5**	**5.1**

Sunday 01 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	65	16	18	14	17	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	2	2	28	22	9	2	0	0	0	0	0	36.3	30.8	4.8
0100 - 0200	46	14	11	10	11	0	0	45	0	1	0	0	0	0	0	0	0	0	0	0	2	3	12	17	7	5	0	0	0	0	0	36.8	31.6	5.8
0200 - 0300	17	6	3	1	7	0	0	15	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	10	1	1	1	0	0	0	0	40.8	32.6	6.3
0300 - 0400	14	5	2	5	2	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	6	2	1	0	0	0	0	0	38.6	31.9	4.6
0400 - 0500	13	4	3	1	5	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	1	1	2	0	1	0	0	0	43.7	31.3	9.7
0500 - 0600	14	3	2	6	3	0	1	13	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	3	2	2	1	1	0	0	0	47.2	34.8	10.3
0600 - 0700	41	6	9	13	13	0	0	38	0	3	0	0	0	0	0	0	0	0	0	0	1	8	8	14	7	0	2	1	0	0	0	37.7	31.4	7.3
0700 - 0800	70	19	12	18	21	0	0	67	1	2	0	0	0	0	0	0	0	0	0	0	1	1	29	22	12	3	0	2	0	0	0	36.7	31.6	5.5
0800 - 0900	132	25	28	43	36	0	1	124	1	6	0	0	0	0	0	0	0	0	0	0	1	7	67	44	13	0	0	0	0	0	0	34.1	29.7	3.7
0900 - 1000	180	32	43	54	51	0	0	174	1	5	0	0	0	0	0	0	0	0	0	1	3	15	92	61	7	1	0	0	0	0	0	32.2	28.9	3.6
1000 - 1100	245	58	74	64	49	0	0	238	0	6	0	1	0	0	0	0	0	0	0	1	1	30	170	36	7	0	0	0	0	0	0	30.5	28.1	3.1
1100 - 1200	227	59	53	58	57	8	1	215	0	3	0	0	0	0	0	0	0	0	8	0	1	18	125	63	7	3	1	0	1	0	0	32.6	28.2	6.6
1200 - 1300	295	67	69	93	66	0	0	284	1	10	0	0	0	0	0	0	0	0	0	1	3	35	169	77	5	5	0	0	0	0	0	31.5	28.4	3.8
1300 - 1400	285	72	70	66	77	0	1	271	1	10	0	1	0	0	1	0	0	0	0	0	6	44	156	67	9	3	0	0	0	0	0	31.7	28.1	4
1400 - 1500	234	63	52	61	58	0	0	226	1	5	0	2	0	0	0	0	0	0	0	2	12	32	118	61	8	0	0	0	0	0	1	32.3	28.1	5.2
1500 - 1600	238	65	47	61	65	0	0	231	0	6	0	0	0	1	0	0	0	0	0	3	6	28	122	65	9	3	2	0	0	0	0	33	28.6	4.6
1600 - 1700	243	59	56	71	57	0	0	232	1	9	0	0	0	0	1	0	0	0	0	1	7	33	133	57	8	3	1	0	0	0	0	31.5	28.2	4.3
1700 - 1800	220	54	60	49	57	0	0	211	0	9	0	0	0	0	0	0	0	0	0	0	4	28	111	62	10	3	0	2	0	0	0	32.8	29	4.6
1800 - 1900	252	58	51	72	71	0	0	243	1	8	0	0	0	0	0	0	0	0	0	1	8	30	110	80	14	4	0	2	2	1	0	33.3	29.4	6
1900 - 2000	200	43	60	53	44	1	0	194	2	2	1	0	0	0	0	0	0	0	2	0	8	22	87	64	13	3	1	0	0	0	0	33.5	29	5.3
2000 - 2100	181	45	53	42	41	0	1	174	0	6	0	0	0	0	0	0	0	0	0	1	2	19	98	43	13	1	4	0	0	0	0	33	29.1	4.8
2100 - 2200	123	42	25	29	27	0	0	119	0	4	0	0	0	0	0	0	0	0	0	1	3	14	55	35	7	7	1	0	0	0	0	34.3	29.7	5.4
2200 - 2300	75	25	18	18	14	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0	2	7	24	28	12	1	1	0	0	0	0	35.7	31	5.3
2300 - 0000	75	25	15	18	17	0	0	71	1	3	0	0	0	0	0	0	0	0	0	0	1	5	40	20	5	2	2	0	0	0	0	33.8	30.3	5.3
0700 - 1900	**2621**	**631**	**615**	**710**	**665**	**8**	**3**	**2516**	**8**	**79**	**0**	**4**	**0**	**1**	**1**	**1**	**0**	**0**	**8**	**10**	**53**	**301**	**1402**	**695**	**109**	**28**	**4**	**6**	**3**	**1**	**1**	**32.2**	**28.6**	**4.7**
0600 - 2200	**3166**	**767**	**762**	**847**	**790**	**9**	**4**	**3041**	**10**	**94**	**1**	**4**	**0**	**1**	**1**	**1**	**0**	**0**	**10**	**12**	**67**	**364**	**1650**	**851**	**149**	**39**	**12**	**7**	**3**	**1**	**1**	**32.4**	**28.8**	**4.8**
0600 - 0000	**3316**	**817**	**795**	**883**	**821**	**9**	**4**	**3187**	**11**	**97**	**1**	**4**	**0**	**1**	**1**	**1**	**0**	**0**	**10**	**12**	**70**	**376**	**1714**	**899**	**166**	**42**	**15**	**7**	**3**	**1**	**1**	**32.7**	**28.9**	**4.9**
0000 - 0000	**3485**	**865**	**834**	**920**	**866**	**9**	**5**	**3352**	**12**	**99**	**1**	**4**	**0**	**1**	**1**	**1**	**0**	**0**	**10**	**13**	**75**	**387**	**1768**	**958**	**188**	**55**	**17**	**9**	**3**	**1**	**1**	**32.9**	**29**	**5**

Monday 02 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	42	18	5	7	12	0	0	40	0	2	0	0	0	0	0	0	0	0	1	0	2	16	13	5	2	2	1	0	0	0	38.4	32.2	7.2
0100 - 0200	27	12	4	8	3	0	0	27	0	0	0	0	0	0	0	0	0	0	0	1	1	5	14	3	2	1	0	0	0	0	36.6	32.3	6
0200 - 0300	13	3	3	3	4	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	6	4	2	1	0	0	0	0	0	39.1	31.6	5.1
0300 - 0400	9	1	3	3	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	1	0	0	0	0	-	34.3	8
0400 - 0500	8	2	4	1	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	-	29.1	6
0500 - 0600	21	3	4	7	7	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	9	9	2	0	1	0	0	0	0	36.2	31.2	4.6
0600 - 0700	73	18	12	22	21	0	1	67	3	2	0	0	0	0	0	0	0	0	0	1	2	4	27	24	10	2	1	1	1	0	0	37	31.3	6.8
0700 - 0800	82	22	23	20	17	0	0	74	1	7	0	0	0	0	0	0	0	0	0	0	0	3	37	29	9	3	0	1	0	0	0	35.1	31	4.5
0800 - 0900	120	32	22	30	36	0	0	114	0	6	0	0	0	0	0	0	0	0	0	0	2	13	49	34	18	3	1	0	0	0	0	35.6	30.3	4.9
0900 - 1000	194	46	46	47	55	0	0	181	0	12	0	0	0	1	0	0	0	0	0	0	5	18	93	66	10	1	1	0	0	0	0	32.9	29.3	4.2
1000 - 1100	240	71	55	57	57	1	1	220	0	16	1	1	0	0	0	0	0	0	1	0	4	20	131	72	11	1	0	0	0	0	0	32.8	29	3.8
1100 - 1200	290	77	75	70	68	1	1	276	0	12	0	0	0	0	0	0	0	0	1	1	3	54	154	65	12	0	0	0	0	0	0	31.7	27.9	3.8
1200 - 1300	262	49	81	50	82	0	0	250	1	10	0	1	0	0	0	0	0	0	0	0	10	53	129	57	10	2	0	1	0	0	0	31.6	27.7	4.6
1300 - 1400	294	75	66	81	72	0	0	283	2	7	0	2	0	0	0	0	0	0	0	1	9	62	150	63	8	1	0	0	0	0	0	31.2	27.4	4
1400 - 1500	208	72	52	43	41	1	0	194	0	12	0	0	0	0	1	0	0	0	1	0	5	26	114	53	7	0	1	0	1	0	0	32.4	28.4	4.8
1500 - 1600	201	51	53	44	53	0	0	197	1	3	0	0	0	0	0	0	0	0	0	0	1	23	136	37	3	1	0	0	0	0	0	30.6	28.3	3
1600 - 1700	231	56	43	58	74	0	0	225	0	6	0	0	0	0	0	0	0	0	0	5	10	34	135	42	4	1	0	0	0	0	0	30.7	27.1	4.2
1700 - 1800	223	62	55	54	52	1	0	215	0	6	1	0	0	0	0	0	0	0	2	1	12	19	111	64	12	1	1	0	0	0	0	32.6	28.3	5.3
1800 - 1900	213	37	47	62	67	3	0	201	0	8	0	1	0	0	0	0	0	0	3	0	6	43	96	53	10	0	2	0	0	0	0	32	27.9	5.4
1900 - 2000	204	62	49	47	46	0	2	193	1	8	0	0	0	0	0	0	0	0	0	2	10	31	87	57	11	2	4	0	0	0	0	33.1	28.7	5.5
2000 - 2100	163	44	48	37	34	0	0	157	0	5	1	0	0	0	0	0	0	0	0	0	8	13	93	32	13	4	0	0	0	0	0	33	28.7	4.7
2100 - 2200	118	27	35	31	25	0	0	113	0	5	0	0	0	0	0	0	0	0	0	1	4	12	60	29	11	1	0	0	0	0	0	31.9	28.7	4.5
2200 - 2300	74	28	17	14	15	0	0	71	0	3	0	0	0	0	0	0	0	0	0	0	2	6	29	25	8	3	1	0	0	0	0	35.5	30.5	5.1
2300 - 0000	45	15	9	12	9	0	0	44	0	1	0	0	0	0	0	0	0	0	0	0	1	4	16	11	9	2	1	1	0	0	0	36.5	31.7	6.1
0700 - 1900	**2558**	**650**	**618**	**616**	**674**	**7**	**2**	**2430**	**5**	**105**	**2**	**5**	**0**	**1**	**0**	**1**	**0**	**0**	**8**	**8**	**67**	**368**	**1335**	**635**	**114**	**14**	**6**	**2**	**1**	**0**	**0**	**32.1**	**28.3**	**4.5**
0600 - 2200	**3116**	**801**	**762**	**753**	**800**	**7**	**5**	**2960**	**9**	**125**	**3**	**5**	**0**	**1**	**0**	**1**	**0**	**0**	**8**	**12**	**91**	**428**	**1602**	**777**	**159**	**23**	**11**	**3**	**2**	**0**	**0**	**32.2**	**28.4**	**4.6**
0600 - 0000	**3235**	**844**	**788**	**779**	**824**	**7**	**5**	**3075**	**9**	**129**	**3**	**5**	**0**	**1**	**0**	**1**	**0**	**0**	**8**	**12**	**94**	**438**	**1647**	**813**	**176**	**28**	**13**	**4**	**2**	**0**	**0**	**32.4**	**28.5**	**4.7**
0000 - 0000	**3355**	**883**	**811**	**808**	**853**	**7**	**5**	**3190**	**9**	**134**	**3**	**5**	**0**	**1**	**0**	**1**	**0**	**0**	**8**	**13**	**95**	**443**	**1688**	**859**	**190**	**34**	**18**	**5**	**2**	**0**	**0**	**32.7**	**28.6**	**4.8**

Tuesday 03 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	13	6	2	3	2	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	1	0	6	3	2	0	0	1	0	0	0	37.1	31.4	8.5
0100 - 0200	8	2	3	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	1	0	0	0	0	-	36.6	5.9
0200 - 0300	3	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	-	36.3	7.5
0300 - 0400	5	0	2	1	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	-	32.5	5.5
0400 - 0500	17	3	1	7	6	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	7	4	0	1	0	0	0	0	38.8	32.2	5.9
0500 - 0600	70	4	15	25	26	0	0	61	2	6	1	0	0	0	0	0	0	0	0	1	1	2	28	27	9	1	1	0	0	0	0	35.2	31	4.9
0600 - 0700	231	38	48	57	88	0	0	216	0	14	0	0	0	1	0	0	0	0	0	2	3	6	101	90	25	3	0	0	1	0	0	34.5	30.5	4.6
0700 - 0800	445	83	132	107	123	0	1	416	2	22	0	1	0	1	1	1	0	0	0	0	7	136	254	41	7	0	0	0	0	0	0	29.1	26.4	3.3
0800 - 0900	521	125	136	130	130	1	0	493	1	25	0	1	0	0	0	0	0	0	1	5	32	175	268	33	5	1	1	0	0	0	0	28.9	25.4	4.1
0900 - 1000	374	100	88	97	89	1	0	327	1	35	4	3	0	0	1	2	0	0	2	5	27	120	193	24	3	0	0	0	0	0	0	28.9	25.4	4.1
1000 - 1100	262	60	73	64	65	0	0	240	1	19	1	1	0	0	0	0	0	0	0	0	4	54	151	44	7	0	2	0	0	0	0	31	27.6	3.9
1100 - 1200	238	53	60	50	75	0	0	207	0	27	0	2	0	0	1	1	0	0	0	1	12	38	140	41	6	0	0	0	0	0	0	30.5	27.3	3.7
1200 - 1300	275	81	69	64	61	0	0	258	1	14	0	1	0	0	0	1	0	0	0	0	6	37	172	53	5	2	0	0	0	0	0	30.8	27.9	3.6
1300 - 1400	263	64	66	73	60	1	0	237	0	23	0	0	1	1	0	0	0	0	1	3	8	25	164	53	8	1	0	0	0	0	0	31.2	27.9	4.2
1400 - 1500	254	58	54	72	70	0	0	236	1	16	0	0	1	0	0	0	0	0	0	0	8	50	152	31	13	0	0	0	0	0	0	30.3	27.4	3.6
1500 - 1600	237	67	67	51	52	6	2	211	0	15	0	3	0	0	0	0	0	0	8	2	7	32	138	49	1	0	0	0	0	0	0	30.8	26.7	6
1600 - 1700	244	65	54	57	68	4	1	220	1	17	0	1	0	0	0	0	0	0	11	5	8	36	140	40	3	1	0	0	0	0	0	30.5	26.1	6.2
1700 - 1800	293	75	72	67	79	1	1	274	1	15	0	1	0	0	0	0	0	0	2	0	9	41	180	53	6	2	0	0	0	0	0	31	27.5	4.2
1800 - 1900	260	66	85	59	50	1	0	247	2	9	0	1	0	0	0	0	0	0	1	2	16	27	155	50	6	3	0	0	0	0	0	31.1	27.6	4.7
1900 - 2000	203	60	51	49	43	1	0	188	1	11	0	1	0	0	0	1	0	0	1	0	5	18	98	70	10	1	0	0	0	0	0	33	29.1	4.5
2000 - 2100	139	35	40	30	34	0	0	131	0	7	1	0	0	0	0	0	0	0	0	0	3	11	62	51	10	2	0	0	0	0	0	34.1	29.8	4.2
2100 - 2200	96	32	20	29	15	0	0	94	0	2	0	0	0	0	0	0	0	0	0	0	2	10	50	26	6	1	1	0	0	0	0	33	29.1	4.7
2200 - 2300	65	23	19	17	6	0	0	63	0	2	0	0	0	0	0	0	0	0	0	0	1	6	33	12	11	2	0	0	0	0	0	36.2	30	4.9
2300 - 0000	35	14	9	8	4	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17	13	2	0	1	0	0	0	0	33.8	30.3	4.6
0700 - 1900	**3666**	**897**	**956**	**891**	**922**	**15**	**5**	**3366**	**11**	**237**	**5**	**15**	**2**	**2**	**3**	**5**	**0**	**0**	**26**	**23**	**144**	**771**	**2107**	**512**	**70**	**10**	**3**	**0**	**0**	**0**	**0**	**30.2**	**26.8**	**4.4**
0600 - 2200	**4335**	**1062**	**1115**	**1056**	**1102**	**16**	**5**	**3995**	**12**	**271**	**6**	**16**	**2**	**2**	**4**	**6**	**0**	**0**	**27**	**25**	**157**	**816**	**2418**	**749**	**121**	**17**	**4**	**0**	**1**	**0**	**0**	**31**	**27.2**	**4.5**
0600 - 0000	**4435**	**1099**	**1143**	**1081**	**1112**	**16**	**5**	**4093**	**12**	**273**	**6**	**16**	**2**	**2**	**4**	**6**	**0**	**0**	**27**	**25**	**158**	**824**	**2468**	**774**	**134**	**19**	**5**	**0**	**1**	**0**	**0**	**31**	**27.3**	**4.6**
0000 - 0000	**4551**	**1114**	**1166**	**1122**	**1149**	**16**	**5**	**4197**	**14**	**282**	**7**	**16**	**2**	**2**	**4**	**6**	**0**	**0**	**27**	**26**	**160**	**828**	**2509**	**816**	**152**	**23**	**8**	**1**	**1**	**0**	**0**	**31.2**	**27.4**	**4.6**

Wednesday 04 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	23	5	7	8	3	0	0	21	0	1	0	0	0	0	1	0	0	0	0	0	0	2	5	10	3	3	0	0	0	0	0	40	33.2	5.5
0100 - 0200	14	6	4	4	0	0	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	6	2	2	0	0	0	1	0	41.5	35.3	9.1
0200 - 0300	9	3	1	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	4	0	2	0	0	0	0	0	-	32.2	6.5
0300 - 0400	4	0	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	-	27.7	2.4
0400 - 0500	16	5	1	3	7	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6	5	4	0	0	0	0	0	0	37.3	31.6	4.6
0500 - 0600	71	7	12	25	27	0	0	66	0	4	1	0	0	0	0	0	0	0	0	1	1	0	32	20	12	5	0	0	0	0	0	37.5	31.3	5.1
0600 - 0700	227	32	42	80	73	0	0	204	1	20	0	0	0	1	1	0	0	0	0	1	2	17	102	84	18	3	0	0	0	0	0	33.6	29.7	4
0700 - 0800	455	71	130	126	128	2	0	427	1	19	3	1	1	1	0	0	0	0	2	1	17	140	242	49	3	1	0	0	0	0	0	29.5	26.1	3.8
0800 - 0900	522	135	127	150	110	3	1	491	1	25	0	1	0	0	0	0	0	0	4	4	38	204	232	33	5	2	0	0	0	0	0	28.6	25	4.3
0900 - 1000	380	114	96	99	71	0	0	337	0	39	1	2	0	0	0	1	0	0	0	0	16	107	205	50	2	0	0	0	0	0	0	29.9	26.3	3.4
1000 - 1100	259	69	63	68	59	3	0	222	1	30	1	1	0	0	1	0	0	0	3	0	8	62	127	51	6	0	2	0	0	0	0	30.8	27	5
1100 - 1200	231	64	58	51	58	0	1	209	1	19	1	0	0	0	0	0	0	0	0	1	8	34	147	35	4	2	0	0	0	0	0	30.9	27.5	3.8
1200 - 1300	259	73	68	57	61	0	0	232	2	23	0	1	1	0	0	0	0	0	0	0	9	49	147	44	6	4	0	0	0	0	0	30.6	27.6	4.1
1300 - 1400	301	71	87	74	69	0	0	280	0	20	1	0	0	0	0	0	0	0	0	2	4	60	163	62	8	2	0	0	0	0	0	31.3	27.7	3.9
1400 - 1500	232	62	51	63	56	4	1	208	0	18	0	0	0	0	0	1	0	0	5	0	1	28	138	50	8	1	1	0	0	0	0	31.2	27.8	5.1
1500 - 1600	269	53	77	80	59	1	0	251	0	16	1	0	0	0	0	0	0	0	1	6	13	64	152	33	0	0	0	0	0	0	0	29.6	26	4.2
1600 - 1700	330	77	67	96	90	1	0	298	0	29	1	1	0	0	0	0	0	0	2	5	8	89	169	53	4	0	0	0	0	0	0	30.3	26.5	4
1700 - 1800	301	72	74	80	75	2	2	286	1	9	0	0	0	0	1	0	0	0	3	5	7	43	202	36	5	0	0	0	0	0	0	29.8	26.8	4.2
1800 - 1900	318	70	72	91	85	0	0	304	1	13	0	0	0	0	0	0	0	0	0	2	12	60	191	44	8	1	0	0	0	0	0	30.3	27	3.7
1900 - 2000	224	57	70	58	39	0	0	214	0	10	0	0	0	0	0	0	0	0	0	0	4	28	108	70	12	0	2	0	0	0	0	32.5	28.9	4
2000 - 2100	140	45	35	24	36	0	0	135	1	4	0	0	0	0	0	0	0	0	0	1	6	12	72	34	13	1	1	0	0	0	0	33.5	28.7	5
2100 - 2200	120	34	26	26	34	0	0	116	0	4	0	0	0	0	0	0	0	0	0	0	3	11	60	35	8	3	0	0	0	0	0	33.2	29.4	4.6
2200 - 2300	82	27	21	20	14	0	0	81	0	1	0	0	0	0	0	0	0	0	0	0	1	9	41	18	11	0	2	0	0	0	0	35	29.9	5.1
2300 - 0000	43	15	11	10	7	0	0	42	0	0	0	1	0	0	0	0	0	0	0	0	0	4	15	17	4	3	0	0	0	0	0	36.9	30.8	4.9
0700 - 1900	**3857**	**931**	**970**	**1035**	**921**	**16**	**5**	**3545**	**8**	**260**	**9**	**7**	**2**	**1**	**2**	**2**	**0**	**0**	**20**	**26**	**141**	**940**	**2115**	**540**	**59**	**13**	**3**	**0**	**0**	**0**	**0**	**30.2**	**26.6**	**4.2**
0600 - 2200	**4568**	**1099**	**1143**	**1223**	**1103**	**16**	**5**	**4214**	**10**	**298**	**9**	**7**	**2**	**2**	**3**	**2**	**0**	**0**	**20**	**28**	**156**	**1008**	**2457**	**763**	**110**	**20**	**6**	**0**	**0**	**0**	**0**	**30.6**	**27**	**4.3**
0600 - 0000	**4693**	**1141**	**1175**	**1253**	**1124**	**16**	**5**	**4337**	**10**	**299**	**9**	**8**	**2**	**2**	**3**	**2**	**0**	**0**	**20**	**28**	**157**	**1021**	**2513**	**798**	**125**	**23**	**8**	**0**	**0**	**0**	**0**	**30.8**	**27.1**	**4.4**
0000 - 0000	**4830**	**1167**	**1201**	**1296**	**1166**	**16**	**5**	**4464**	**10**	**307**	**10**	**8**	**2**	**2**	**4**	**2**	**0**	**0**	**20**	**29**	**158**	**1027**	**2562**	**844**	**146**	**35**	**8**	**0**	**0**	**1**	**0**	**30.9**	**27.2**	**4.5**

Thursday 05 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	25	9	3	7	6	0	0	23	0	1	1	0	0	0	0	0	0	0	0	0	0	2	5	12	5	0	1	0	0	0	0	36.5	32.3	5
0100 - 0200	13	2	7	3	1	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	8	4	0	0	0	0	0	0	38	33.4	2.7
0200 - 0300	6	1	3	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	-	35.2	5.7
0300 - 0400	8	2	3	1	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	-	33.9	5.6
0400 - 0500	26	5	7	4	10	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	9	4	3	0	0	0	0	0	38.1	31.3	5.7
0500 - 0600	70	3	11	21	35	0	0	66	1	3	0	0	0	0	0	0	0	0	0	0	1	1	27	23	14	4	0	0	0	0	0	37.2	32.2	4.7
0600 - 0700	217	27	51	66	73	1	0	207	0	8	0	0	0	1	0	0	0	0	1	1	0	17	87	83	23	5	0	0	0	0	0	34.7	30.3	4.9
0700 - 0800	433	67	124	108	134	1	1	405	1	25	0	0	0	0	0	0	0	0	1	0	5	105	248	64	8	1	1	0	0	0	0	30.3	27	3.8
0800 - 0900	333	113	80	74	66	0	0	316	1	14	2	0	0	0	0	0	0	0	0	2	13	66	193	51	8	0	0	0	0	0	0	30.5	27	3.8
0900 - 1000	298	87	87	58	66	1	0	272	0	21	2	1	0	0	1	0	0	0	1	0	4	48	190	51	3	1	0	0	0	0	0	30.4	27.7	3.2
1000 - 1100	269	94	65	58	52	2	0	245	0	20	0	2	0	0	0	0	0	0	2	0	8	48	153	50	7	1	0	0	0	0	0	30.8	27.5	4.3
1100 - 1200	254	76	61	49	68	0	0	227	0	26	1	0	0	0	0	0	0	0	0	2	10	52	146	38	5	1	0	0	0	0	0	30.4	26.8	3.9
1200 - 1300	267	49	71	69	78	0	1	240	0	25	0	0	0	0	1	0	0	0	0	1	18	79	124	38	7	0	0	0	0	0	0	30.3	26.2	4.2
1300 - 1400	255	54	67	61	73	0	0	233	1	21	0	0	0	0	0	0	0	0	0	0	21	37	141	51	4	1	0	0	0	0	0	30.9	27.1	4.3
1400 - 1500	280	51	81	93	55	1	0	257	2	19	0	0	0	1	0	0	0	0	1	6	15	65	143	41	6	3	0	0	0	0	0	30.3	26.5	4.8
1500 - 1600	267	65	78	69	55	0	1	242	1	22	0	1	0	0	0	0	0	0	1	1	6	58	159	40	2	0	0	0	0	0	0	30.1	27	3.6
1600 - 1700	301	75	83	72	71	4	0	275	0	22	0	0	0	0	0	0	0	0	4	5	14	74	158	37	9	0	0	0	0	0	0	30.1	26.1	5
1700 - 1800	301	79	86	63	73	11	1	276	0	11	0	1	0	1	0	0	0	0	12	9	20	96	135	23	4	2	0	0	0	0	0	28.4	24.1	6.3
1800 - 1900	328	69	81	93	85	1	1	314	1	10	0	0	0	0	1	0	0	0	4	7	38	73	149	49	8	0	0	0	0	0	0	30.6	25.5	5.4
1900 - 2000	235	74	63	56	42	0	1	228	0	6	0	0	0	0	0	0	0	0	1	3	7	25	120	63	13	2	0	0	0	1	0	32.2	28.4	5.2
2000 - 2100	174	59	51	38	26	2	0	168	0	4	0	0	0	0	0	0	0	0	2	1	3	29	100	33	4	2	0	0	0	0	0	31.3	27.5	5
2100 - 2200	117	33	33	34	17	0	0	114	0	3	0	0	0	0	0	0	0	0	0	0	3	15	45	44	10	0	0	0	0	0	0	33.1	29.2	4.4
2200 - 2300	97	31	25	30	11	1	0	96	0	0	0	0	0	0	0	0	0	0	1	0	0	7	59	24	5	0	1	0	0	0	0	32.7	28.7	4.7
2300 - 0000	50	17	23	6	4	0	0	48	0	2	0	0	0	0	0	0	0	0	0	0	1	6	21	12	9	0	1	0	0	0	0	35.6	30.2	5
0700 - 1900	**3596**	**879**	**964**	**867**	**876**	**21**	**5**	**3302**	**7**	**236**	**5**	**5**	**0**	**2**	**1**	**2**	**0**	**0**	**26**	**33**	**172**	**801**	**1939**	**533**	**71**	**10**	**1**	**0**	**0**	**0**	**0**	**30.3**	**26.5**	**4.6**
0600 - 2200	**4329**	**1072**	**1162**	**1061**	**1034**	**24**	**6**	**4019**	**7**	**257**	**5**	**5**	**0**	**3**	**1**	**2**	**0**	**0**	**30**	**38**	**185**	**887**	**2291**	**756**	**121**	**19**	**1**	**0**	**0**	**1**	**0**	**30.8**	**26.9**	**4.7**
0600 - 0000	**4476**	**1120**	**1210**	**1097**	**1049**	**25**	**6**	**4163**	**7**	**259**	**5**	**5**	**0**	**3**	**1**	**2**	**0**	**0**	**31**	**38**	**186**	**900**	**2371**	**792**	**135**	**19**	**3**	**0**	**0**	**1**	**0**	**30.9**	**27**	**4.7**
0000 - 0000	**4624**	**1142**	**1244**	**1135**	**1103**	**25**	**6**	**4303**	**8**	**265**	**6**	**5**	**0**	**3**	**1**	**2**	**0**	**0**	**31**	**38**	**187**	**905**	**2415**	**847**	**169**	**27**	**4**	**0**	**0**	**1**	**0**	**31.1**	**27.2**	**4.8**

Friday 06 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	18	6	3	3	6	0	0	13	0	3	0	2	0	0	0	0	0	0	0	0	0	0	4	12	1	1	0	0	0	0	0	34.7	32.3	3.8
0100 - 0200	11	4	3	3	1	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	5	1	3	0	0	0	0	0	43.3	34.4	6.7
0200 - 0300	7	2	2	1	2	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1	2	1	0	0	0	0	0	-	31.8	8.4
0300 - 0400	10	1	1	4	4	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	1	1	0	0	0	0	0	-	30.9	4.9
0400 - 0500	15	4	2	4	5	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	8	2	0	0	0	0	0	0	36.7	31.2	4.6
0500 - 0600	67	5	10	28	24	0	0	62	0	5	0	0	0	0	0	0	0	0	0	1	2	2	31	21	7	2	1	0	0	0	0	35	30.4	5.3
0600 - 0700	201	33	38	58	72	0	2	176	2	19	0	0	0	1	0	1	0	0	0	2	0	2	8	83	78	24	4	0	0	0	0	34.6	30.6	4.8
0700 - 0800	417	92	114	101	110	0	0	385	0	28	0	2	1	1	0	0	0	0	0	0	1	86	233	92	4	1	0	0	0	0	0	31	27.6	3.2
0800 - 0900	465	125	136	115	89	1	0	424	4	32	1	2	0	0	1	0	0	0	1	2	42	139	234	39	6	2	0	0	0	0	0	29.4	25.6	4.2
0900 - 1000	320	96	88	63	73	2	0	281	2	30	0	4	0	0	0	1	0	0	2	0	9	59	191	51	5	3	0	0	0	0	0	30.5	27.1	4
1000 - 1100	254	72	62	51	69	0	0	219	1	30	0	2	0	0	1	1	0	0	0	2	7	27	155	57	4	2	0	0	0	0	0	31.2	27.9	3.8
1100 - 1200	241	66	58	48	69	0	0	217	1	20	0	2	0	0	1	0	0	0	0	0	2	40	142	48	6	1	2	0	0	0	0	30.9	28.2	3.8
1200 - 1300	248	61	73	55	59	3	0	226	1	16	1	1	0	0	0	0	0	0	3	3	5	54	115	57	9	2	0	0	0	0	0	31.5	27.3	5.3
1300 - 1400	256	59	69	43	85	2	1	229	2	20	0	1	0	1	0	0	0	0	3	3	4	53	134	54	3	2	0	0	0	0	0	30.8	26.9	4.8
1400 - 1500	259	63	73	49	74	1	0	229	1	24	1	2	0	1	0	0	0	0	1	1	11	76	115	46	9	0	0	0	0	0	0	30.9	26.7	4.6
1500 - 1600	233	58	62	53	60	4	1	217	0	11	0	0	0	0	0	0	0	0	5	5	1	39	136	44	3	0	0	0	0	0	0	30.6	26.9	5.2
1600 - 1700	251	64	62	61	64	4	2	234	0	11	0	0	0	0	0	0	0	0	13	6	18	57	142	14	1	0	0	0	0	0	0	28.8	24.3	6.5
1700 - 1800	279	60	74	70	75	9	0	260	0	10	0	0	0	0	0	0	0	0	15	9	14	89	115	31	5	1	0	0	0	0	0	29.3	24.5	6.6
1800 - 1900	303	87	61	65	90	7	0	285	0	10	0	1	0	0	0	0	0	0	7	1	24	69	149	49	4	0	0	0	0	0	0	30.4	25.7	5.7
1900 - 2000	249	80	58	62	49	0	0	242	0	6	0	1	0	0	0	0	0	0	0	3	6	40	131	59	8	1	0	0	1	0	0	31.5	28.2	4.5
2000 - 2100	165	54	40	39	32	0	1	156	1	6	0	1	0	0	0	0	0	0	2	0	10	34	74	30	13	1	1	0	0	0	0	33.2	27.8	5.7
2100 - 2200	115	20	36	34	25	0	0	111	0	4	0	0	0	0	0	0	0	0	0	1	4	21	44	29	13	3	0	0	0	0	0	34.5	28.9	5.2
2200 - 2300	109	31	27	27	24	0	0	107	0	2	0	0	0	0	0	0	0	0	0	0	5	13	59	24	6	0	2	0	0	0	0	32.3	28.7	4.8
2300 - 0000	54	20	18	10	6	0	0	53	0	1	0	0	0	0	0	0	0	0	0	0	2	7	18	21	4	1	1	0	0	0	0	34	30.1	5.2
0700 - 1900	**3526**	**903**	**932**	**774**	**917**	**33**	**4**	**3206**	**12**	**242**	**3**	**17**	**1**	**3**	**2**	**3**	**0**	**0**	**50**	**32**	**138**	**788**	**1861**	**582**	**59**	**14**	**2**	**0**	**0**	**0**	**0**	**30.4**	**26.5**	**5**
0600 - 2200	**4256**	**1090**	**1104**	**967**	**1095**	**33**	**7**	**3891**	**15**	**277**	**3**	**19**	**1**	**4**	**2**	**4**	**0**	**0**	**54**	**36**	**160**	**891**	**2193**	**778**	**117**	**23**	**3**	**0**	**1**	**0**	**0**	**31**	**26.9**	**5.1**
0600 - 0000	**4419**	**1141**	**1149**	**1004**	**1125**	**33**	**7**	**4051**	**15**	**280**	**3**	**19**	**1**	**4**	**2**	**4**	**0**	**0**	**54**	**36**	**167**	**911**	**2270**	**823**	**127**	**24**	**6**	**0**	**1**	**0**	**0**	**31.1**	**27**	**5.1**
0000 - 0000	**4547**	**1163**	**1170**	**1047**	**1167**	**33**	**7**	**4166**	**15**	**290**	**4**	**21**	**1**	**4**	**2**	**4**	**0**	**0**	**54**	**37**	**170**	**916**	**2317**	**872**	**141**	**32**	**7**	**0**	**1**	**0**	**0**	**31.2**	**27.1**	**5.1**

Saturday 07 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	30	10	5	11	4	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	9	7	1	0	0	0	0	0	36.5	31.3	5
0100 - 0200	24	6	4	7	7	0	0	23	0	1	0	0	0	0	0	0	0	0	0	0	1	3	8	9	2	0	1	0	0	0	0	35.1	30	6
0200 - 0300	17	5	3	3	6	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	6	1	0	0	0	0	0	36.5	32.2	5.5
0300 - 0400	10	5	0	2	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	2	1	1	0	0	0	0	-	33.4	9.3
0400 - 0500	13	5	2	3	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	3	1	0	0	0	0	44.3	35.5	7
0500 - 0600	30	1	7	11	11	0	0	29	0	1	0	0	0	0	0	0	0	0	0	0	1	2	12	14	1	0	0	0	0	0	0	33.5	29.8	3.8
0600 - 0700	80	14	18	24	24	0	0	72	2	5	1	0	0	0	0	0	0	0	0	0	0	5	29	34	7	4	1	0	0	0	0	35.1	31.3	4.3
0700 - 0800	68	23	14	22	9	0	0	61	0	7	0	0	0	0	0	0	0	0	0	0	1	2	18	28	8	9	2	0	0	0	0	40.2	32.6	5.4
0800 - 0900	123	0	32	29	62	4	0	117	0	2	0	0	0	0	0	0	0	0	4	1	2	18	58	36	4	0	0	0	0	0	0	32.3	27.6	5.8
0900 - 1000	269	53	73	79	64	3	2	246	1	11	1	4	0	1	0	0	0	0	3	2	4	62	137	54	7	0	0	0	0	0	0	31.3	26.9	4.5
1000 - 1100	292	59	66	89	78	1	0	282	0	9	0	0	0	0	0	0	0	0	3	0	5	37	166	71	8	2	0	0	0	0	0	31.8	28.2	4.3
1100 - 1200	282	69	74	69	70	0	0	270	0	11	0	1	0	0	0	0	0	0	0	1	4	62	165	37	10	0	2	1	0	0	0	30.8	27.4	4.4
1200 - 1300	283	63	64	77	79	2	0	275	0	5	0	0	0	0	1	0	0	0	4	3	6	57	150	57	6	0	0	0	0	0	0	31	27	4.8
1300 - 1400	310	74	88	84	64	0	0	295	2	13	0	0	0	0	0	0	0	0	0	1	8	52	184	54	10	1	0	0	0	0	0	31	27.7	3.8
1400 - 1500	291	88	66	65	72	0	0	281	1	6	0	1	1	0	0	1	0	0	0	2	9	68	153	48	10	0	1	0	0	0	0	31.2	27.2	4.2
1500 - 1600	255	62	54	85	54	2	0	244	1	8	0	0	0	0	0	0	0	0	2	0	5	42	139	61	5	0	1	0	0	0	0	31.2	27.7	4.3
1600 - 1700	272	54	71	76	71	0	1	259	1	10	0	0	0	1	0	0	0	0	1	2	11	36	147	57	9	4	1	2	0	0	0	32.1	29.1	11.9
1700 - 1800	258	60	79	62	57	2	0	240	0	14	1	0	1	0	0	0	0	0	2	1	10	28	133	66	12	5	1	0	0	0	0	32.9	28.5	5.1
1800 - 1900	265	63	69	70	63	1	0	257	0	6	0	1	0	0	0	0	0	0	1	1	7	32	144	72	7	0	0	1	0	0	0	31.8	28	4.3
1900 - 2000	245	71	70	51	53	0	0	236	1	8	0	0	0	0	0	0	0	0	0	1	3	34	129	58	18	2	0	0	0	0	0	32.3	28.6	4.1
2000 - 2100	182	51	40	56	35	1	0	177	0	3	0	0	0	1	0	0	0	0	1	0	2	16	96	48	15	3	0	0	1	0	0	34.1	29.4	5.1
2100 - 2200	134	44	36	33	21	1	1	127	0	5	0	0	0	0	0	0	0	0	2	0	1	18	68	34	9	2	0	0	0	0	0	33.2	28.6	5.4
2200 - 2300	103	30	28	23	22	0	0	102	0	1	0	0	0	0	0	0	0	0	0	0	3	6	46	28	14	5	0	0	1	0	0	36.2	30.6	5.7
2300 - 0000	82	24	26	17	15	0	0	80	0	2	0	0	0	0	0	0	0	0	0	0	1	6	33	34	7	1	0	0	0	0	0	33.4	30	4.2
0700 - 1900	**2968**	**668**	**750**	**807**	**743**	**15**	**3**	**2827**	**6**	**102**	**2**	**7**	**2**	**2**	**1**	**1**	**0**	**0**	**20**	**14**	**72**	**496**	**1594**	**641**	**96**	**21**	**8**	**4**	**0**	**0**	**0**	**31.8**	**27.9**	**5.7**
0600 - 2200	**3609**	**848**	**914**	**971**	**876**	**17**	**4**	**3439**	**9**	**123**	**3**	**7**	**2**	**3**	**1**	**1**	**0**	**0**	**23**	**15**	**78**	**569**	**1916**	**815**	**145**	**32**	**9**	**4**	**1**	**0**	**0**	**32.1**	**28.1**	**5.5**
0600 - 0000	**3794**	**902**	**968**	**1011**	**913**	**17**	**4**	**3621**	**9**	**126**	**3**	**7**	**2**	**3**	**1**	**1**	**0**	**0**	**23**	**15**	**82**	**581**	**1995**	**877**	**166**	**38**	**9**	**4**	**2**	**0**	**0**	**32.2**	**28.2**	**5.5**
0000 - 0000	**3918**	**934**	**989**	**1048**	**947**	**17**	**4**	**3743**	**9**	**128**	**3**	**7**	**2**	**3**	**1**	**1**	**0**	**0**	**23**	**15**	**84**	**592**	**2034**	**921**	**185**	**44**	**12**	**4**	**2**	**0**	**0**	**32.3**	**28.3**	**5.6**

Sunday 08 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	54	12	19	10	13	0	0	51	0	3	0	0	0	0	0	0	0	0	0	0	1	0	19	18	13	2	0	0	0	1	0	38.3	32.6	6.4
0100 - 0200	48	12	18	14	4	0	0	47	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	20	8	1	0	0	0	0	0	35.5	31.2	3.7
0200 - 0300	21	2	2	5	12	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	11	2	0	1	0	0	0	0	35.1	32	5.4
0300 - 0400	11	2	4	2	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	1	1	0	0	0	0	43.4	34.9	7.2
0400 - 0500	19	5	4	7	3	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9	2	0	1	0	0	0	0	36.5	31.8	4.3
0500 - 0600	14	0	1	7	6	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9	2	1	0	0	0	0	0	38.6	32.7	5.6
0600 - 0700	39	8	7	10	14	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	20	6	1	1	0	0	0	0	36.1	31.8	4.5
0700 - 0800	77	24	18	18	17	1	0	75	0	1	0	0	0	0	0	0	0	0	1	1	2	2	23	37	10	1	0	0	0	0	0	34.9	30.5	5.6
0800 - 0900	115	23	23	40	29	0	0	111	0	4	0	0	0	0	0	0	0	0	0	0	2	7	49	45	11	1	0	0	0	0	0	34	30	4
0900 - 1000	184	39	47	36	62	0	0	176	0	8	0	0	0	0	0	0	0	0	0	1	2	11	89	65	14	2	0	0	0	0	0	33.6	29.7	3.9
1000 - 1100	258	53	73	62	70	0	0	250	1	7	0	0	0	0	0	0	0	0	0	1	6	28	151	54	15	3	0	0	0	0	0	32.2	28.5	4.1
1100 - 1200	255	56	66	76	57	1	0	249	0	5	0	0	0	0	0	0	0	0	1	1	3	29	143	70	8	0	0	0	0	0	0	31.5	28.5	3.9
1200 - 1300	253	45	53	83	72	1	0	242	0	9	0	0	0	1	0	0	0	0	4	1	4	43	135	53	8	5	0	0	0	0	0	31.8	27.8	5.4
1300 - 1400	279	78	76	46	79	0	1	269	1	8	0	0	0	0	0	0	0	0	0	1	8	70	154	42	3	0	1	0	0	0	0	30.3	27.1	3.8
1400 - 1500	250	75	56	51	68	0	0	237	1	12	0	0	0	0	0	0	0	0	0	0	10	30	133	64	10	1	1	1	0	0	0	31.9	28.3	4.5
1500 - 1600	258	71	61	62	64	0	1	250	1	6	0	0	0	0	0	0	0	0	0	1	12	22	112	85	16	6	3	0	1	0	0	33	29.5	5.3
1600 - 1700	256	51	67	81	57	1	0	241	1	13	0	0	0	0	0	0	0	0	1	0	10	53	114	61	12	4	1	0	0	0	0	32.3	28	4.9
1700 - 1800	259	55	60	76	68	0	0	254	0	5	0	0	0	0	0	0	0	0	0	0	5	21	145	77	7	1	3	0	0	0	0	32.3	28.9	4.2
1800 - 1900	251	65	62	66	58	0	1	244	0	5	0	0	0	1	0	0	0	0	0	1	4	22	119	87	15	3	0	0	0	0	0	32.6	29.1	4
1900 - 2000	174	51	51	38	34	0	0	166	0	8	0	0	0	0	0	0	0	0	0	0	7	26	84	48	7	2	0	0	0	0	0	32.4	28.3	4.3
2000 - 2100	142	43	38	35	26	0	0	140	0	2	0	0	0	0	0	0	0	0	0	1	4	13	65	52	7	0	0	0	0	0	0	33.2	29	4.2
2100 - 2200	141	33	40	38	30	0	0	140	0	1	0	0	0	0	0	0	0	0	0	0	1	24	63	43	8	1	0	1	0	0	0	33.2	29.1	4.5
2200 - 2300	68	20	20	16	12	0	0	67	0	1	0	0	0	0	0	0	0	0	0	0	2	10	33	14	7	1	1	0	0	0	0	34	29	4.9
2300 - 0000	35	9	10	8	8	0	0	30	0	5	0	0	0	0	0	0	0	0	0	0	1	5	14	10	4	1	0	0	0	0	0	36.1	29.5	5.5
0700 - 1900	**2695**	**635**	**662**	**697**	**701**	**4**	**3**	**2598**	**5**	**83**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**7**	**8**	**68**	**338**	**1367**	**740**	**129**	**27**	**9**	**1**	**1**	**0**	**0**	**32.3**	**28.6**	**4.5**
0600 - 2200	**3191**	**770**	**798**	**818**	**805**	**4**	**3**	**3083**	**5**	**94**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**7**	**9**	**80**	**404**	**1587**	**903**	**157**	**31**	**10**	**2**	**1**	**0**	**0**	**32.4**	**28.7**	**4.5**
0600 - 0000	**3294**	**799**	**828**	**842**	**825**	**4**	**3**	**3180**	**5**	**100**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**7**	**9**	**83**	**419**	**1634**	**927**	**168**	**33**	**11**	**2**	**1**	**0**	**0**	**32.5**	**28.7**	**4.5**
0000 - 0000	**3461**	**832**	**876**	**887**	**866**	**4**	**3**	**3343**	**5**	**104**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**7**	**9**	**84**	**422**	**1688**	**997**	**198**	**38**	**14**	**2**	**1**	**1**	**0**	**32.8**	**28.9**	**4.6**

Monday 09 May 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	11	3	5	2	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	4	0	0	0	1	0	0	42.9	34.2	9.5
0100 - 0200	9	2	2	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	1	1	0	0	0	0	-	33.6	7.7
0200 - 0300	10	2	1	3	4	0	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	1	3	1	0	0	0	0	0	-	32.5	6.9
0300 - 0400	8	0	4	1	3	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	1	0	0	0	0	0	-	31.4	4.6
0400 - 0500	19	3	4	3	9	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	9	4	1	0	0	0	0	0	37	32.5	4.4
0500 - 0600	69	6	12	22	29	0	0	64	0	4	1	0	0	0	0	0	0	0	0	1	1	1	26	28	7	5	0	0	0	0	0	36.2	31.2	4.9
0600 - 0700	241	35	62	69	75	0	0	224	0	17	0	0	0	0	0	0	0	0	0	1	0	27	100	85	24	3	1	0	0	0	0	34	29.8	4.4
0700 - 0800	450	98	117	110	125	2	0	414	1	28	1	0	1	1	1	1	0	0	2	0	5	103	272	61	6	1	0	0	0	0	0	30.1	26.9	3.7
0800 - 0900	476	134	133	108	101	1	0	437	1	28	1	6	0	0	2	0	0	0	1	3	31	139	255	44	3	0	0	0	0	0	0	29.2	25.9	3.7
0900 - 1000	344	100	94	88	62	0	0	310	1	30	1	0	1	1	0	0	0	0	2	0	9	71	199	53	9	0	1	0	0	0	0	30.5	27.2	4
1000 - 1100	232	50	52	60	70	1	0	210	1	18	1	0	0	0	1	0	0	0	1	0	5	51	124	43	6	2	0	0	0	0	0	31	27.5	4.4
1100 - 1200	239	60	58	63	58	0	0	213	0	21	1	3	0	1	0	0	0	0	1	2	11	41	128	48	7	1	0	0	0	0	0	31.3	27.4	4.4
1200 - 1300	223	47	50	63	63	3	0	202	0	15	1	1	0	1	0	0	0	0	3	1	9	40	120	39	11	0	0	0	0	0	0	31.2	27.2	5
1300 - 1400	203	50	51	46	56	6	1	183	2	10	1	0	0	0	0	0	0	0	8	0	9	14	116	47	6	3	0	0	0	0	0	31.6	27.4	6.4
1400 - 1500	229	44	49	60	76	3	0	205	0	19	0	2	0	0	0	0	0	0	3	6	4	36	122	51	6	0	1	0	0	0	0	31.4	27.3	5.2
1500 - 1600	222	58	49	63	52	3	0	209	0	8	0	0	0	0	1	1	0	0	4	8	4	26	134	38	7	1	0	0	0	0	0	31	27	5.6
1600 - 1700	249	43	66	73	67	7	2	225	0	14	0	1	0	0	0	0	0	0	11	11	25	79	99	23	1	0	0	0	0	0	0	28.9	23.6	6.4
1700 - 1800	202	52	46	49	55	6	2	183	0	11	0	0	0	0	0	0	0	0	20	5	8	45	99	22	3	0	0	0	0	0	0	29.8	23.8	8
1800 - 1900	220	64	65	48	43	6	1	203	0	9	0	0	1	0	0	0	0	0	10	1	5	40	113	45	4	2	0	0	0	0	0	30.9	26.7	6.6
1900 - 2000	181	37	53	40	51	3	0	168	1	9	0	0	0	0	0	0	0	0	3	1	7	42	87	32	7	1	0	0	0	1	0	31.8	26.9	5.9
2000 - 2100	130	37	36	40	17	1	0	119	1	9	0	0	0	0	0	0	0	0	1	0	2	21	58	32	12	4	0	0	0	0	0	34.1	29.1	5.3
2100 - 2200	78	9	26	26	17	0	0	76	0	2	0	0	0	0	0	0	0	0	0	0	1	8	34	24	7	4	0	0	0	0	0	34.6	29.7	5.1
2200 - 2300	47	9	17	10	11	0	0	45	0	2	0	0	0	0	0	0	0	0	0	0	0	8	21	15	3	0	0	0	0	0	0	33.3	29	3.8
2300 - 0000	26	14	6	1	5	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	15	1	0	1	0	0	0	0	34.2	31.3	4.9
0700 - 1900	**3289**	**800**	**830**	**831**	**828**	**38**	**6**	**2994**	**6**	**211**	**7**	**13**	**3**	**4**	**2**	**5**	**0**	**0**	**66**	**37**	**125**	**685**	**1781**	**514**	**69**	**10**	**2**	**0**	**0**	**0**	**0**	**30.4**	**26.5**	**5.3**
0600 - 2200	**3919**	**918**	**1007**	**1006**	**988**	**42**	**6**	**3581**	**8**	**248**	**7**	**13**	**3**	**4**	**2**	**5**	**0**	**0**	**70**	**39**	**135**	**783**	**2060**	**687**	**119**	**22**	**3**	**0**	**0**	**1**	**0**	**31**	**26.9**	**5.4**
0600 - 0000	**3992**	**941**	**1030**	**1017**	**1004**	**42**	**6**	**3652**	**8**	**250**	**7**	**13**	**3**	**4**	**2**	**5**	**0**	**0**	**70**	**39**	**135**	**794**	**2087**	**717**	**123**	**22**	**4**	**0**	**0**	**1**	**0**	**31.1**	**26.9**	**5.3**
0000 - 0000	**4118**	**957**	**1058**	**1050**	**1053**	**42**	**6**	**3770**	**8**	**256**	**8**	**13**	**3**	**4**	**2**	**6**	**0**	**0**	**70**	**40**	**136**	**799**	**2131**	**762**	**142**	**31**	**5**	**0**	**1**	**1**	**0**	**31.2**	**27.1**	**5.4**

Virtual Day (14)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	28	9	7	7	6	0	0	27	0	1	0	0	0	0	0	0	0	0	0	0	0	2	10	10	5	1	0	0	0	0	0	37.1	31.6	6
0100 - 0200	20	6	5	5	3	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	8	3	2	1	0	0	0	0	38.5	32.5	6.4
0200 - 0300	12	3	2	2	5	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	2	1	0	0	0	0	0	39.4	32.6	6.4
0300 - 0400	9	2	2	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	2	1	0	0	0	0	0	-	32.2	6.9
0400 - 0500	18	5	4	4	5	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	7	3	1	0	0	0	0	0	36.9	31.8	5.6
0500 - 0600	52	4	10	17	22	0	0	49	0	3	0	0	0	0	0	0	0	0	0	1	1	1	20	19	7	3	0	0	0	0	0	36.5	31.3	5.4
0600 - 0700	172	26	36	51	58	0	1	158	1	12	0	0	0	0	0	0	0	0	0	1	1	10	72	66	17	4	1	0	0	0	0	34.4	30.4	4.7
0700 - 0800	317	64	83	79	91	1	0	295	1	18	1	0	0	0	0	0	0	0	1	1	4	75	177	50	7	2	0	0	0	0	0	30.5	27.3	3.9
0800 - 0900	359	94	94	89	83	1	0	335	1	20	1	1	0	0	0	0	0	0	1	2	19	103	181	44	8	1	0	0	0	0	0	30	26.2	4.3
0900 - 1000	308	81	79	78	70	1	0	279	1	24	1	1	0	0	0	0	0	0	1	2	9	61	170	57	6	1	0	0	0	0	0	30.9	27.3	4.1
1000 - 1100	260	68	66	63	64	1	0	238	1	18	0	1	0	0	0	0	0	0	1	1	6	38	150	55	8	1	0	0	0	0	0	31.3	27.9	4.2
1100 - 1200	254	64	65	60	66	1	0	232	0	18	1	1	0	0	0	0	0	0	1	1	7	44	144	48	8	1	0	0	0	0	0	31.2	27.6	4.3
1200 - 1300	259	60	67	66	66	1	0	241	1	14	0	1	0	0	0	0	0	0	1	1	8	49	140	50	8	2	0	0	0	0	0	31.2	27.4	4.4
1300 - 1400	264	67	68	61	69	1	1	244	1	16	0	1	0	0	0	0	0	0	1	1	9	57	140	47	7	1	0	0	0	0	0	31	27.2	4.4
1400 - 1500	248	62	61	60	65	1	0	229	1	15	0	1	0	0	0	0	0	0	2	2	9	51	128	48	8	1	0	0	0	0	0	31.2	27.3	4.8
1500 - 1600	259	62	66	68	64	1	1	243	1	13	0	1	0	0	0	0	0	0	2	4	8	40	148	50	6	1	1	0	0	0	0	31	27.4	4.8
1600 - 1700	268	63	63	70	71	2	1	247	1	17	0	0	0	0	0	0	0	0	4	4	11	52	142	46	6	2	0	0	0	0	0	30.8	26.7	6
1700 - 1800	270	68	70	63	69	4	1	254	0	11	0	0	0	0	0	0	0	0	6	3	9	48	145	50	6	2	1	0	0	0	0	31	27	7.2
1800 - 1900	270	66	68	67	68	2	0	257	1	9	0	0	0	0	0	0	0	0	3	2	12	47	139	57	8	2	0	0	0	0	0	31.3	27.3	5.2
1900 - 2000	216	62	57	51	47	1	0	206	1	9	0	0	0	0	0	0	0	0	1	1	7	29	107	59	11	2	1	0	0	0	0	32.5	28.5	4.8
2000 - 2100	164	49	45	37	33	0	1	157	0	6	0	0	0	0	0	0	0	0	0	1	5	19	81	43	11	3	1	0	0	0	0	33.3	28.9	5.1
2100 - 2200	119	31	33	31	25	0	0	116	0	3	0	0	0	0	0	0	0	0	0	0	3	15	55	34	9	3	1	0	0	0	0	33.3	29.2	4.9
2200 - 2300	83	26	22	19	16	0	0	81	0	2	0	0	0	0	0	0	0	0	0	0	2	9	38	22	9	2	1	0	0	0	0	34.9	29.8	5.2
2300 - 0000	53	17	15	11	10	0	0	51	0	2	0	0	0	0	0	0	0	0	0	0	1	4	22	18	6	1	1	0	0	0	0	34.8	30.4	5
0700 - 1900	**3337**	**819**	**848**	**824**	**845**	**17**	**5**	**3094**	**8**	**194**	**4**	**8**	**1**	**2**	**1**	**2**	**0**	**0**	**24**	**23**	**111**	**663**	**1804**	**603**	**86**	**16**	**4**	**1**	**0**	**0**	**0**	**31**	**27.2**	**4.9**
0600 - 2200	**4008**	**987**	**1019**	**993**	**1009**	**18**	**6**	**3730**	**10**	**223**	**5**	**8**	**1**	**3**	**2**	**2**	**0**	**0**	**26**	**26**	**127**	**737**	**2119**	**804**	**133**	**27**	**6**	**2**	**1**	**1**	**1**	**31.4**	**27.5**	**4.9**
0600 - 0000	**4144**	**1029**	**1056**	**1023**	**1035**	**19**	**6**	**3862**	**10**	**227**	**5**	**8**	**1**	**3**	**2**	**2**	**0**	**0**	**26**	**26**	**130**	**749**	**2178**	**845**	**148**	**31**	**8**	**2**	**1**	**1**	**1**	**31.5**	**27.6**	**5**
0000 - 0000	**4282**	**1058**	**1085**	**1060**	**1079**	**19**	**7**	**3993**	**10**	**233**	**5**	**9**	**1**	**3**	**2**	**2**	**0**	**0**	**26**	**27**	**133**	**757**	**2223**	**895**	**169**	**39**	**10**	**2**	**1**	**1**	**1**	**31.7**	**27.7**	**5.1**

Virtual Week (2)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
Mon	3737	920	935	929	953	25	6	3480	9	195	6	9	2	3	1	4	0	0	39	27	116	621	1910	811	166	33	12	3	2	1	0	31.9	27.8	5.2
Tue	4652	1148	1197	1128	1179	10	7	4291	13	298	7	14	2	3	4	5	0	0	16	29	164	801	2500	927	170	33	10	3	1	0	0	31.5	27.7	4.6
Wed	4724	1141	1183	1209	1192	20	9	4357	10	300	9	10	2	4	4	2	0	0	27	30	164	1040	2460	807	147	38	7	1	0	2	2	30.9	27.2	4.8
Thu	4679	1185	1231	1135	1129	25	8	4324	8	291	7	8	0	4	1	4	0	0	29	37	165	1006	2410	828	159	39	7	0	1	1	0	31.1	27.2	4.8
Fri	4746	1193	1211	1124	1219	23	9	4378	12	297	7	14	1	3	2	3	0	0	35	35	145	883	2550	896	154	38	9	1	1	0	1	31.3	27.5	5.5
Sat	3967	974	986	991	1017	21	4	3775	11	146	3	4	2	2	1	1	0	0	26	21	96	543	2005	1018	194	46	12	4	2	1	0	32.4	28.4	5.4
Sun	3473	849	855	904	866	7	4	3348	9	102	1	2	0	1	1	1	0	0	9	11	80	405	1728	978	193	47	16	6	2	1	1	32.8	28.9	4.8
	29976	**7408**	**7596**	**7419**	**7554**	**130**	**46**	**27951**	**70**	**1628**	**37**	**60**	**8**	**18**	**13**	**17**	**0**	**0**	**180**	**189**	**928**	**5298**	**15562**	**6263**	**1182**	**272**	**72**	**16**	**8**	**5**	**4**	**31.7**	**27.7**	**5.1**

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
	59952	**14815**	**15192**	**14838**	**15107**	**259**	**92**	**55901**	**140**	**3256**	**74**	**120**	**15**	**35**	**26**	**34**	**0**	**0**	**359**	**377**	**1855**	**10595**	**31124**	**12525**	**2363**	**544**	**143**	**32**	**15**	**9**	**7**	**31.7**	**27.7**	**5.1**

S|C|P

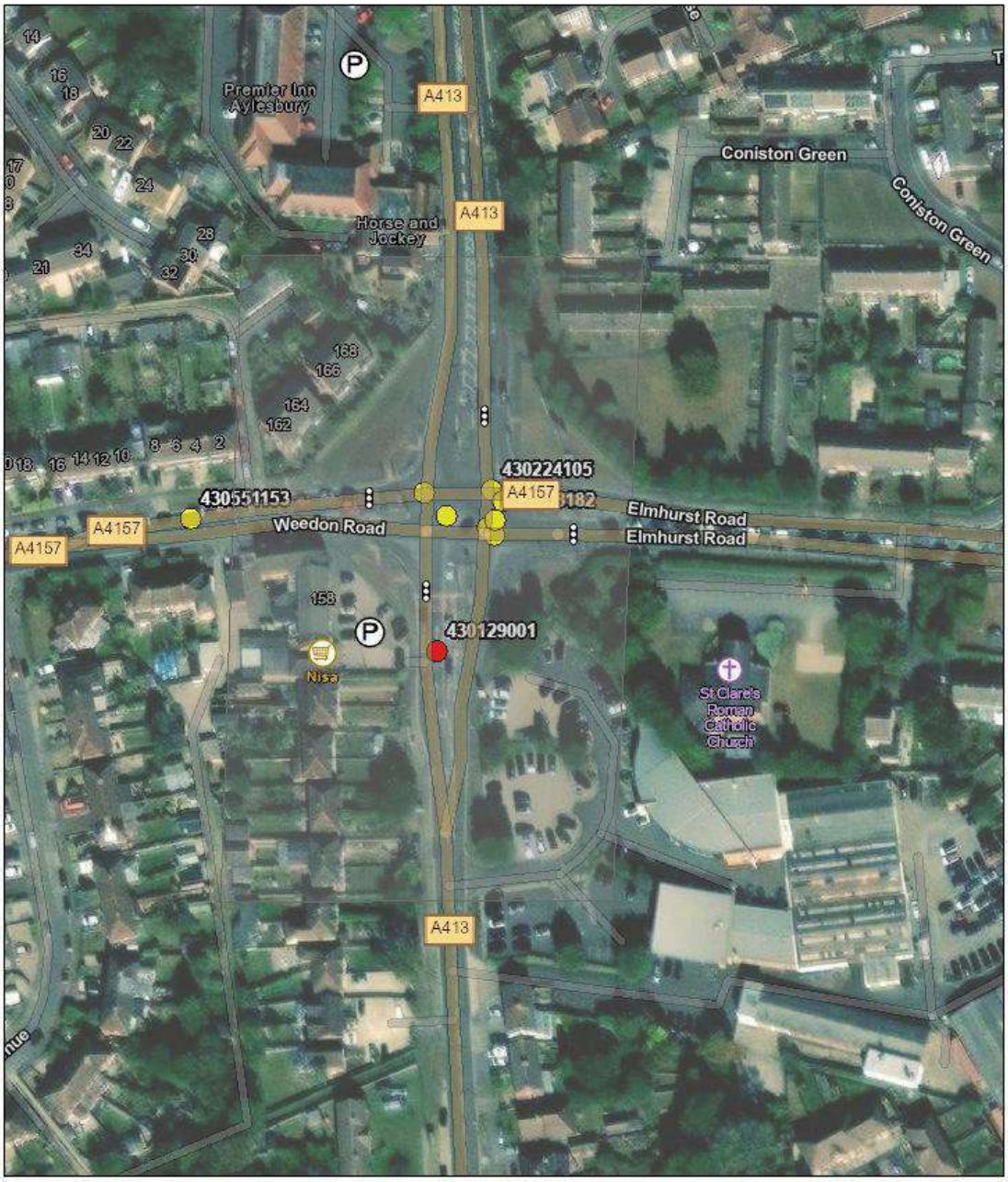
APPENDIX 2

Buckingham Road Aylesbury Accident Report

Area of Interest (AOI) Information

Area : 18,054.39 m²

Apr 15 2024 13:43:01 British Summer Time



1:2,257

0 0.01 0.02 0.04 mi

0 0.02 0.04 0.07 km

Traffic_Accident_Data

- Serious
- Slight

Summary

Name	Count	Area(m²)	Length(m)
Accidents	8	N/A	N/A
Vehicles	16	N/A	N/A
Casualties	8	N/A	N/A

Accidents

#	Accident Reference	Accident Severity	Year	Easting	Northing
1	430129001	Serious	2018	481,779	214,940
2	430141825	Slight	2019	481,792	214,973
3	430181707	Slight	2019	481,794	214,971
4	430224105	Slight	2018	481,793	214,983
5	430242909	Slight	2022	481,775	214,982
6	430268749	Slight	2018	481,796	214,980
7	430315009	Slight	2018	481,781	214,976
8	430378182	Slight	2019	481,794	214,975

#	Number of Vehicles	Number of Casualties	Date	Day of Week	Time
1	2	1	05/04/2018	Thursday	5:55 PM
2	2	1	12/05/2019	Sunday	11:41 AM
3	2	1	10/06/2019	Monday	12:20 PM
4	2	1	22/07/2018	Sunday	6:40 PM
5	2	1	03-Jun-22	Friday	10:38 PM
6	2	1	03/09/2018	Monday	1:42 AM
7	2	1	09/10/2018	Tuesday	8:16 PM
8	2	1	10/11/2019	Sunday	7:45 PM

#	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit
1	Buckinghamshire	A	413	Single carriageway	30
2	Buckinghamshire	A	413	Single carriageway	30
3	Buckinghamshire	A	413	Single carriageway	30
4	Buckinghamshire	A	413	Single carriageway	30
5	Buckinghamshire	A	413	Single carriageway	30
6	Buckinghamshire	A	413	Single carriageway	30
7	Buckinghamshire	A	413	Single carriageway	30
8	Buckinghamshire	A	413	Single carriageway	30

#	Junction Detail	Junction Control	Light Conditions	Weather Conditions	Road Surface Conditions
1	Private drive or entrance	Give way or uncontrolled	Daylight	Fine no high winds	Dry
2	Crossroads	Auto traffic signal	Daylight	Fine no high winds	Dry
3	Crossroads	Auto traffic signal	Daylight	Raining no high winds	Wet or damp
4	Crossroads	Stop sign	Daylight	Fine no high winds	Dry
5	Crossroads	Auto traffic signal	Darkness - lights lit	Fine no high winds	Dry
6	Crossroads	Auto traffic signal	Darkness - lights lit	Fine no high winds	Dry
7	Crossroads	Auto traffic signal	Darkness - lights lit	Fine no high winds	Dry
8	Crossroads	Auto traffic signal	Darkness - lights lit	Fine no high winds	Dry

#	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control	Pedestrian Crossing - Physical Facilities	Did Police Officer Attend Scene of Accident	Count
1	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres	Yes	1
2	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction	Yes	1
3	None	None	Urban	Control by other authorised person	Pedestrian phase at traffic signal junction	Yes	1
4	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction	Yes	1
5	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction	Yes	1
6	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction	Yes	1
7	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	Yes	1
8	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction	Yes	1

Vehicles

#	Accident Reference	Year	Vehicle Reference	Vehicle Type	Towing and Articulation
1	430129001	2018	1	Van / Goods 3.5 tonnes mgw or under	No tow/articulation
2	430129001	2018	2	Motorcycle over 125cc and up to 500cc	No tow/articulation
3	430141825	2019	1	Car	No tow/articulation
4	430141825	2019	2	Car	No tow/articulation
5	430181707	2019	1	Car	No tow/articulation
6	430181707	2019	2	Car	No tow/articulation
7	430224105	2018	1	Car	No tow/articulation
8	430224105	2018	2	Car	No tow/articulation
9	430242909	2022	1	Car	No tow/articulation
10	430242909	2022	2	Goods 7.5 tonnes mgw and over	No tow/articulation
11	430268749	2018	1	Car	No tow/articulation
12	430268749	2018	2	Car	No tow/articulation
13	430315009	2018	1	Car	No tow/articulation
14	430315009	2018	2	Car	No tow/articulation
15	430378182	2019	1	Taxi/Private hire car	No tow/articulation
16	430378182	2019	2	Car	No tow/articulation

#	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location	Skidding and Overturning	Hit Object in Carriageway
1	Turning right	On main c'way - not in restricted lane	Entering main road	None	None
2	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
3	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
4	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
5	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
6	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
7	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
8	Turning right	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
9	Moving off	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
10	Moving off	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
11	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	Skidded	None
12	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	Bollard or refuge
13	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
14	Moving off	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
15	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None
16	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None

#	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Count
1	Front	Journey as part of work	Male	26 - 35	3	Rural	1
2	Nearside	Commuting to/from work	Male	26 - 35	0	Rural	1
3	Nearside	Not known	Male	36 - 45	-1	Urban area	1
4	Offside	Not known	Male	56 - 65	5	Urban area	1
5	Front	Journey as part of work	Male	21 - 25	-1	Small town	1
6	Nearside	Not known	Male	46 - 55	-1	Urban area	1
7	Front	Not known	Female	36 - 45	5	Urban area	1
8	Front	Journey as part of work	Male	56 - 65	10	Rural	1
9	Front	Not known	Female	46 - 55	15	0 - 5	1
10	Front	Journey as part of work	Male	56 - 65	5	06-Oct	1
11	Front	Not known	Male	Data missing or out of range	1	Data missing or out of range	1
12	Nearside	Not known	Female	16 - 20	-1	Rural	1
13	Front	Not known	Male	46 - 55	0	Small town	1
14	Nearside	Not known	Male	56 - 65	-1	Urban area	1
15	Front	Journey as part of work	Male	Data missing or out of range	-1	Data missing or out of range	1
16	Front	Not known	Male	46 - 55	7	Urban area	1

Casualties

#	Accident_Reference	Year	Vehicle Reference	Casualty Reference	Casualty Class
1	430129001	2018	2	1	Driver or rider
2	430141825	2019	2	1	Driver or rider
3	430181707	2019	2	1	Passenger
4	430224105	2018	2	1	Driver or rider
5	430242909	2022	1	1	Passenger
6	430268749	2018	2	1	Passenger
7	430315009	2018	2	1	Driver or rider
8	430378182	2019	2	1	Driver or rider

#	Sex of Casualty	Age Band of Casualty	Casualty Severity	Pedestrian Location	Pedestrian Movement
1	Male	26 - 35	Serious	Not a Pedestrian	Not a Pedestrian
2	Male	56 - 65	Slight	Not a Pedestrian	Not a Pedestrian
3	Female	46 - 55	Slight	Not a Pedestrian	Not a Pedestrian
4	Male	56 - 65	Slight	Not a Pedestrian	Not a Pedestrian
5	Male	46 - 55	Slight	Not a Pedestrian	Not a Pedestrian
6	Male	16 - 20	Slight	Not a Pedestrian	Not a Pedestrian
7	Male	56 - 65	Slight	Not a Pedestrian	Not a Pedestrian
8	Male	46 - 55	Slight	Not a Pedestrian	Not a Pedestrian

#	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Count
1	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle over 125cc and up to 500cc rider or passenger	1
2	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
3	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
4	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
5	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
6	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
7	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
8	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1

S|C|P

APPENDIX 3

ELMHURST ROAD

BUCKINGHAM ROAD

New sub-station
5.0 x 4.0m plot

Lidl Flagpole Sign
(subject to separate application)

2no. electric vehicle charging
bays with supply cabinet

St Clare's
Catholic
Church

Presbytery

2

4

6

8

18

Megdale Place

2.0m close board timber
fence with minimum mass of
10kg/m² to boundary with
Megdale Place

New vehicle gate

motorcycles

LIDL Foodstore

SALES AREA 1,444 SqM
GIA 2,128 SqM / 22,906 SqFt
GEA 2,218 SqM / 23,874 SqFt

ENTRANCE LOBBY
DRS
BAKERY
BAKERY FREEZER
WAREHOUSE
PLANT PLATFORM ABOVE
CLOAKS
GARDEN
CASH
WC
WC
CHILLER
UTILITY
CUST WC

Plant Slab

Staff parking

Existing access widened

Existing access retained

Access to adjacent units maintained

227

Existing access
gate retained

2.5m close board timber
fence with minimum mass of
10kg/m²

New vehicle gate.
Pedestrian gate to have emergency internal release.

0m 2.5 5 7.5 10 12.5 15 17.5 20 22.5 25
1:250

Hazard Warning Schedule	
HAZARD	COMMENTS / ACTION
Existing services	Relevant authorities to be consulted prior to commencement of works to determine approximate location and extent of existing services. Locations to be confirmed on site by trained persons.
Risk of collapse.	Contractor to plan and manage any works to existing embankments/retaining structures to prevent risk to others.
Asbestos	Confirmation of prior removal of asbestos from site to be obtained and asbestos survey to be carried out by trained persons if necessary.
Falling from height	All work at height to be carried out by trained persons only and in accordance with a pre-prepared method statement.
Service vehicles operating within the public car park.	Operator to be aware of conflict between pedestrians and HGVs and ensure safe operation.
Roof access and maintenance, risk of falling.	Roof maintenance to be carried out from an elevated platform at the perimeter only. Roof access by trained persons only and will require temporary edge protection to be installed before any works are carried out.
Risks associated with LIDL store model	Risks intrinsic to LIDLs store model are provided in document '2.6 BBS 2018 Risk Assessment Register'
Noise and disturbance to neighbours	All work to be carried out within agreed working hours in order to limit disturbance to neighbours.

N

NOTES:

The sketch proposals shown have been produced using Ordnance Survey data as a base and will be subject to further specialist design from Structural, Highways and Mechanical Engineers. These proposals will also be subject to a detailed cut and fill exercise, stats, TPOs, etc.

Key

Application boundary
2.42 acres / 0.979 hectares

Other land in the applicants control

Parking Numbers
115 Proposed parking spaces
inc. 7 disabled (6.1%), 9 parent & child, 4 motorcycles, 2 EVC bays and 12 staff.

Areas

Sales floor	-	1,444 SqM (15,543 SqFt)
Warehouse	-	458 SqM (4,930 SqFt)
Ancillary	-	226 SqM (2,433 SqFt)
GIA	-	2,128 SqM (22,906 SqFt)
GEA	-	2,218 SqM (23,874 SqFt)

Permeable Paving

No	Date	Description	Drawn/Chkd By
P	19/03/24	Latest Site layout incorporated.	WF/DC
N	02/10/23	Loading ramp radius increased following H.E. review	WF/DC
M	26/09/23	Motorcycle bays added	WF/DC
K	27/07/23	Pedestrian access widened. Additional cycle hoops indicated	WF/DC
J	26/06/23	Plant enclosure revised.	WF/DC
H	15/06/23	Plant enclosure revised	WF/DC
G	13/12/22	Annotation amendments	WF/DC
F	12/12/22	Annotation amendments	WF/DC
E	12/12/22	Permeable paving amended	WF/DC
D	12/12/22	Annotation amendments	WF/DC
C	08/12/22	Permeable paving indicated	WF/DC
B	08/12/22	Annotation amendments	WF/DC
A	05/12/22	Layout updated to reflect proposed landscaping	WF/DC

CLIENT
Lidl Great Britain Limited

PROJECT
Aylesbury
Buckingham Road

TITLE
Proposed Site Layout Plan

DRAWING STATUS
Planning

DRAWN	SN	CHECKED	WF
SCALE	1:250 @ A1		
DATE	November 2022		

Whittam Cox ARCHITECTS
Chesterfield / 01246 260261
London / 020 3388 0019
Leeds / 0113 468 2450
whittamcox.com

JOB NO.	DRAWING NO.	REV
200027	PL-13	P

S|C|P

APPENDIX 4

Calculation Reference: AUDIT-726001-240416-0411

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA

NF	NORFOLK	1 days
SF	SUFFOLK	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:	Retail floor area
Actual Range:	1075 to 1690 (units: sqm)
Range Selected by User:	600 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/07/16 to 10/09/22

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

Selected survey days:

Saturday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

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:

Built-Up Zone	1
No Sub Category	1

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:

25,001 to 50,000	2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 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.

PTAL Rating:

No PTAL Present	2 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **NF-01-C-02** **LIDL** **NORFOLK**
AYLSHAM ROAD
NORWICH

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Retail floor area: 1690 sqm
Survey date: SATURDAY *10/09/22* *Survey Type: MANUAL*

2 **SF-01-C-02** **LIDL** **SUFFOLK**
LONDON ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Retail floor area: 1075 sqm
Survey date: SATURDAY *26/06/21* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-01-C-01	Location
SF-01-C-01	ALDI

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.22

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1383	1.266	2	1383	0.181	2	1383	1.447
08:00 - 09:00	2	1383	4.991	2	1383	4.304	2	1383	9.295
09:00 - 10:00	2	1383	7.197	2	1383	5.353	2	1383	12.550
10:00 - 11:00	2	1383	7.306	2	1383	5.859	2	1383	13.165
11:00 - 12:00	2	1383	8.065	2	1383	7.776	2	1383	15.841
12:00 - 13:00	**2**	**1383**	**8.210**	2	1383	7.812	**2**	**1383**	**16.022**
13:00 - 14:00	2	1383	8.065	2	1383	7.306	2	1383	15.371
14:00 - 15:00	2	1383	7.125	**2**	**1383**	**8.174**	2	1383	15.299
15:00 - 16:00	2	1383	6.401	2	1383	7.233	2	1383	13.634
16:00 - 17:00	2	1383	5.280	2	1383	6.257	2	1383	11.537
17:00 - 18:00	2	1383	4.919	2	1383	5.533	2	1383	10.452
18:00 - 19:00	2	1383	4.304	2	1383	5.136	2	1383	9.440
19:00 - 20:00	2	1383	3.870	2	1383	4.376	2	1383	8.246
20:00 - 21:00	2	1383	2.315	2	1383	3.400	2	1383	5.715
21:00 - 22:00	2	1383	1.302	2	1383	1.953	2	1383	3.255
22:00 - 23:00	1	1690	0.000	1	1690	0.000	1	1690	0.000
23:00 - 24:00									
Total Rates:			80.616			80.653			161.269

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

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

Parameter summary

Trip rate parameter range selected:	1075 - 1690 (units: sqm)
Survey date date range:	01/07/16 - 10/09/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

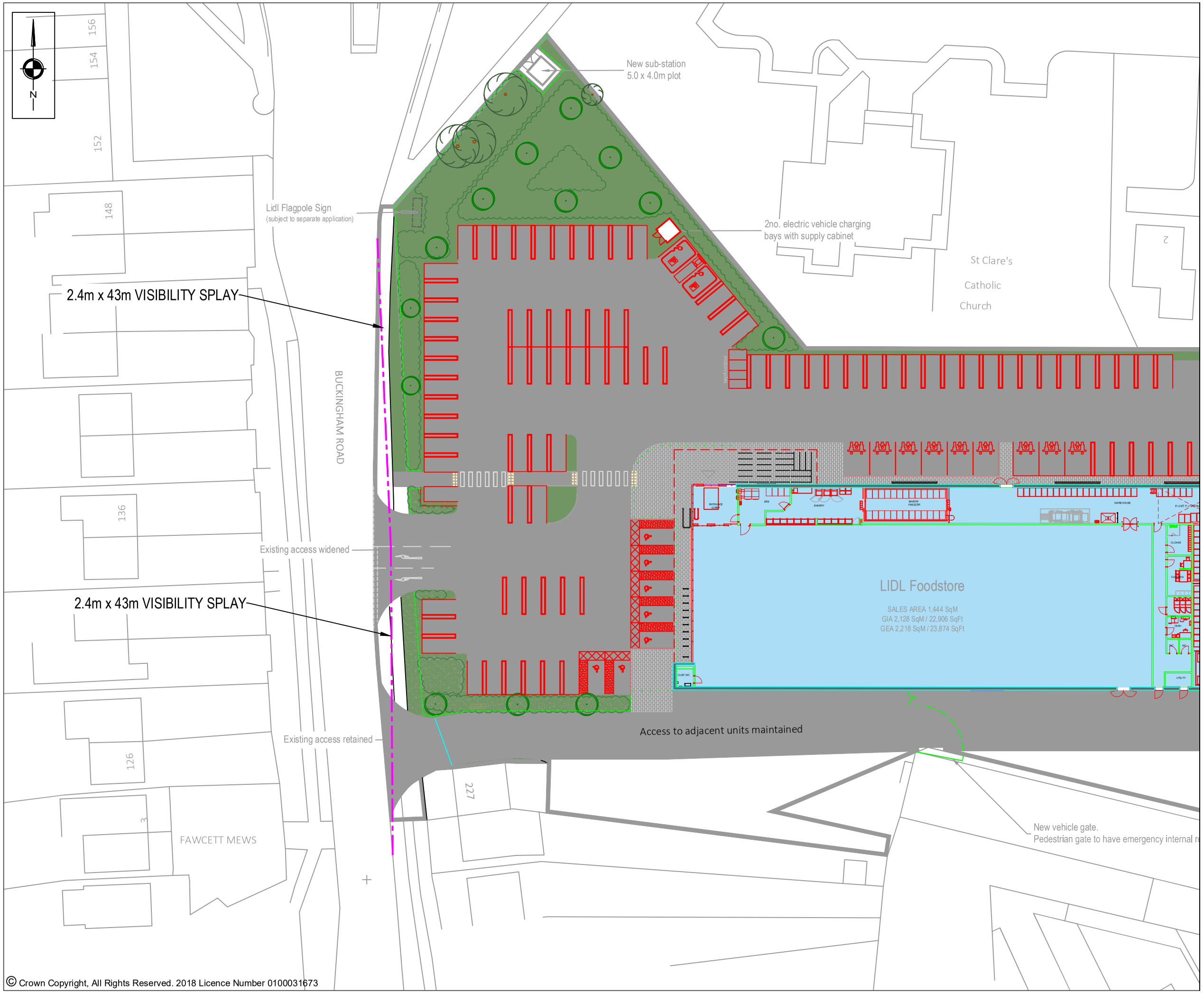
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1383	0.072	2	1383	0.036	2	1383	0.108
08:00 - 09:00	2	1383	0.217	2	1383	0.217	2	1383	0.434
09:00 - 10:00	2	1383	0.253	2	1383	0.217	2	1383	0.470
10:00 - 11:00	2	1383	0.434	2	1383	0.217	2	1383	0.651
11:00 - 12:00	2	1383	0.506	2	1383	0.434	2	1383	0.940
12:00 - 13:00	2	1383	0.362	2	1383	0.506	2	1383	0.868
13:00 - 14:00	**2**	**1383**	**0.579**	2	1383	0.289	2	1383	0.868
14:00 - 15:00	2	1383	0.398	2	1383	0.470	2	1383	0.868
15:00 - 16:00	2	1383	0.542	**2**	**1383**	**0.579**	**2**	**1383**	**1.121**
16:00 - 17:00	2	1383	0.398	2	1383	0.434	2	1383	0.832
17:00 - 18:00	2	1383	0.289	2	1383	0.398	2	1383	0.687
18:00 - 19:00	2	1383	0.289	2	1383	0.398	2	1383	0.687
19:00 - 20:00	2	1383	0.145	2	1383	0.253	2	1383	0.398
20:00 - 21:00	2	1383	0.072	2	1383	0.072	2	1383	0.144
21:00 - 22:00	2	1383	0.000	2	1383	0.000	2	1383	0.000
22:00 - 23:00	1	1690	0.000	1	1690	0.000	1	1690	0.000
23:00 - 24:00									
Total Rates:			4.556			4.520			9.076

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.*

S|C|P

APPENDIX 5



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
B	UPDATED BASED ON WHITTAM COX DRAWING REFERENCE 200027 PL-130	15.04.24	WB

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
LIDL GREAT BRITAIN LTD

Project Title:
PROPOSED NEW STORE, BUCKINGHAM ROAD, AYLESBURY

Drawing Title:
PROPOSED ACCESS ARRANGEMENT

Drawn By:	Date:
JH	26.05.2023
Checked: JRB	Scale: 1:500 @ A3
Status: PLANNING	Approved/Unapproved: -

Drawing No. SCP/200049/D01 Rev. B

S|C|P

APPENDIX 6

N

New sub-station
5.0 x 4.0m plot

Lidl Flagpole Sign
(subject to separate application)

2no. electric vehicle charging bays with supply cabinet

St Clare's Catholic Church

Presbytery

2.0m close board timber fence with minimum mass of 10kg/m² to boundary with Megdale Place

Megdale Place

New vehicle gate

BUCKINGHAM ROAD

Existing access widened

Existing access retained

LIDL Foodstore

SALES AREA 1,444 SqM
GIA 2,128 SqM / 22,906 SqFt
GEA 2,218 SqM / 23,874 SqFt

Plant Slab

Staff parking

Access to adjacent units maintained

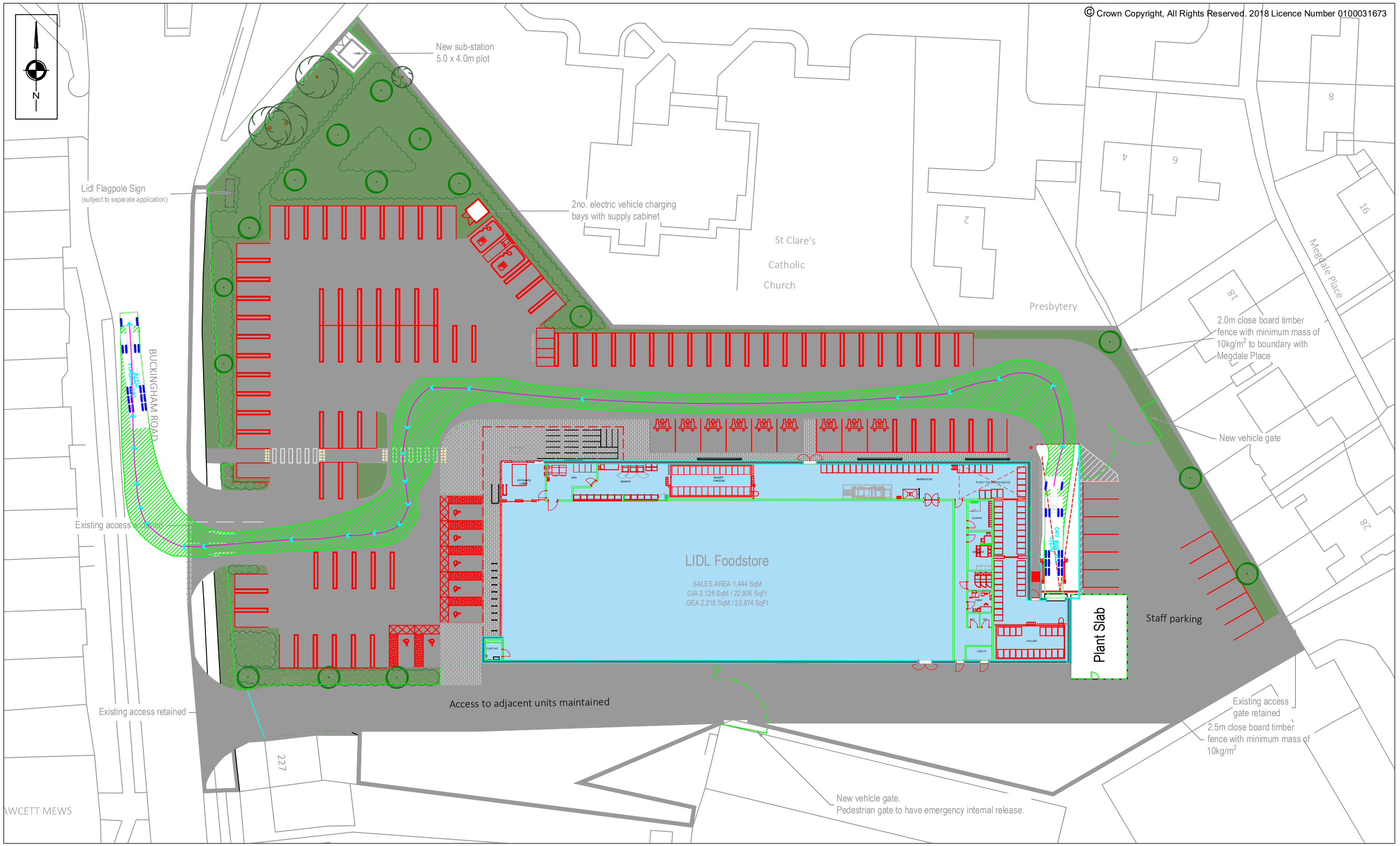
Existing access gate retained

2.5m close board timber fence with minimum mass of 10kg/m²

New vehicle gate.
Pedestrian gate to have emergency internal release.

AWCETT MEWS

S|C|P Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client LIDL GREAT BRITAIN LTD Project Title NEW STORE AT BUCKINGHAM ROAD, AYLESBURY	Drawing Title SWEPT PATH OF MAXIMUM LEGAL ARTICULATED HGV - INBOUND (BASED ON WC 200027 PL-13P)	Scale 1:500 @ A3 Date 15.04.2024 Approved/ Unapproved -	By WB Checked JRB Status PLANNING	Rev	Description	Date	By	Drawing No. SCP/200049/ ATR09 Revision -
					-	-	-	-	
					-	-	-	-	
					-	-	-	-	
					-	-	-	-	



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client	LIDL GREAT BRITAIN LTD
Project Title	NEW STORE AT BUCKINGHAM ROAD, AYLESBURY
Drawing Title	SWEPT PATH OF MAXIMUM LEGAL ARTICULATED HGV - OUTBOUND (BASED ON WC 200027 PL-13P)
Scale	1:500 @ A3
By	WB
Date	15.04.2024
Checked	JRB
Approved/ Unapproved	-
Status	PLANNING

Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No.	SCP/200049/ ATR10
Revision	-

S|C|P

APPENDIX 7

Calculation Reference: AUDIT-726001-240416-0448

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	SO	SLOUGH	1 days
	WS	WEST SUSSEX	3 days
03	**SOUTH WEST**		
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	2 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	2 days
08	**NORTH WEST**		
	GT	WARRINGTON	1 days
09	**NORTH**		
	NB	NORTHUMBERLAND	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	AD	ABERDEEN CITY	1 days
	SR	STIRLING	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:	Retail floor area
Actual Range:	900 to 1690 (units: sqm)
Range Selected by User:	600 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/07/16 to 21/09/23

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

Selected survey days:

Monday	2 days
Tuesday	6 days
Wednesday	3 days
Thursday	7 days
Friday	3 days

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

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Industrial Zone	4
Development Zone	1
Residential Zone	3
Retail Zone	6
Built-Up Zone	2
High Street	1
No Sub Category	4

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	17 days	- Selected
Servicing vehicles Excluded	12 days	- Selected

Secondary Filtering selection:

Use Class:

E(a)	21 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	7 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	13 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	21 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	6 days
No	14 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.

PTAL Rating:

No PTAL Present	21 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **AD-01-C-02** **LIDL** **ABERDEEN CITY**
GREENWELL ROAD
ABERDEEN

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Retail floor area: 1650 sqm
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

2 **CA-01-C-01** **LIDL** **CAMBRIDGESHIRE**
CROMWELL ROAD
WISBECH

Edge of Town
Retail Zone
Total Retail floor area: 913 sqm
Survey date: FRIDAY *21/10/16* *Survey Type: MANUAL*

3 **CF-01-C-01** **LIDL** **CARDIFF**
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Retail floor area: 1407 sqm
Survey date: THURSDAY *29/06/17* *Survey Type: MANUAL*

4 **GT-01-C-01** **LIDL** **WARRINGTON**
FENNEL STREET
WARRINGTON

Edge of Town Centre
Retail Zone
Total Retail floor area: 1000 sqm
Survey date: THURSDAY *15/04/21* *Survey Type: MANUAL*

5 **LN-01-C-01** **LIDL** **LINCOLNSHIRE**
RICHMOND DRIVE
SKEGNESS

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 1424 sqm
Survey date: TUESDAY *19/07/16* *Survey Type: MANUAL*

6 **NB-01-C-01** **LIDL** **NORTHUMBERLAND**
SCHALKSMUHLE ROAD
BEDLINGTON

Edge of Town Centre
No Sub Category
Total Retail floor area: 1425 sqm
Survey date: MONDAY *12/06/17* *Survey Type: MANUAL*

7 **NF-01-C-01** **LIDL** **NORFOLK**
AYLSHAM ROAD
NORWICH

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Retail floor area: 1690 sqm
Survey date: FRIDAY *29/11/19* *Survey Type: MANUAL*

8 **NN-01-C-02** **LIDL** **NORTH NORTHAMPTONSHIRE**
MARINERS WAY
KETTERING

Edge of Town Centre
Retail Zone
Total Retail floor area: 1375 sqm
Survey date: MONDAY *27/06/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **NN-01-C-04** **LIDL** **NORTH NORTHAMPTONSHIRE**
NEWTON ROAD
RUSHDEN

Edge of Town Centre
Residential Zone
Total Retail floor area: 1424 sqm
Survey date: TUESDAY *19/07/16* *Survey Type: MANUAL*

10 **NT-01-C-01** **LIDL** **NOTTINGHAMSHIRE**
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Retail floor area: 1424 sqm
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

11 **SM-01-C-01** **LIDL** **SOMERSET**
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Retail floor area: 1407 sqm
Survey date: THURSDAY *22/06/17* *Survey Type: MANUAL*

12 **SO-01-C-01** **LIDL** **SLOUGH**
BATH ROAD
SLOUGH
SLOUGH RETAIL PARK
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Retail floor area: 1100 sqm
Survey date: THURSDAY *22/09/22* *Survey Type: MANUAL*

13 **SR-01-C-01** **LIDL** **STIRLING**
PLAYERS ROAD
STIRLING

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 1424 sqm
Survey date: THURSDAY *01/06/17* *Survey Type: MANUAL*

14 **WL-01-C-02** **LIDL** **WILTSHIRE**
HUNGERDOWN LANE
CHIPPENHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Retail floor area: 1325 sqm
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 **WM-01-C-01** **LIDL** **WEST MIDLANDS**
MACKADOWN LANE
BIRMINGHAM
KITT'S GREEN
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Retail floor area: 1341 sqm
Survey date: TUESDAY *12/07/16* *Survey Type: MANUAL*

16 **WM-01-C-02** **LIDL** **WEST MIDLANDS**
HIGH STREET
WEST BROMWICH
GUNS VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Retail floor area: 1341 sqm
Survey date: TUESDAY *12/07/16* *Survey Type: MANUAL*

17 **WO-01-C-01** **LIDL** **WORCESTERSHIRE**
BLACKPOLE ROAD
WORCESTER
BRICKFIELDS
Edge of Town
Retail Zone
Total Retail floor area: 1424 sqm
Survey date: WEDNESDAY *13/07/16* *Survey Type: MANUAL*

18 **WO-01-C-02** **LIDL** **WORCESTERSHIRE**
WORCESTER ROAD
MALVERN

Edge of Town Centre
Residential Zone
Total Retail floor area: 900 sqm
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

19 **WS-01-C-05** **LIDL** **WEST SUSSEX**
WESTHAMPNETT ROAD
CHICHESTER

Edge of Town
Retail Zone
Total Retail floor area: 1325 sqm
Survey date: THURSDAY *08/09/22* *Survey Type: MANUAL*

20 **WS-01-C-06** **LIDL** **WEST SUSSEX**
FOUNDRY LANE
HORSHAM

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Retail floor area: 1000 sqm
Survey date: WEDNESDAY *07/09/22* *Survey Type: MANUAL*

21 **WS-01-C-07** **LIDL** **WEST SUSSEX**
NEWLANDS ROAD
BOGNOR REGIS

Edge of Town
Industrial Zone
Total Retail floor area: 1410 sqm
Survey date: THURSDAY *21/09/23* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DH-01-C-01	Not a Lidl Foodstore
NN-01-C-01	Not a Lidl Foodstore
NY-01-C-03	Not a Lidl Foodstore
TW-01-C-01	Not a Lidl Foodstore
TW-01-C-02	Not a Lidl Foodstore

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.86

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	1293	0.483	4	1293	0.039	4	1293	0.522
07:00 - 08:00	21	1320	0.851	21	1320	0.267	21	1320	1.118
08:00 - 09:00	21	1320	4.685	21	1320	3.206	21	1320	7.891
09:00 - 10:00	21	1320	5.983	21	1320	5.262	21	1320	11.245
10:00 - 11:00	21	1320	6.762	21	1320	6.142	21	1320	12.904
11:00 - 12:00	21	1320	7.303	21	1320	7.133	21	1320	14.436
12:00 - 13:00	21	1320	7.389	21	1320	7.328	21	1320	14.717
13:00 - 14:00	21	1320	7.144	21	1320	7.660	21	1320	14.804
14:00 - 15:00	**21**	**1320**	**7.635**	21	1320	7.462	21	1320	15.097
15:00 - 16:00	21	1320	7.436	21	1320	7.498	21	1320	14.934
16:00 - 17:00	21	1320	7.530	**21**	**1320**	**7.696**	**21**	**1320**	**15.226**
17:00 - 18:00	21	1320	6.928	21	1320	7.595	21	1320	14.523
18:00 - 19:00	21	1320	5.965	21	1320	6.412	21	1320	12.377
19:00 - 20:00	21	1320	4.338	21	1320	4.955	21	1320	9.293
20:00 - 21:00	21	1320	2.788	21	1320	3.440	21	1320	6.228
21:00 - 22:00	21	1320	1.168	21	1320	1.839	21	1320	3.007
22:00 - 23:00	20	1341	0.041	20	1341	0.350	20	1341	0.391
23:00 - 24:00									
Total Rates:			84.429			84.284			168.713

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

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

Parameter summary

Trip rate parameter range selected:	900 - 1690 (units: sqm)
Survey date date range:	01/07/16 - 21/09/23
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	5

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	1293	0.019	4	1293	0.000	4	1293	0.019
07:00 - 08:00	21	1320	0.014	21	1320	0.007	21	1320	0.021
08:00 - 09:00	21	1320	0.022	21	1320	0.018	21	1320	0.040
09:00 - 10:00	**21**	**1320**	**0.050**	**21**	**1320**	**0.050**	**21**	**1320**	**0.100**
10:00 - 11:00	21	1320	0.025	21	1320	0.029	21	1320	0.054
11:00 - 12:00	21	1320	0.018	21	1320	0.022	21	1320	0.040
12:00 - 13:00	21	1320	0.014	21	1320	0.014	21	1320	0.028
13:00 - 14:00	21	1320	0.029	21	1320	0.029	21	1320	0.058
14:00 - 15:00	21	1320	0.011	21	1320	0.018	21	1320	0.029
15:00 - 16:00	21	1320	0.011	21	1320	0.011	21	1320	0.022
16:00 - 17:00	21	1320	0.014	21	1320	0.018	21	1320	0.032
17:00 - 18:00	21	1320	0.022	21	1320	0.007	21	1320	0.029
18:00 - 19:00	21	1320	0.025	21	1320	0.025	21	1320	0.050
19:00 - 20:00	21	1320	0.025	21	1320	0.029	21	1320	0.054
20:00 - 21:00	21	1320	0.011	21	1320	0.011	21	1320	0.022
21:00 - 22:00	21	1320	0.000	21	1320	0.011	21	1320	0.011
22:00 - 23:00	20	1341	0.000	20	1341	0.004	20	1341	0.004
23:00 - 24:00									
Total Rates:			0.310			0.303			0.613

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	1293	0.019	4	1293	0.000	4	1293	0.019
07:00 - 08:00	21	1320	0.022	21	1320	0.007	21	1320	0.029
08:00 - 09:00	21	1320	0.126	21	1320	0.083	21	1320	0.209
09:00 - 10:00	21	1320	0.119	21	1320	0.079	21	1320	0.198
10:00 - 11:00	21	1320	0.115	21	1320	0.105	21	1320	0.220
11:00 - 12:00	21	1320	0.097	21	1320	0.108	21	1320	0.205
12:00 - 13:00	21	1320	0.123	21	1320	0.123	21	1320	0.246
13:00 - 14:00	21	1320	0.115	21	1320	0.115	21	1320	0.230
14:00 - 15:00	21	1320	0.112	21	1320	0.123	21	1320	0.235
15:00 - 16:00	21	1320	0.133	21	1320	0.133	21	1320	0.266
16:00 - 17:00	21	1320	0.133	21	1320	0.101	21	1320	0.234
17:00 - 18:00	**21**	**1320**	**0.144**	**21**	**1320**	**0.177**	**21**	**1320**	**0.321**
18:00 - 19:00	21	1320	0.126	21	1320	0.105	21	1320	0.231
19:00 - 20:00	21	1320	0.058	21	1320	0.079	21	1320	0.137
20:00 - 21:00	21	1320	0.069	21	1320	0.097	21	1320	0.166
21:00 - 22:00	21	1320	0.011	21	1320	0.054	21	1320	0.065
22:00 - 23:00	20	1341	0.004	20	1341	0.019	20	1341	0.023
23:00 - 24:00									
Total Rates:			1.526			1.508			3.034

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	1293	0.213	4	1293	0.019	4	1293	0.232
07:00 - 08:00	21	1320	0.245	21	1320	0.036	21	1320	0.281
08:00 - 09:00	21	1320	1.291	21	1320	1.125	21	1320	2.416
09:00 - 10:00	21	1320	1.439	21	1320	1.342	21	1320	2.781
10:00 - 11:00	21	1320	1.699	21	1320	1.572	21	1320	3.271
11:00 - 12:00	21	1320	1.893	21	1320	1.904	21	1320	3.797
12:00 - 13:00	**21**	**1320**	**2.431**	**21**	**1320**	**2.301**	**21**	**1320**	**4.732**
13:00 - 14:00	21	1320	2.009	21	1320	2.128	21	1320	4.137
14:00 - 15:00	21	1320	1.800	21	1320	1.778	21	1320	3.578
15:00 - 16:00	21	1320	2.023	21	1320	2.027	21	1320	4.050
16:00 - 17:00	21	1320	2.290	21	1320	2.124	21	1320	4.414
17:00 - 18:00	21	1320	1.980	21	1320	1.919	21	1320	3.899
18:00 - 19:00	21	1320	1.572	21	1320	1.558	21	1320	3.130
19:00 - 20:00	21	1320	0.887	21	1320	1.161	21	1320	2.048
20:00 - 21:00	21	1320	0.779	21	1320	0.945	21	1320	1.724
21:00 - 22:00	21	1320	0.451	21	1320	0.667	21	1320	1.118
22:00 - 23:00	20	1341	0.000	20	1341	0.101	20	1341	0.101
23:00 - 24:00									
Total Rates:			23.002			22.707			45.709

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	1293	0.097	4	1293	0.000	4	1293	0.097
07:00 - 08:00	21	1320	0.083	21	1320	0.018	21	1320	0.101
08:00 - 09:00	21	1320	0.303	21	1320	0.130	21	1320	0.433
09:00 - 10:00	21	1320	0.332	21	1320	0.296	21	1320	0.628
10:00 - 11:00	21	1320	0.328	21	1320	0.332	21	1320	0.660
11:00 - 12:00	**21**	**1320**	**0.353**	**21**	**1320**	**0.335**	**21**	**1320**	**0.688**
12:00 - 13:00	21	1320	0.310	21	1320	0.274	21	1320	0.584
13:00 - 14:00	21	1320	0.325	21	1320	0.325	21	1320	0.650
14:00 - 15:00	21	1320	0.310	21	1320	0.307	21	1320	0.617
15:00 - 16:00	21	1320	0.289	21	1320	0.281	21	1320	0.570
16:00 - 17:00	21	1320	0.285	21	1320	0.267	21	1320	0.552
17:00 - 18:00	21	1320	0.238	21	1320	0.332	21	1320	0.570
18:00 - 19:00	21	1320	0.220	21	1320	0.274	21	1320	0.494
19:00 - 20:00	21	1320	0.108	21	1320	0.184	21	1320	0.292
20:00 - 21:00	21	1320	0.094	21	1320	0.115	21	1320	0.209
21:00 - 22:00	21	1320	0.036	21	1320	0.083	21	1320	0.119
22:00 - 23:00	20	1341	0.000	20	1341	0.026	20	1341	0.026
23:00 - 24:00									
Total Rates:			3.711			3.579			7.290

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.*

Calculation Reference: AUDIT-726001-240416-0458

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	SM	SOMERSET	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	2 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	NB	NORTHUMBERLAND	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	LO	WEST LOTHIAN	1 days
	SR	STIRLING	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:	Retail floor area
Actual Range:	1075 to 1870 (units: sqm)
Range Selected by User:	600 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/07/16 to 21/09/23

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

Selected survey days:

Saturday	15 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.

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	2
Retail Zone	1
Built-Up Zone	3
High Street	1
No Sub Category	6

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	8 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	15 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	2 days
No	12 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.

PTAL Rating:

No PTAL Present	15 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **CF-01-C-01** **LIDL** **CARDIFF**
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Retail floor area: 1407 sqm
Survey date: SATURDAY *01/07/17* *Survey Type: MANUAL*

2 **LN-01-C-01** **LIDL** **LINCOLNSHIRE**
RICHMOND DRIVE
SKEGNESS

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY *16/07/16* *Survey Type: MANUAL*

3 **LN-01-C-02** **LIDL** **LINCOLNSHIRE**
DIXON STREET
LINCOLN
NEW BOULTHAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Retail floor area: 1235 sqm
Survey date: SATURDAY *28/10/17* *Survey Type: MANUAL*

4 **LO-01-C-01** **LIDL** **WEST LOTHIAN**
ALDERSTONE ROAD
LIVINGSTON

Edge of Town Centre
No Sub Category
Total Retail floor area: 1870 sqm
Survey date: SATURDAY *12/06/21* *Survey Type: MANUAL*

5 **MS-01-C-04** **LIDL** **MERSEYSIDE**
OXTON ROAD
BIRKENHEAD

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY *17/04/21* *Survey Type: MANUAL*

6 **NB-01-C-01** **LIDL** **NORTHUMBERLAND**
SCHALKSMUHLE ROAD
BEDLINGTON

Edge of Town Centre
No Sub Category
Total Retail floor area: 1425 sqm
Survey date: SATURDAY *10/06/17* *Survey Type: MANUAL*

7 **NF-01-C-02** **LIDL** **NORFOLK**
AYLSHAM ROAD
NORWICH

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Retail floor area: 1690 sqm
Survey date: SATURDAY *10/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **NN-01-C-04** **LIDL** **NORTH NORTHAMPTONSHIRE**
NEWTON ROAD
RUSHDEN

Edge of Town Centre
Residential Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY *16/07/16* *Survey Type: MANUAL*

9 **NT-01-C-01** **LIDL** **NOTTINGHAMSHIRE**
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY *16/07/16* *Survey Type: MANUAL*

10 **SF-01-C-02** **LIDL** **SUFFOLK**
LONDON ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Retail floor area: 1075 sqm
Survey date: SATURDAY *26/06/21* *Survey Type: MANUAL*

11 **SM-01-C-01** **LIDL** **SOMERSET**
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Retail floor area: 1407 sqm
Survey date: SATURDAY *24/06/17* *Survey Type: MANUAL*

12 **SR-01-C-01** **LIDL** **STIRLING**
PLAYERS ROAD
STIRLING

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY *03/06/17* *Survey Type: MANUAL*

13 **WM-01-C-01** **LIDL** **WEST MIDLANDS**
MACKADOWN LANE
BIRMINGHAM
KITT'S GREEN
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Retail floor area: 1341 sqm
Survey date: SATURDAY *09/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

14 WM-01-C-02 LIDL WEST MIDLANDS
HIGH STREET
WEST BROMWICH
GUNS VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Retail floor area: 1341 sqm
Survey date: SATURDAY 09/07/16 Survey Type: MANUAL

15 WO-01-C-01 LIDL WORCESTERSHIRE
BLACKPOLE ROAD
WORCESTER
BRICKFIELDS
Edge of Town
Retail Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY 16/07/16 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
LN-01-C-03	Not a Lidl Foodstore
MS-01-C-05	Not a Lidl Foodstore
SF-01-C-01	Not a Lidl Foodstore
WM-01-C-03	Not a Lidl Foodstore

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.10

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.386	2	1424	0.140	2	1424	0.526
07:00 - 08:00	15	1422	0.844	15	1422	0.173	15	1422	1.017
08:00 - 09:00	15	1422	4.275	15	1422	3.117	15	1422	7.392
09:00 - 10:00	15	1422	5.854	15	1422	4.959	15	1422	10.813
10:00 - 11:00	15	1422	7.659	15	1422	6.632	15	1422	14.291
11:00 - 12:00	**15**	**1422**	**9.557**	15	1422	8.713	15	1422	18.270
12:00 - 13:00	15	1422	8.896	**15**	**1422**	**9.506**	**15**	**1422**	**18.402**
13:00 - 14:00	15	1422	8.737	15	1422	8.352	15	1422	17.089
14:00 - 15:00	15	1422	8.006	15	1422	8.160	15	1422	16.166
15:00 - 16:00	15	1422	7.846	15	1422	8.329	15	1422	16.175
16:00 - 17:00	15	1422	7.148	15	1422	7.710	15	1422	14.858
17:00 - 18:00	15	1422	6.089	15	1422	6.384	15	1422	12.473
18:00 - 19:00	15	1422	4.401	15	1422	5.400	15	1422	9.801
19:00 - 20:00	15	1422	3.239	15	1422	3.975	15	1422	7.214
20:00 - 21:00	15	1422	1.917	15	1422	2.315	15	1422	4.232
21:00 - 22:00	15	1422	0.961	15	1422	1.467	15	1422	2.428
22:00 - 23:00	14	1447	0.054	14	1447	0.286	14	1447	0.340
23:00 - 24:00									
Total Rates:			85.869			85.618			171.487

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

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

Parameter summary

Trip rate parameter range selected:	1075 - 1870 (units: sqm)
Survey date date range:	01/07/16 - 21/09/23
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	15
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	**2**	**1424**	**0.035**	**2**	**1424**	**0.035**	**2**	**1424**	**0.070**
07:00 - 08:00	15	1422	0.014	15	1422	0.009	15	1422	0.023
08:00 - 09:00	15	1422	0.019	15	1422	0.023	15	1422	0.042
09:00 - 10:00	15	1422	0.023	15	1422	0.009	15	1422	0.032
10:00 - 11:00	15	1422	0.005	15	1422	0.019	15	1422	0.024
11:00 - 12:00	15	1422	0.005	15	1422	0.005	15	1422	0.010
12:00 - 13:00	15	1422	0.000	15	1422	0.005	15	1422	0.005
13:00 - 14:00	15	1422	0.009	15	1422	0.000	15	1422	0.009
14:00 - 15:00	15	1422	0.005	15	1422	0.005	15	1422	0.010
15:00 - 16:00	15	1422	0.014	15	1422	0.019	15	1422	0.033
16:00 - 17:00	15	1422	0.009	15	1422	0.005	15	1422	0.014
17:00 - 18:00	15	1422	0.005	15	1422	0.009	15	1422	0.014
18:00 - 19:00	15	1422	0.000	15	1422	0.000	15	1422	0.000
19:00 - 20:00	15	1422	0.014	15	1422	0.009	15	1422	0.023
20:00 - 21:00	15	1422	0.019	15	1422	0.019	15	1422	0.038
21:00 - 22:00	15	1422	0.000	15	1422	0.009	15	1422	0.009
22:00 - 23:00	14	1447	0.000	14	1447	0.000	14	1447	0.000
23:00 - 24:00									
Total Rates:			0.176			0.180			0.356

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.035	2	1424	0.000	2	1424	0.035
07:00 - 08:00	15	1422	0.056	15	1422	0.009	15	1422	0.065
08:00 - 09:00	15	1422	0.080	15	1422	0.070	15	1422	0.150
09:00 - 10:00	15	1422	0.098	15	1422	0.103	15	1422	0.201
10:00 - 11:00	15	1422	0.173	15	1422	0.103	15	1422	0.276
11:00 - 12:00	15	1422	0.173	15	1422	0.150	15	1422	0.323
12:00 - 13:00	15	1422	0.127	15	1422	0.131	15	1422	0.258
13:00 - 14:00	**15**	**1422**	**0.187**	15	1422	0.112	15	1422	0.299
14:00 - 15:00	15	1422	0.136	15	1422	0.164	15	1422	0.300
15:00 - 16:00	15	1422	0.150	15	1422	0.122	15	1422	0.272
16:00 - 17:00	15	1422	0.136	15	1422	0.183	15	1422	0.319
17:00 - 18:00	15	1422	0.127	**15**	**1422**	**0.197**	**15**	**1422**	**0.324**
18:00 - 19:00	15	1422	0.122	15	1422	0.141	15	1422	0.263
19:00 - 20:00	15	1422	0.112	15	1422	0.117	15	1422	0.229
20:00 - 21:00	15	1422	0.089	15	1422	0.089	15	1422	0.178
21:00 - 22:00	15	1422	0.037	15	1422	0.080	15	1422	0.117
22:00 - 23:00	14	1447	0.000	14	1447	0.010	14	1447	0.010
23:00 - 24:00									
Total Rates:			1.838			1.781			3.619

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.562	2	1424	0.000	2	1424	0.562
07:00 - 08:00	15	1422	0.248	15	1422	0.066	15	1422	0.314
08:00 - 09:00	15	1422	1.008	15	1422	0.811	15	1422	1.819
09:00 - 10:00	15	1422	1.087	15	1422	1.270	15	1422	2.357
10:00 - 11:00	15	1422	1.748	15	1422	1.448	15	1422	3.196
11:00 - 12:00	15	1422	2.184	15	1422	2.311	15	1422	4.495
12:00 - 13:00	15	1422	2.944	15	1422	2.690	15	1422	5.634
13:00 - 14:00	15	1422	2.948	15	1422	2.714	15	1422	5.662
14:00 - 15:00	**15**	**1422**	**3.014**	**15**	**1422**	**3.094**	**15**	**1422**	**6.108**
15:00 - 16:00	15	1422	2.625	15	1422	3.028	15	1422	5.653
16:00 - 17:00	15	1422	2.798	15	1422	2.676	15	1422	5.474
17:00 - 18:00	15	1422	2.583	15	1422	2.456	15	1422	5.039
18:00 - 19:00	15	1422	2.395	15	1422	2.086	15	1422	4.481
19:00 - 20:00	15	1422	1.472	15	1422	1.781	15	1422	3.253
20:00 - 21:00	15	1422	1.369	15	1422	1.509	15	1422	2.878
21:00 - 22:00	15	1422	0.605	15	1422	0.792	15	1422	1.397
22:00 - 23:00	14	1447	0.054	14	1447	0.192	14	1447	0.246
23:00 - 24:00									
Total Rates:			29.644			28.924			58.568

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.105	2	1424	0.035	2	1424	0.140
07:00 - 08:00	15	1422	0.075	15	1422	0.037	15	1422	0.112
08:00 - 09:00	15	1422	0.291	15	1422	0.197	15	1422	0.488
09:00 - 10:00	15	1422	0.323	15	1422	0.300	15	1422	0.623
10:00 - 11:00	15	1422	0.342	15	1422	0.253	15	1422	0.595
11:00 - 12:00	15	1422	0.328	15	1422	0.272	15	1422	0.600
12:00 - 13:00	**15**	**1422**	**0.380**	**15**	**1422**	**0.323**	**15**	**1422**	**0.703**
13:00 - 14:00	15	1422	0.305	15	1422	0.281	15	1422	0.586
14:00 - 15:00	15	1422	0.356	15	1422	0.319	15	1422	0.675
15:00 - 16:00	15	1422	0.333	15	1422	0.309	15	1422	0.642
16:00 - 17:00	15	1422	0.272	15	1422	0.319	15	1422	0.591
17:00 - 18:00	15	1422	0.202	15	1422	0.300	15	1422	0.502
18:00 - 19:00	15	1422	0.211	15	1422	0.220	15	1422	0.431
19:00 - 20:00	15	1422	0.131	15	1422	0.225	15	1422	0.356
20:00 - 21:00	15	1422	0.084	15	1422	0.136	15	1422	0.220
21:00 - 22:00	15	1422	0.033	15	1422	0.075	15	1422	0.108
22:00 - 23:00	14	1447	0.005	14	1447	0.030	14	1447	0.035
23:00 - 24:00									
Total Rates:			3.776			3.631			7.407

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.*

S|C|P

APPENDIX 8

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: SCP_200049_PICADY_site access_RC-WB_020223_May_2023_Update.j9
Path: Z:\Job Library\2020\200049 - Proposed Lidl, Buckingham Road, Aylesbury\Traffic Data\PICADY
Report generation date: 26/05/2023 14:10:54

Summary of junction performance

	AM					PM					Sat				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Base 2023 + Lidl														
Stream B-C	D1	0.0	7.90	0.02	A	D2	0.0	7.75	0.04	A	D3	0.1	8.01	0.06	A
Stream B-A		0.2	14.54	0.13	B		0.5	16.84	0.33	C		0.7	17.62	0.41	C
Stream C-AB		0.1	4.73	0.06	A		0.2	4.57	0.11	A		0.2	5.16	0.10	A
	Base 2028 + Lidl														
Stream B-C	D4	0.0	8.03	0.02	A	D5	0.0	7.85	0.04	A	D6	0.1	8.10	0.06	A
Stream B-A		0.2	15.21	0.14	C		0.5	17.58	0.34	C		0.7	18.24	0.42	C
Stream C-AB		0.1	4.66	0.06	A		0.3	4.51	0.12	A		0.2	5.10	0.11	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

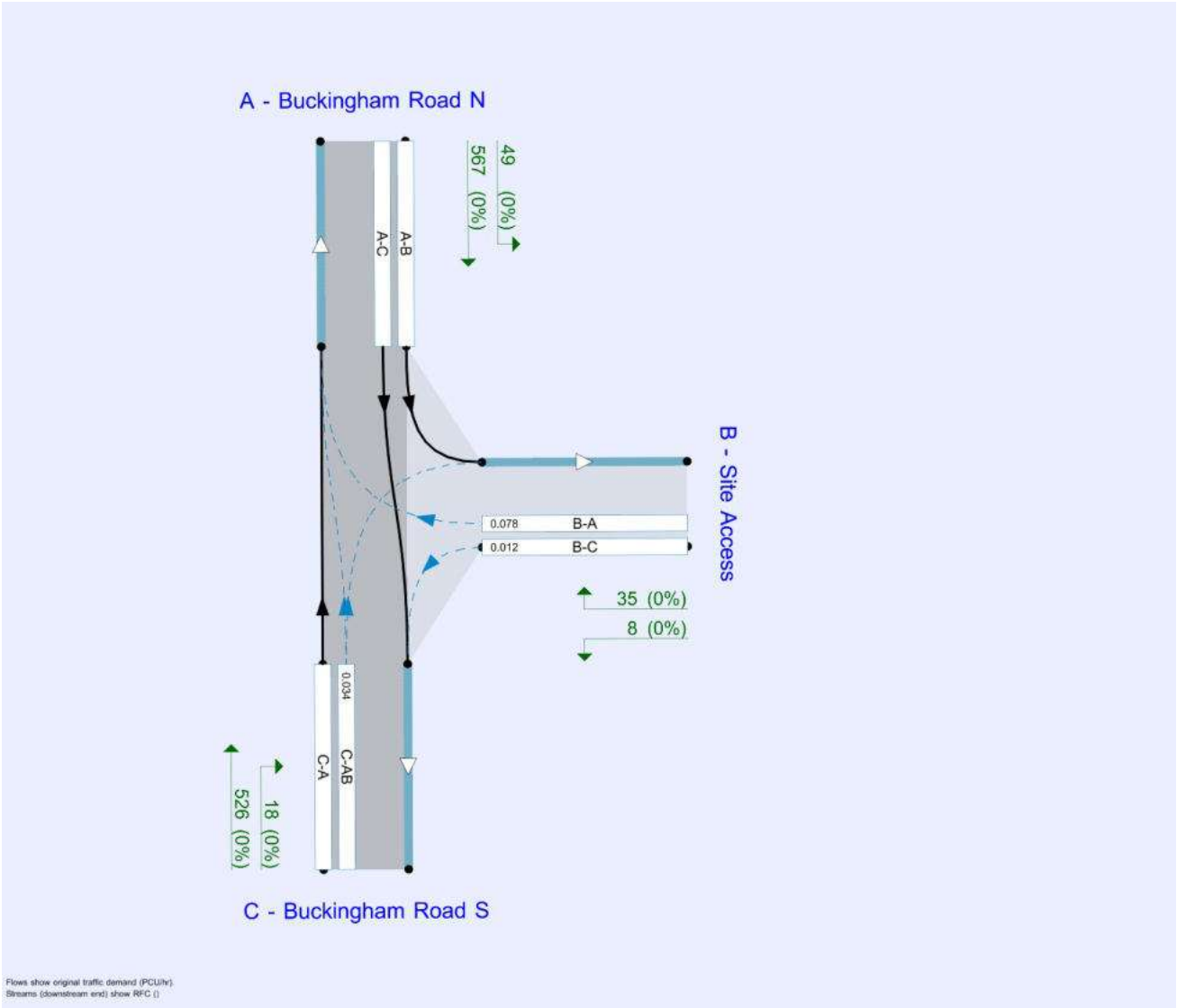
File summary

File Description

Title	
Location	
Site number	
Date	08/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\reuben.cutts
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2023 + Lidl	AM	ONE HOUR	07:45	09:15	15
D2	Base 2023 + Lidl	PM	ONE HOUR	15:45	17:15	15
D3	Base 2023 + Lidl	Sat	ONE HOUR	11:45	13:15	15
D4	Base 2028 + Lidl	AM	ONE HOUR	07:45	09:15	15
D5	Base 2028 + Lidl	PM	ONE HOUR	15:45	17:15	15
D6	Base 2028 + Lidl	Sat	ONE HOUR	11:45	13:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2023 + Lidl, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Buckingham Road N		Major
B	Site Access		Minor
C	Buckingham Road S		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 - Buckingham Road S	8.67			70.4	✓	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 - Site Access	Two lanes	2.45	2.50	28	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	477	0.077	0.194	0.122	0.277
B-C	608	0.082	0.208	-	-
C-B	615	0.211	0.211	-	-

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)
D1	Base 2023 + Lidl	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Buckingham Road N		✓	584	100.000
B - Site Access		✓	43	100.000
C - Buckingham Road S		✓	514	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Buckingham Road N	B - Site Access	C - Buckingham Road S
From	A - Buckingham Road N	0	49	535
	B - Site Access	35	0	8
	C - Buckingham Road S	496	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Buckingham Road N	B - Site Access	C - Buckingham Road S
From	A - Buckingham Road N	0	0	0
	B - Site Access	0	0	0
	C - Buckingham Road S	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Buckingham Road N	07:45-08:00	440	440
	08:00-08:15	525	525
	08:15-08:30	643	643
	08:30-08:45	643	643
	08:45-09:00	525	525
	09:00-09:15	440	440
B - Site Access	07:45-08:00	32	32
	08:00-08:15	39	39
	08:15-08:30	47	47
	08:30-08:45	47	47
	08:45-09:00	39	39
	09:00-09:15	32	32
C - Buckingham Road S	07:45-08:00	387	387
	08:00-08:15	462	462
	08:15-08:30	566	566
	08:30-08:45	566	566
	08:45-09:00	462	462
	09:00-09:15	387	387

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.90	0.0	A
B-A	0.13	14.54	0.2	B
C-AB	0.06	4.73	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	511	0.012	6	0.0	7.123	A
B-A	26	346	0.076	26	0.1	11.223	B
C-AB	26	787	0.033	26	0.0	4.727	A
C-A	361			361			
A-B	37			37			
A-C	403			403			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	492	0.015	7	0.0	7.425	A
B-A	31	321	0.098	31	0.1	12.419	B
C-AB	35	825	0.043	35	0.1	4.556	A
C-A	427			427			
A-B	44			44			
A-C	481			481			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	465	0.019	9	0.0	7.896	A
B-A	39	286	0.135	38	0.2	14.517	B
C-AB	52	880	0.060	52	0.1	4.348	A
C-A	514			514			
A-B	54			54			
A-C	589			589			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	465	0.019	9	0.0	7.897	A
B-A	39	286	0.135	39	0.2	14.538	B
C-AB	52	880	0.060	52	0.1	4.351	A
C-A	513			513			
A-B	54			54			
A-C	589			589			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	492	0.015	7	0.0	7.428	A
B-A	31	321	0.098	32	0.1	12.443	B
C-AB	35	825	0.043	36	0.1	4.560	A
C-A	427			427			
A-B	44			44			
A-C	481			481			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	511	0.012	6	0.0	7.125	A
B-A	26	346	0.076	26	0.1	11.254	B
C-AB	26	787	0.033	26	0.0	4.728	A
C-A	361			361			
A-B	37			37			
A-C	403			403			

Base 2023 + Lidl, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.94	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)
D2	Base 2023 + Lidl	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Buckingham Road N		✓	394	100.000
B - Site Access		✓	113	100.000
C - Buckingham Road S		✓	582	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Buckingham Road N	B - Site Access	C - Buckingham Road S
From	A - Buckingham Road N	0	76	318
	B - Site Access	95	0	18
	C - Buckingham Road S	548	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Buckingham Road N	B - Site Access	C - Buckingham Road S
From	A - Buckingham Road N	0	0	0
	B - Site Access	0	0	0
	C - Buckingham Road S	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Buckingham Road N	15:45-16:00	297	297
	16:00-16:15	354	354
	16:15-16:30	434	434
	16:30-16:45	434	434
	16:45-17:00	354	354
	17:00-17:15	297	297
B - Site Access	15:45-16:00	85	85
	16:00-16:15	102	102
	16:15-16:30	124	124
	16:30-16:45	124	124
	16:45-17:00	102	102
	17:00-17:15	85	85
C - Buckingham Road S	15:45-16:00	438	438
	16:00-16:15	523	523
	16:15-16:30	641	641
	16:30-16:45	641	641
	16:45-17:00	523	523
	17:00-17:15	438	438

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.75	0.0	A
B-A	0.33	16.84	0.5	C
C-AB	0.11	4.57	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	527	0.026	13	0.0	7.011	A
B-A	72	368	0.194	71	0.2	12.085	B
C-AB	50	838	0.060	50	0.1	4.567	A
C-A	388			388			
A-B	57			57			
A-C	239			239			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	509	0.032	16	0.0	7.299	A
B-A	85	347	0.246	85	0.3	13.705	B
C-AB	69	885	0.078	69	0.1	4.412	A
C-A	454			454			
A-B	68			68			
A-C	286			286			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	484	0.041	20	0.0	7.747	A
B-A	105	318	0.329	104	0.5	16.745	C
C-AB	103	952	0.108	102	0.2	4.243	A
C-A	538			538			
A-B	84			84			
A-C	350			350			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	484	0.041	20	0.0	7.752	A
B-A	105	318	0.329	105	0.5	16.843	C
C-AB	103	952	0.108	103	0.2	4.247	A
C-A	538			538			
A-B	84			84			
A-C	350			350			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	509	0.032	16	0.0	7.306	A
B-A	85	347	0.246	86	0.3	13.808	B
C-AB	69	885	0.078	70	0.1	4.417	A
C-A	454			454			
A-B	68			68			
A-C	286			286			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	526	0.026	14	0.0	7.021	A
B-A	72	368	0.194	72	0.2	12.155	B
C-AB	51	838	0.060	51	0.1	4.572	A
C-A	387			387			
A-B	57			57			
A-C	239			239			

Base 2023 + Lidl, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.96	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)
D3	Base 2023 + Lidl	Sat	ONE HOUR	11:45	13:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Buckingham Road N		✓	392	100.000
B - Site Access		✓	153	100.000
C - Buckingham Road S		✓	404	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Buckingham Road N	B - Site Access	C - Buckingham Road S
From	A - Buckingham Road N	0	101	291
	B - Site Access	128	0	25
	C - Buckingham Road S	366	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Buckingham Road N	B - Site Access	C - Buckingham Road S
From	A - Buckingham Road N	0	0	0
	B - Site Access	0	0	0
	C - Buckingham Road S	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Buckingham Road N	11:45-12:00	295	295
	12:00-12:15	352	352
	12:15-12:30	432	432
	12:30-12:45	432	432
	12:45-13:00	352	352
	13:00-13:15	295	295
B - Site Access	11:45-12:00	115	115
	12:00-12:15	138	138
	12:15-12:30	168	168
	12:30-12:45	168	168
	12:45-13:00	138	138
	13:00-13:15	115	115
C - Buckingham Road S	11:45-12:00	304	304
	12:00-12:15	363	363
	12:15-12:30	445	445
	12:30-12:45	445	445
	12:45-13:00	363	363
	13:00-13:15	304	304

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	8.01	0.1	A
B-A	0.41	17.62	0.7	C
C-AB	0.10	5.16	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	522	0.036	19	0.0	7.155	A
B-A	96	387	0.249	95	0.3	12.285	B
C-AB	45	744	0.061	45	0.1	5.154	A
C-A	259			259			
A-B	76			76			
A-C	219			219			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	503	0.045	22	0.0	7.487	A
B-A	115	369	0.312	115	0.4	14.105	B
C-AB	60	771	0.078	60	0.1	5.063	A
C-A	303			303			
A-B	91			91			
A-C	262			262			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	477	0.058	27	0.1	8.002	A
B-A	141	345	0.408	140	0.7	17.467	C
C-AB	84	810	0.103	83	0.2	4.958	A
C-A	361			361			
A-B	111			111			
A-C	320			320			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	477	0.058	28	0.1	8.010	A
B-A	141	345	0.408	141	0.7	17.624	C
C-AB	84	810	0.103	84	0.2	4.962	A
C-A	361			361			
A-B	111			111			
A-C	320			320			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	503	0.045	23	0.0	7.500	A
B-A	115	369	0.312	116	0.5	14.259	B
C-AB	60	771	0.078	60	0.1	5.069	A
C-A	303			303			
A-B	91			91			
A-C	262			262			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	521	0.036	19	0.0	7.171	A
B-A	96	387	0.249	97	0.3	12.440	B
C-AB	46	744	0.061	46	0.1	5.163	A
C-A	259			259			
A-B	76			76			
A-C	219			219			

Base 2028 + Lidl, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.66	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)
D4	Base 2028 + Lidl	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Buckingham Road N		✓	616	100.000
B - Site Access		✓	43	100.000
C - Buckingham Road S		✓	544	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Buckingham Road N	B - Site Access	C - Buckingham Road S
From	A - Buckingham Road N	0	49	567
	B - Site Access	35	0	8
	C - Buckingham Road S	526	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Buckingham Road N	B - Site Access	C - Buckingham Road S
From	A - Buckingham Road N	0	0	0
	B - Site Access	0	0	0
	C - Buckingham Road S	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Buckingham Road N	07:45-08:00	464	464
	08:00-08:15	554	554
	08:15-08:30	678	678
	08:30-08:45	678	678
	08:45-09:00	554	554
	09:00-09:15	464	464
B - Site Access	07:45-08:00	32	32
	08:00-08:15	39	39
	08:15-08:30	47	47
	08:30-08:45	47	47
	08:45-09:00	39	39
	09:00-09:15	32	32
C - Buckingham Road S	07:45-08:00	410	410
	08:00-08:15	489	489
	08:15-08:30	599	599
	08:30-08:45	599	599
	08:45-09:00	489	489
	09:00-09:15	410	410

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	8.03	0.0	A
B-A	0.14	15.21	0.2	C
C-AB	0.06	4.66	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	506	0.012	6	0.0	7.196	A
B-A	26	339	0.078	26	0.1	11.490	B
C-AB	27	799	0.034	27	0.0	4.659	A
C-A	383			383			
A-B	37			37			
A-C	427			427			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	486	0.015	7	0.0	7.522	A
B-A	31	312	0.101	31	0.1	12.805	B
C-AB	37	840	0.044	37	0.1	4.482	A
C-A	452			452			
A-B	44			44			
A-C	510			510			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	457	0.019	9	0.0	8.032	A
B-A	39	275	0.140	38	0.2	15.180	C
C-AB	56	899	0.062	56	0.1	4.267	A
C-A	543			543			
A-B	54			54			
A-C	624			624			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	457	0.019	9	0.0	8.034	A
B-A	39	275	0.140	39	0.2	15.205	C
C-AB	56	899	0.062	56	0.1	4.269	A
C-A	543			543			
A-B	54			54			
A-C	624			624			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	486	0.015	7	0.0	7.527	A
B-A	31	312	0.101	32	0.1	12.841	B
C-AB	37	840	0.044	37	0.1	4.486	A
C-A	452			452			
A-B	44			44			
A-C	510			510			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	506	0.012	6	0.0	7.201	A
B-A	26	339	0.078	26	0.1	11.525	B
C-AB	27	799	0.034	27	0.0	4.661	A
C-A	383			383			
A-B	37			37			
A-C	427			427			

Base 2028 + Lidl, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Base 2028 + Lidl	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Buckingham Road N		✓	414	100.000
B - Site Access		✓	113	100.000
C - Buckingham Road S		✓	616	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Buckingham Road N	B - Site Access	C - Buckingham Road S
From	A - Buckingham Road N	0	76	338
	B - Site Access	95	0	18
	C - Buckingham Road S	581	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Buckingham Road N	B - Site Access	C - Buckingham Road S
From	A - Buckingham Road N	0	0	0
	B - Site Access	0	0	0
	C - Buckingham Road S	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Buckingham Road N	15:45-16:00	312	312
	16:00-16:15	372	372
	16:15-16:30	456	456
	16:30-16:45	456	456
	16:45-17:00	372	372
	17:00-17:15	312	312
B - Site Access	15:45-16:00	85	85
	16:00-16:15	102	102
	16:15-16:30	124	124
	16:30-16:45	124	124
	16:45-17:00	102	102
	17:00-17:15	85	85
C - Buckingham Road S	15:45-16:00	464	464
	16:00-16:15	554	554
	16:15-16:30	678	678
	16:30-16:45	678	678
	16:45-17:00	554	554
	17:00-17:15	464	464

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.85	0.0	A
B-A	0.34	17.58	0.5	C
C-AB	0.12	4.51	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	523	0.026	13	0.0	7.058	A
B-A	72	362	0.197	71	0.2	12.299	B
C-AB	54	853	0.063	54	0.1	4.503	A
C-A	410			410			
A-B	57			57			
A-C	254			254			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	505	0.032	16	0.0	7.363	A
B-A	85	340	0.251	85	0.3	14.099	B
C-AB	75	903	0.083	75	0.2	4.348	A
C-A	479			479			
A-B	68			68			
A-C	304			304			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	479	0.041	20	0.0	7.840	A
B-A	105	309	0.338	104	0.5	17.471	C
C-AB	113	974	0.116	112	0.3	4.178	A
C-A	565			565			
A-B	84			84			
A-C	372			372			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	479	0.041	20	0.0	7.845	A
B-A	105	309	0.338	105	0.5	17.585	C
C-AB	113	975	0.116	113	0.3	4.182	A
C-A	565			565			
A-B	84			84			
A-C	372			372			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	505	0.032	16	0.0	7.373	A
B-A	85	340	0.251	86	0.3	14.218	B
C-AB	75	904	0.083	76	0.2	4.352	A
C-A	479			479			
A-B	68			68			
A-C	304			304			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	523	0.026	14	0.0	7.071	A
B-A	72	362	0.197	72	0.3	12.418	B
C-AB	54	853	0.064	55	0.1	4.511	A
C-A	409			409			
A-B	57			57			
A-C	254			254			

Base 2028 + Lidl, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Base 2028 + Lidl	Sat	ONE HOUR	11:45	13:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Buckingham Road N		✓	410	100.000
B - Site Access		✓	153	100.000
C - Buckingham Road S		✓	427	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Buckingham Road N	B - Site Access	C - Buckingham Road S
From	A - Buckingham Road N	0	101	309
	B - Site Access	128	0	25
	C - Buckingham Road S	389	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Buckingham Road N	B - Site Access	C - Buckingham Road S
From	A - Buckingham Road N	0	0	0
	B - Site Access	0	0	0
	C - Buckingham Road S	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Buckingham Road N	11:45-12:00	309	309
	12:00-12:15	369	369
	12:15-12:30	451	451
	12:30-12:45	451	451
	12:45-13:00	369	369
	13:00-13:15	309	309
B - Site Access	11:45-12:00	115	115
	12:00-12:15	138	138
	12:15-12:30	168	168
	12:30-12:45	168	168
	12:45-13:00	138	138
	13:00-13:15	115	115
C - Buckingham Road S	11:45-12:00	321	321
	12:00-12:15	384	384
	12:15-12:30	470	470
	12:30-12:45	470	470
	12:45-13:00	384	384
	13:00-13:15	321	321

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	8.10	0.1	A
B-A	0.42	18.24	0.7	C
C-AB	0.11	5.10	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	519	0.036	19	0.0	7.199	A
B-A	96	382	0.252	95	0.3	12.484	B
C-AB	47	753	0.062	46	0.1	5.094	A
C-A	275			275			
A-B	76			76			
A-C	233			233			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	499	0.045	22	0.0	7.546	A
B-A	115	364	0.316	115	0.5	14.423	B
C-AB	62	783	0.079	62	0.1	4.996	A
C-A	322			322			
A-B	91			91			
A-C	278			278			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	472	0.058	27	0.1	8.089	A
B-A	141	338	0.417	140	0.7	18.066	C
C-AB	87	825	0.106	87	0.2	4.886	A
C-A	383			383			
A-B	111			111			
A-C	340			340			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	472	0.058	28	0.1	8.097	A
B-A	141	338	0.417	141	0.7	18.236	C
C-AB	88	825	0.106	88	0.2	4.889	A
C-A	383			383			
A-B	111			111			
A-C	340			340			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	499	0.045	23	0.0	7.560	A
B-A	115	364	0.316	116	0.5	14.595	B
C-AB	62	783	0.079	62	0.1	5.004	A
C-A	322			322			
A-B	91			91			
A-C	278			278			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	518	0.036	19	0.0	7.213	A
B-A	96	382	0.252	97	0.3	12.649	B
C-AB	47	753	0.062	47	0.1	5.101	A
C-A	274			274			
A-B	76			76			
A-C	233			233			

S|C|P

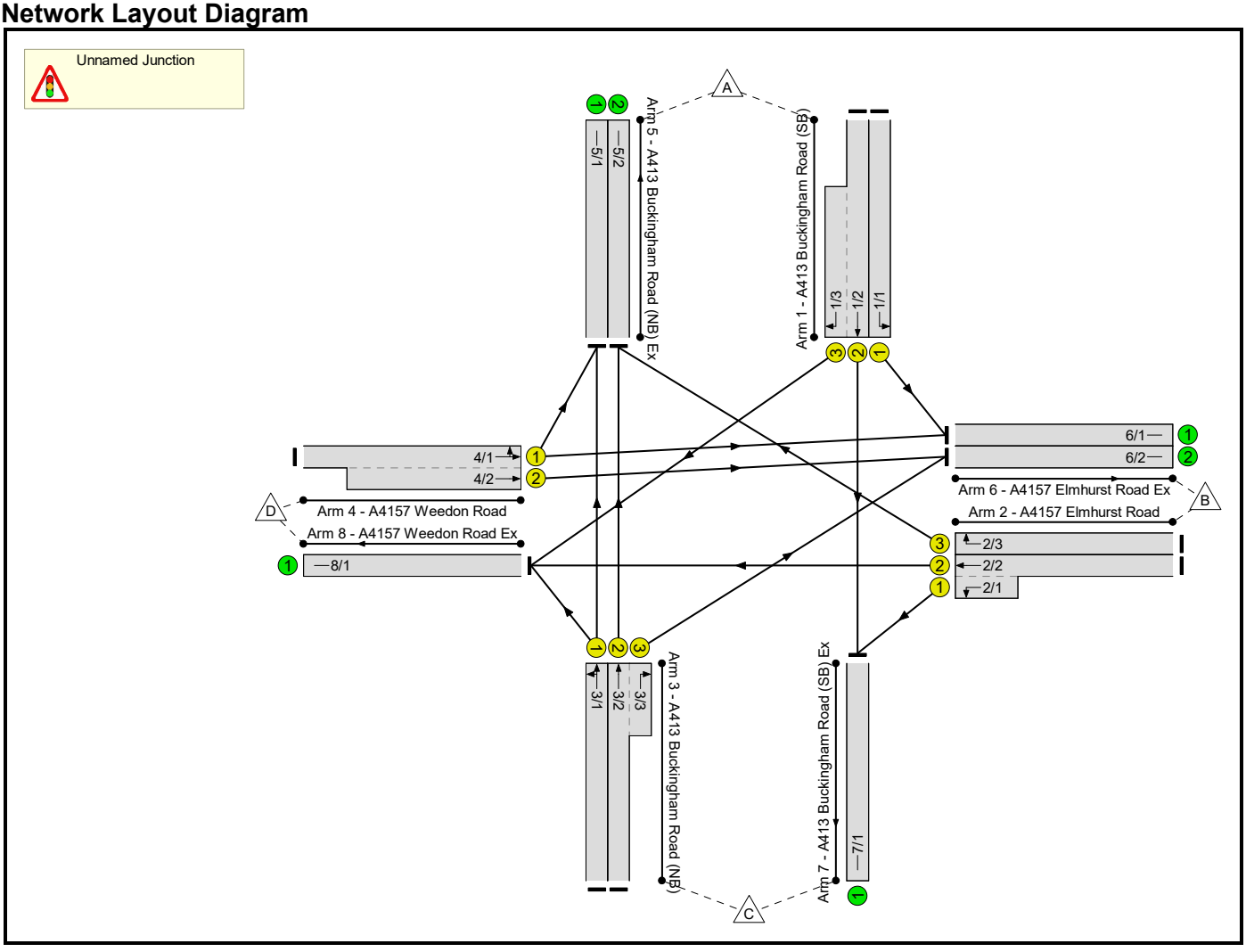
APPENDIX 9

Full Input Data And Results

User and Project Details

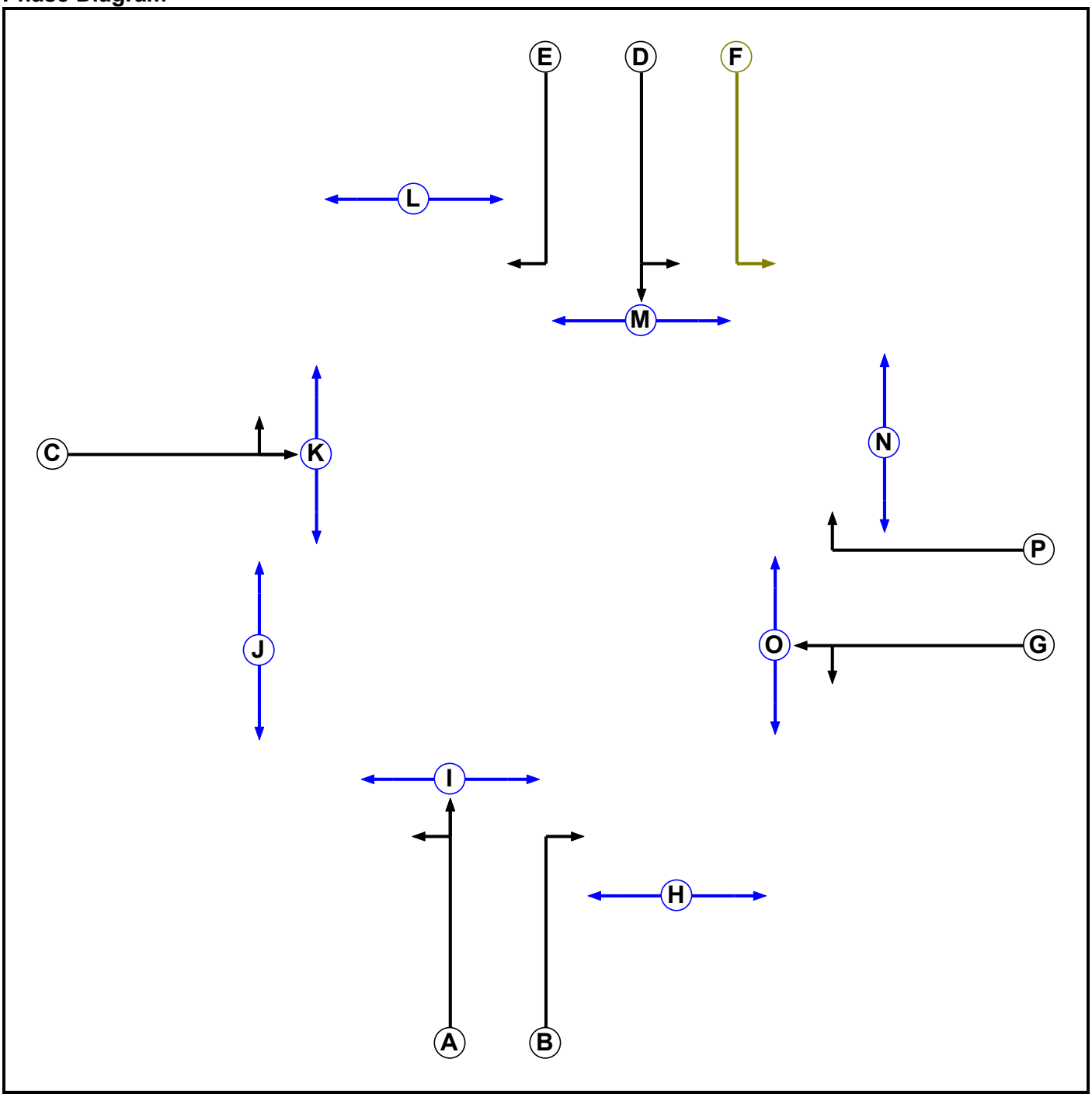
Project:	**Lidl, Buckingham Road, Aylesbury**
Title:	**Horse & Jockey Junction Assessment**
Location:	
Client:	Lidl GB
Additional detail:	
File name:	Horse_and_Jockey_Aylesbury_existing_config_with_and_without_Lidl_Origin_Response.lsg3x
Author:	Jim Budd
Company:	SCP
Address:	19 York Street, Manchester

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Filter	D	5	0
G	Traffic		7	7
H	Pedestrian		6	6
I	Pedestrian		9	9
J	Pedestrian		5	5
K	Pedestrian		6	6
L	Pedestrian		8	8
M	Pedestrian		8	8
N	Pedestrian		7	7
O	Pedestrian		8	8
P	Traffic		7	7

Full Input Data And Results

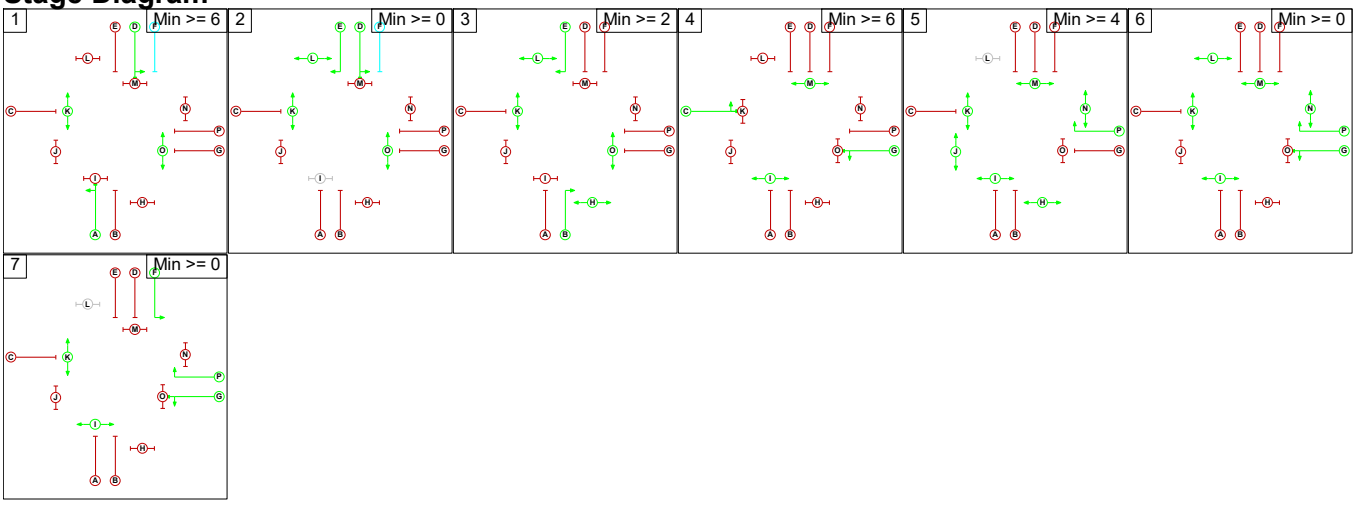
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A		-	7	-	7	-	7	-	7	10	-	11	-	-	-	7
B	-		7	7	-	7	7	-	7	-	-	-	-	14	-	7
C	7	7		7	7	7	-	-	-	-	6	8	-	10	-	7
D	-	7	7		-	-	8	12	-	-	-	-	7	7	-	8
E	7	-	7	-		-	7	-	-	14	-	-	7	-	-	7
F	-	7	7	-	-		-	-	-	-	-	-	7	9	-	-
G	5	5	-	5	6	-		10	-	11	-	-	-	-	7	-
H	-	-	-	8	-	-	8		-	-	-	-	-	-	-	-
I	5	5	-	-	-	-	-	-		-	-	-	-	-	-	-
J	5	-	-	-	5	-	5	-	-		-	-	-	-	-	-
K	-	-	5	-	-	-	-	-	-	-		-	-	-	-	-
L	5	-	5	-	-	-	-	-	-	-	-		-	-	-	-
M	-	-	-	5	5	5	-	-	-	-	-	-		-	-	-
N	-	5	5	5	-	5	-	-	-	-	-	-	-		-	-
O	-	-	-	-	-	-	5	-	-	-	-	-	-	-		5
P	7	7	7	7	7	-	-	-	-	-	-	-	-	-	7	

Phases in Stage

Stage No.	Phases in Stage
1	A D K O
2	D E K L O
3	B E H K L O
4	C G I M
5	H I J K M N P
6	G I K L M N P
7	F G I K P

Stage Diagram



Full Input Data And Results

Phase Delays

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

Prohibited Stage Change

		To Stage						
		1	2	3	4	5	6	7
From Stage	1		11	12	8	12	11	8
	2	7		12	8	14	8	8
	3	8	8		8	14	14	8
	4	7	8	10		11	10	7
	5	8	8	7	8		8	8
	6	7	7	10	7	11		5
	7	7	7	X	X	X	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
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 (A413 Buckingham Road (SB))	U	D F	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Left	12.00
1/2 (A413 Buckingham Road (SB))	U	D	2	3	60.0	User	1800	-	-	-	-	-
1/3 (A413 Buckingham Road (SB))	U	E	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 8 Right	18.00
2/1 (A4157 Elmhurst Road)	U	G	2	3	4.3	Geom	-	3.00	0.00	Y	Arm 7 Left	16.00
2/2 (A4157 Elmhurst Road)	U	G	2	3	19.0	User	1800	-	-	-	-	-
2/3 (A4157 Elmhurst Road)	U	P	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
3/1 (A413 Buckingham Road (NB))	U	A	2	3	60.0	User	1800	-	-	-	-	-
3/2 (A413 Buckingham Road (NB))	U	A	2	3	15.0	User	1800	-	-	-	-	-
3/3 (A413 Buckingham Road (NB))	U	B	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 6 Right	18.00
4/1 (A4157 Weedon Road)	U	C	2	3	60.0	User	1800	-	-	-	-	-
4/2 (A4157 Weedon Road)	U	C	2	3	13.4	User	1800	-	-	-	-	-
5/1 (A413 Buckingham Road (NB) Ex)	U		2	3	60.0	User	1800	-	-	-	-	-
5/2 (A413 Buckingham Road (NB) Ex)	U		2	3	60.0	User	1800	-	-	-	-	-
6/1 (A4157 Elmhurst Road Ex)	U		2	3	60.0	User	1800	-	-	-	-	-

6/2 (A4157 Elmhurst Road Ex)	U		2	3	60.0	User	1800	-	-	-	-	-
7/1 (A413 Buckingham Road (SB) Ex)	U		2	3	60.0	User	1800	-	-	-	-	-
8/1 (A4157 Weedon Road Ex)	U		2	3	60.0	User	1800	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Survey 2022 AM'	08:00	09:00	01:00	
2: 'Survey 2022 PM'	16:00	17:00	01:00	
3: 'Survey 2022 Saturday'	12:00	13:00	01:00	
4: 'Base 2023 AM'	08:00	09:00	01:00	
5: 'Base 2023 PM'	16:00	17:00	01:00	
6: 'Base 2023 Saturday'	12:00	13:00	01:00	
7: 'Base 2028 AM'	08:00	09:00	01:00	
8: 'Base 2028 PM'	16:00	17:00	01:00	
9: 'Base 2028 Saturday'	12:00	13:00	01:00	
10: 'Base 2023 + Lidl AM'	08:00	09:00	01:00	
11: 'Base 2023 + Lidl PM'	16:00	17:00	01:00	
12: 'Base 2023 + Lidl Saturday'	12:00	13:00	01:00	
13: 'Base 2028 + Lidl AM'	08:00	09:00	01:00	
14: 'Base 2028 + Lidl PM'	16:00	17:00	01:00	
15: 'Base 2028 + Lidl Saturday'	12:00	13:00	01:00	

Scenario 1: 'Existing config AM' (FG1: 'Survey 2022 AM', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	576	504	281	1361
	B	303	0	20	339	662
	C	374	45	0	78	497
	D	146	347	0	0	493
	Tot.	823	968	524	698	3013

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Existing config AM
Junction: Unnamed Junction	
1/1	576
1/2 (with short)	785(In) 504(Out)
1/3 (short)	281
2/1 (short)	20
2/2 (with short)	359(In) 339(Out)
2/3	303
3/1	230
3/2 (with short)	267(In) 222(Out)
3/3 (short)	45
4/1 (with short)	493(In) 246(Out)
4/2 (short)	247
5/1	298
5/2	525
6/1	676
6/2	292
7/1	524
8/1	698

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
1/2 (A413 Buckingham Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 8 Right	18.00	100.0 %	1791	1791
2/1 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751
2/2 (A4157 Elmhurst Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/3 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 5 Right	18.00	100.0 %	1768	1768
3/1 (A413 Buckingham Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A413 Buckingham Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A413 Buckingham Road (NB))	3.25	0.00	Y	Arm 6 Right	18.00	100.0 %	1791	1791
4/1 (A4157 Weedon Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A4157 Weedon Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A413 Buckingham Road (NB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A413 Buckingham Road (NB) Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A4157 Elmhurst Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A4157 Elmhurst Road Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A413 Buckingham Road (SB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (A4157 Weedon Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 2: 'Existing config PM' (FG2: 'Survey 2022 PM', Plan 2: 'Network Control Plan PM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	560	288	142	990
	B	501	0	34	346	881
	C	441	62	0	64	567
	D	161	428	0	0	589
	Tot.	1103	1050	322	552	3027

Traffic Lane Flows

Lane	Scenario 2: Existing config PM
Junction: Unnamed Junction	
1/1	560
1/2 (with short)	430(In) 288(Out)
1/3 (short)	142
2/1 (short)	34
2/2 (with short)	380(In) 346(Out)
2/3	501
3/1	266
3/2 (with short)	301(In) 239(Out)
3/3 (short)	62
4/1 (with short)	589(In) 294(Out)
4/2 (short)	295
5/1	363
5/2	740
6/1	693
6/2	357
7/1	322
8/1	552

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
1/2 (A413 Buckingham Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 8 Right	18.00	100.0 %	1791	1791
2/1 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751
2/2 (A4157 Elmhurst Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/3 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 5 Right	18.00	100.0 %	1768	1768
3/1 (A413 Buckingham Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A413 Buckingham Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A413 Buckingham Road (NB))	3.25	0.00	Y	Arm 6 Right	18.00	100.0 %	1791	1791
4/1 (A4157 Weedon Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A4157 Weedon Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A413 Buckingham Road (NB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A413 Buckingham Road (NB) Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A4157 Elmhurst Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A4157 Elmhurst Road Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A413 Buckingham Road (SB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (A4157 Weedon Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 3: 'Existing config SAT' (FG3: 'Survey 2022 Saturday', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	465	256	127	848
	B	463	0	40	365	868
	C	277	60	0	44	381
	D	177	455	0	0	632
	Tot.	917	980	296	536	2729

Traffic Lane Flows

Lane	Scenario 3: Existing config SAT
Junction: Unnamed Junction	
1/1	465
1/2 (with short)	383(In) 256(Out)
1/3 (short)	127
2/1 (short)	40
2/2 (with short)	405(In) 365(Out)
2/3	463
3/1	159
3/2 (with short)	222(In) 162(Out)
3/3 (short)	60
4/1 (with short)	632(In) 316(Out)
4/2 (short)	316
5/1	292
5/2	625
6/1	604
6/2	376
7/1	296
8/1	536

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
1/2 (A413 Buckingham Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 8 Right	18.00	100.0 %	1791	1791
2/1 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751
2/2 (A4157 Elmhurst Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/3 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 5 Right	18.00	100.0 %	1768	1768
3/1 (A413 Buckingham Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A413 Buckingham Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A413 Buckingham Road (NB))	3.25	0.00	Y	Arm 6 Right	18.00	100.0 %	1791	1791
4/1 (A4157 Weedon Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A4157 Weedon Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A413 Buckingham Road (NB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A413 Buckingham Road (NB) Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A4157 Elmhurst Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A4157 Elmhurst Road Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A413 Buckingham Road (SB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (A4157 Weedon Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 4: 'Existing config AM 2028' (FG7: 'Base 2028 AM', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	615	538	300	1453
	B	323	0	21	362	706
	C	399	48	0	83	530
	D	155	370	0	0	525
	Tot.	877	1033	559	745	3214

Traffic Lane Flows

Lane	Scenario 4: Existing config AM 2028
Junction: Unnamed Junction	
1/1	615
1/2 (with short)	838(In) 538(Out)
1/3 (short)	300
2/1 (short)	21
2/2 (with short)	383(In) 362(Out)
2/3	323
3/1	248
3/2 (with short)	282(In) 234(Out)
3/3 (short)	48
4/1 (with short)	525(In) 255(Out)
4/2 (short)	270
5/1	320
5/2	557
6/1	715
6/2	318
7/1	559
8/1	745

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
1/2 (A413 Buckingham Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 8 Right	18.00	100.0 %	1791	1791
2/1 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751
2/2 (A4157 Elmhurst Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/3 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 5 Right	18.00	100.0 %	1768	1768
3/1 (A413 Buckingham Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A413 Buckingham Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A413 Buckingham Road (NB))	3.25	0.00	Y	Arm 6 Right	18.00	100.0 %	1791	1791
4/1 (A4157 Weedon Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A4157 Weedon Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A413 Buckingham Road (NB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A413 Buckingham Road (NB) Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A4157 Elmhurst Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A4157 Elmhurst Road Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A413 Buckingham Road (SB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (A4157 Weedon Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 5: 'Existing config PM 2028' (FG8: 'Base 2028 PM', Plan 2: 'Network Control Plan PM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	597	307	151	1055
	B	534	0	36	369	939
	C	470	66	0	68	604
	D	172	457	0	0	629
	Tot.	1176	1120	343	588	3227

Traffic Lane Flows

Lane	Scenario 5: Existing config PM 2028
Junction: Unnamed Junction	
1/1	597
1/2 (with short)	458(In) 307(Out)
1/3 (short)	151
2/1 (short)	36
2/2 (with short)	405(In) 369(Out)
2/3	534
3/1	281
3/2 (with short)	323(In) 257(Out)
3/3 (short)	66
4/1 (with short)	629(In) 308(Out)
4/2 (short)	321
5/1	385
5/2	791
6/1	733
6/2	387
7/1	343
8/1	588

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
1/2 (A413 Buckingham Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 8 Right	18.00	100.0 %	1791	1791
2/1 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751
2/2 (A4157 Elmhurst Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/3 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 5 Right	18.00	100.0 %	1768	1768
3/1 (A413 Buckingham Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A413 Buckingham Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A413 Buckingham Road (NB))	3.25	0.00	Y	Arm 6 Right	18.00	100.0 %	1791	1791
4/1 (A4157 Weedon Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A4157 Weedon Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A413 Buckingham Road (NB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A413 Buckingham Road (NB) Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A4157 Elmhurst Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A4157 Elmhurst Road Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A413 Buckingham Road (SB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (A4157 Weedon Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 6: 'Existing config SAT 2028' (FG9: 'Base 2028 Saturday', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	497	273	135	905
	B	495	0	42	390	927
	C	296	64	0	47	407
	D	189	487	0	0	676
	Tot.	980	1048	315	572	2915

Traffic Lane Flows

Lane	Scenario 6: Existing config SAT 2028
Junction: Unnamed Junction	
1/1	497
1/2 (with short)	408(In) 273(Out)
1/3 (short)	135
2/1 (short)	42
2/2 (with short)	432(In) 390(Out)
2/3	495
3/1	172
3/2 (with short)	235(In) 171(Out)
3/3 (short)	64
4/1 (with short)	676(In) 338(Out)
4/2 (short)	338
5/1	314
5/2	666
6/1	646
6/2	402
7/1	315
8/1	572

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
1/2 (A413 Buckingham Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 8 Right	18.00	100.0 %	1791	1791
2/1 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751
2/2 (A4157 Elmhurst Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/3 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 5 Right	18.00	100.0 %	1768	1768
3/1 (A413 Buckingham Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A413 Buckingham Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A413 Buckingham Road (NB))	3.25	0.00	Y	Arm 6 Right	18.00	100.0 %	1791	1791
4/1 (A4157 Weedon Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A4157 Weedon Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A413 Buckingham Road (NB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A413 Buckingham Road (NB) Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A4157 Elmhurst Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A4157 Elmhurst Road Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A413 Buckingham Road (SB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (A4157 Weedon Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 7: 'Existing AM 2028 + Lidl' (FG13: 'Base 2028 + Lidl AM', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	610	557	298	1465
	B	319	0	40	357	716
	C	417	60	0	87	564
	D	156	372	0	0	528
	Tot.	892	1042	597	742	3273

Traffic Lane Flows

Lane	Scenario 7: Existing AM 2028 + Lidl
Junction: Unnamed Junction	
1/1	610
1/2 (with short)	855(In) 557(Out)
1/3 (short)	298
2/1 (short)	40
2/2 (with short)	397(In) 357(Out)
2/3	319
3/1	261
3/2 (with short)	303(In) 243(Out)
3/3 (short)	60
4/1 (with short)	528(In) 257(Out)
4/2 (short)	271
5/1	330
5/2	562
6/1	711
6/2	331
7/1	597
8/1	742

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
1/2 (A413 Buckingham Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 8 Right	18.00	100.0 %	1791	1791
2/1 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751
2/2 (A4157 Elmhurst Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/3 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 5 Right	18.00	100.0 %	1768	1768
3/1 (A413 Buckingham Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A413 Buckingham Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A413 Buckingham Road (NB))	3.25	0.00	Y	Arm 6 Right	18.00	100.0 %	1791	1791
4/1 (A4157 Weedon Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A4157 Weedon Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A413 Buckingham Road (NB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A413 Buckingham Road (NB) Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A4157 Elmhurst Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A4157 Elmhurst Road Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A413 Buckingham Road (SB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (A4157 Weedon Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 8: 'Existing PM 2028 + Lidl' (FG14: 'Base 2028 + Lidl PM', Plan 2: 'Network Control Plan PM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	582	341	147	1070
	B	520	0	75	359	954
	C	514	96	0	77	687
	D	173	459	0	0	632
	Tot.	1207	1137	416	583	3343

Traffic Lane Flows

Lane	Scenario 8: Existing PM 2028 + Lidl
Junction: Unnamed Junction	
1/1	582
1/2 (with short)	488(In) 341(Out)
1/3 (short)	147
2/1 (short)	75
2/2 (with short)	434(In) 359(Out)
2/3	520
3/1	314
3/2 (with short)	373(In) 277(Out)
3/3 (short)	96
4/1 (with short)	632(In) 310(Out)
4/2 (short)	322
5/1	410
5/2	797
6/1	719
6/2	418
7/1	416
8/1	583

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
1/2 (A413 Buckingham Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 8 Right	18.00	100.0 %	1791	1791
2/1 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751
2/2 (A4157 Elmhurst Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/3 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 5 Right	18.00	100.0 %	1768	1768
3/1 (A413 Buckingham Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A413 Buckingham Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A413 Buckingham Road (NB))	3.25	0.00	Y	Arm 6 Right	18.00	100.0 %	1791	1791
4/1 (A4157 Weedon Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A4157 Weedon Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A413 Buckingham Road (NB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A413 Buckingham Road (NB) Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A4157 Elmhurst Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A4157 Elmhurst Road Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A413 Buckingham Road (SB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (A4157 Weedon Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 9: 'Existing SAT 2028 + Lidl' (FG15: 'Base 2028 + Lidl Saturday', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	475	315	129	919
	B	475	0	95	375	945
	C	357	104	0	59	520
	D	190	488	0	0	678
	Tot.	1022	1067	410	563	3062

Traffic Lane Flows

Lane	Scenario 9: Existing SAT 2028 + Lidl
Junction: Unnamed Junction	
1/1	475
1/2 (with short)	444(In) 315(Out)
1/3 (short)	129
2/1 (short)	95
2/2 (with short)	470(In) 375(Out)
2/3	475
3/1	210
3/2 (with short)	310(In) 206(Out)
3/3 (short)	104
4/1 (with short)	678(In) 336(Out)
4/2 (short)	342
5/1	341
5/2	681
6/1	621
6/2	446
7/1	410
8/1	563

Full Input Data And Results

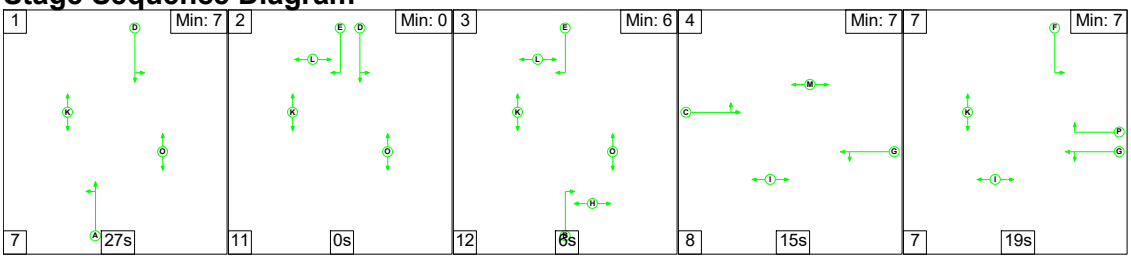
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 6 Left	12.00	100.0 %	1724	1724
1/2 (A413 Buckingham Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A413 Buckingham Road (SB))	3.25	0.00	Y	Arm 8 Right	18.00	100.0 %	1791	1791
2/1 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751
2/2 (A4157 Elmhurst Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/3 (A4157 Elmhurst Road)	3.00	0.00	Y	Arm 5 Right	18.00	100.0 %	1768	1768
3/1 (A413 Buckingham Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A413 Buckingham Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A413 Buckingham Road (NB))	3.25	0.00	Y	Arm 6 Right	18.00	100.0 %	1791	1791
4/1 (A4157 Weedon Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A4157 Weedon Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A413 Buckingham Road (NB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A413 Buckingham Road (NB) Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A4157 Elmhurst Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A4157 Elmhurst Road Ex Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A413 Buckingham Road (SB) Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (A4157 Weedon Road Ex Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 1: 'Existing config AM' (FG1: 'Survey 2022 AM', Plan 1: 'Network Control Plan AM')

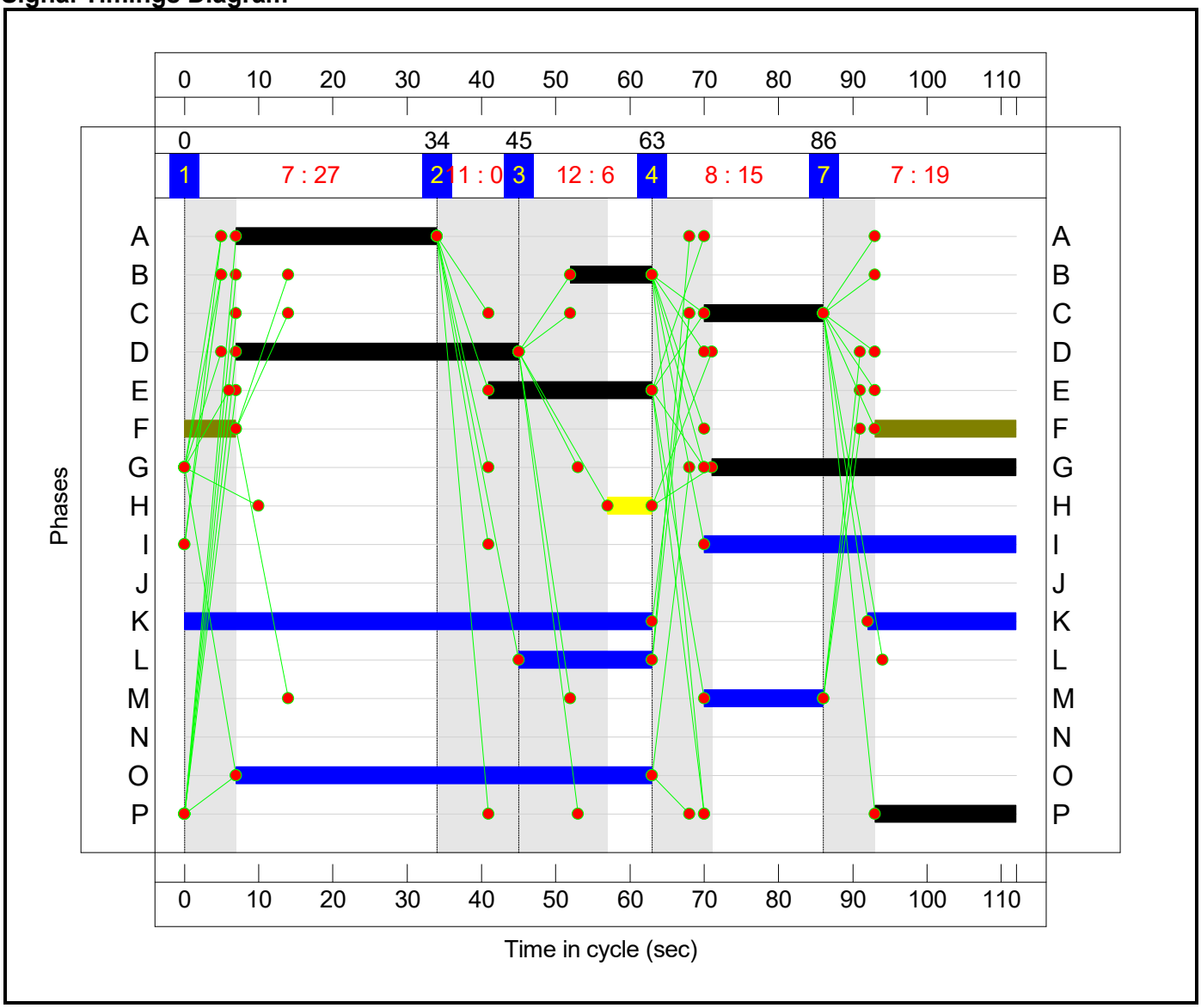
Stage Sequence Diagram



Stage Timings

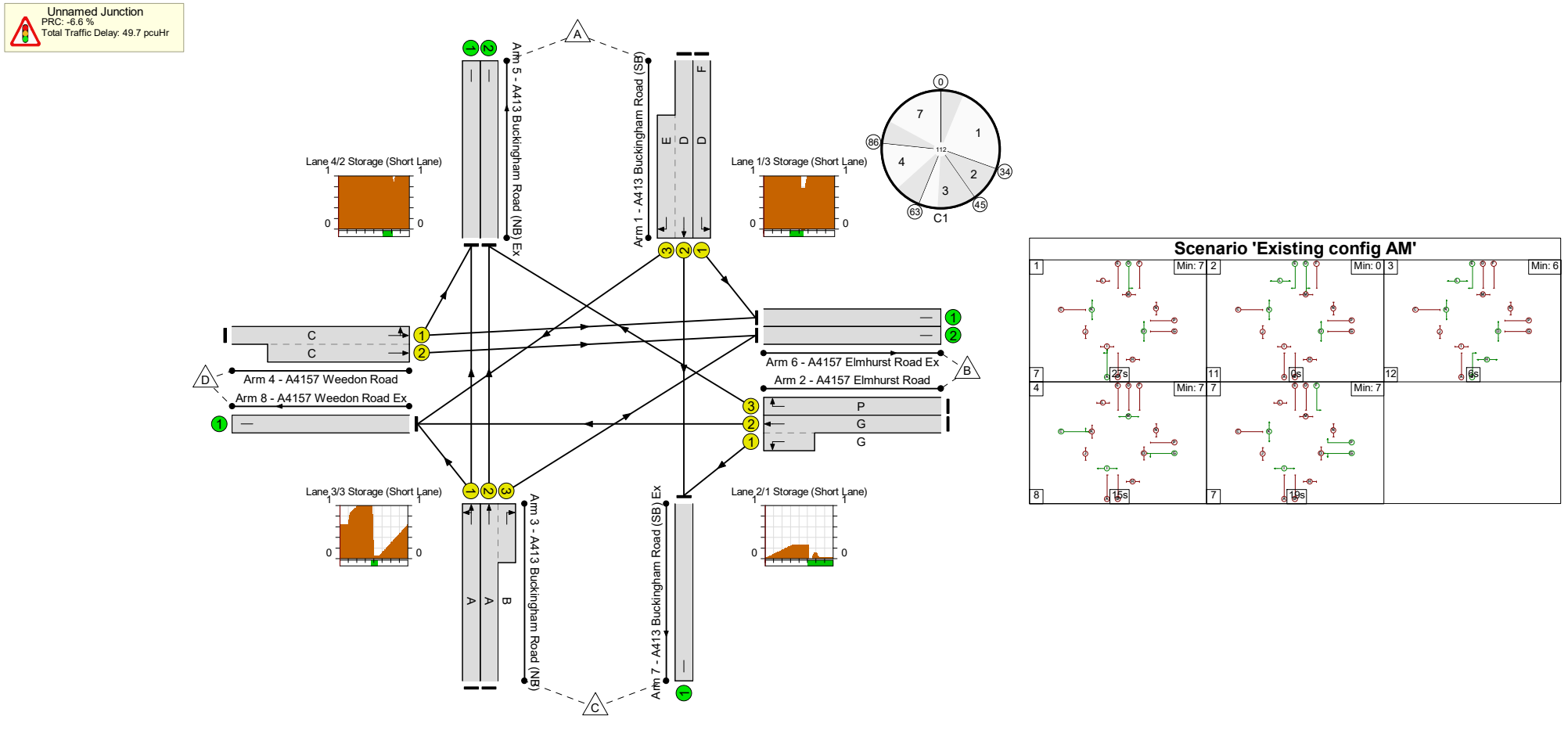
Stage	1	2	3	4	7
Duration	27	0	6	15	19
Change Point	0	34	45	63	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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: Horse && Jockey Junction Assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.0%**
1/1	A413 Buckingham Road (SB) Left	U	N/A	N/A	D	F	1	64	26	576	1724	1001	57.6%
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	N/A	N/A	D E		1	38:22	-	785	1800:1791	527+294	95.7 : 95.7%
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	N/A	N/A	G		1	41	-	359	1800:1751	649+38	52.2 : 52.2%
2/3	A4157 Elmhurst Road Right	U	N/A	N/A	P		1	19	-	303	1768	316	96.0%
3/1	A413 Buckingham Road (NB) Ahead Left	U	N/A	N/A	A		1	27	-	230	1800	450	51.1%
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	N/A	N/A	A B		1	27:11	-	267	1800:1791	401+81	55.4 : 55.4%
4/1+4/2	A4157 Weedon Road Left Ahead	U	N/A	N/A	C		1	16	-	493	1800:1800	273+273	90.0 : 90.4%
5/1	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	298	1800	1800	16.6%
5/2	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	525	1800	1800	29.2%
6/1	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	676	1800	1800	37.6%
6/2	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	292	1800	1800	16.2%

Full Input Data And Results

7/1	A413 Buckingham Road (SB) Ex	U	N/A	N/A	-		-	-	-	524	1800	1800	29.1%
8/1	A4157 Weedon Road Ex	U	N/A	N/A	-		-	-	-	698	1800	1800	38.8%

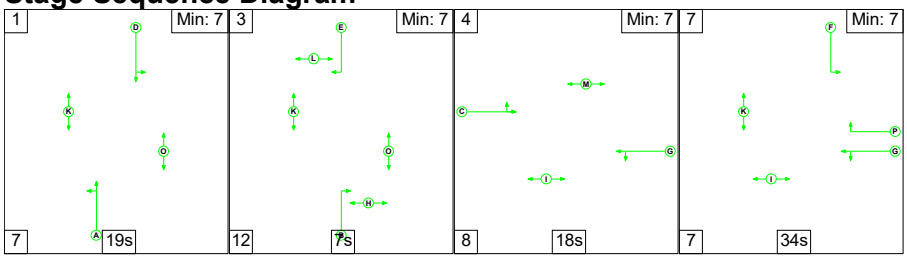
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horse && Jockey Junction Assessment	**-**	**-**	**0**	**0**	**0**	**28.4**	**21.4**	**0.0**	**49.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**28.4**	**21.4**	**0.0**	**49.7**	**-**	**-**	**-**	**-**
1/1	576	576	-	-	-	2.4	0.7	-	3.0	19.0	11.2	0.7	11.9
1/2+1/3	785	785	-	-	-	8.0	7.7	-	15.7	71.8	17.8	7.7	25.4
2/2+2/1	359	359	-	-	-	2.7	0.5	-	3.2	32.3	8.3	0.5	8.9
2/3	303	303	-	-	-	3.8	6.1	-	9.9	117.9	9.3	6.1	15.4
3/1	230	230	-	-	-	2.3	0.5	-	2.8	44.3	6.1	0.5	6.7
3/2+3/3	267	267	-	-	-	2.8	0.6	-	3.4	45.9	6.1	0.6	6.7
4/1+4/2	493	493	-	-	-	6.4	4.0	-	10.4	76.0	7.5	4.0	11.6
5/1	298	298	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	525	525	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/1	676	676	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
6/2	292	292	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	524	524	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
8/1	698	698	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): -6.6 Total Delay for Signalled Lanes (pcuHr): 48.50 Cycle Time (s): 112
PRC Over All Lanes (%): -6.6 Total Delay Over All Lanes(pcuHr): 49.72

Full Input Data And Results

Scenario 2: 'Existing config PM' (FG2: 'Survey 2022 PM', Plan 2: 'Network Control Plan PM')

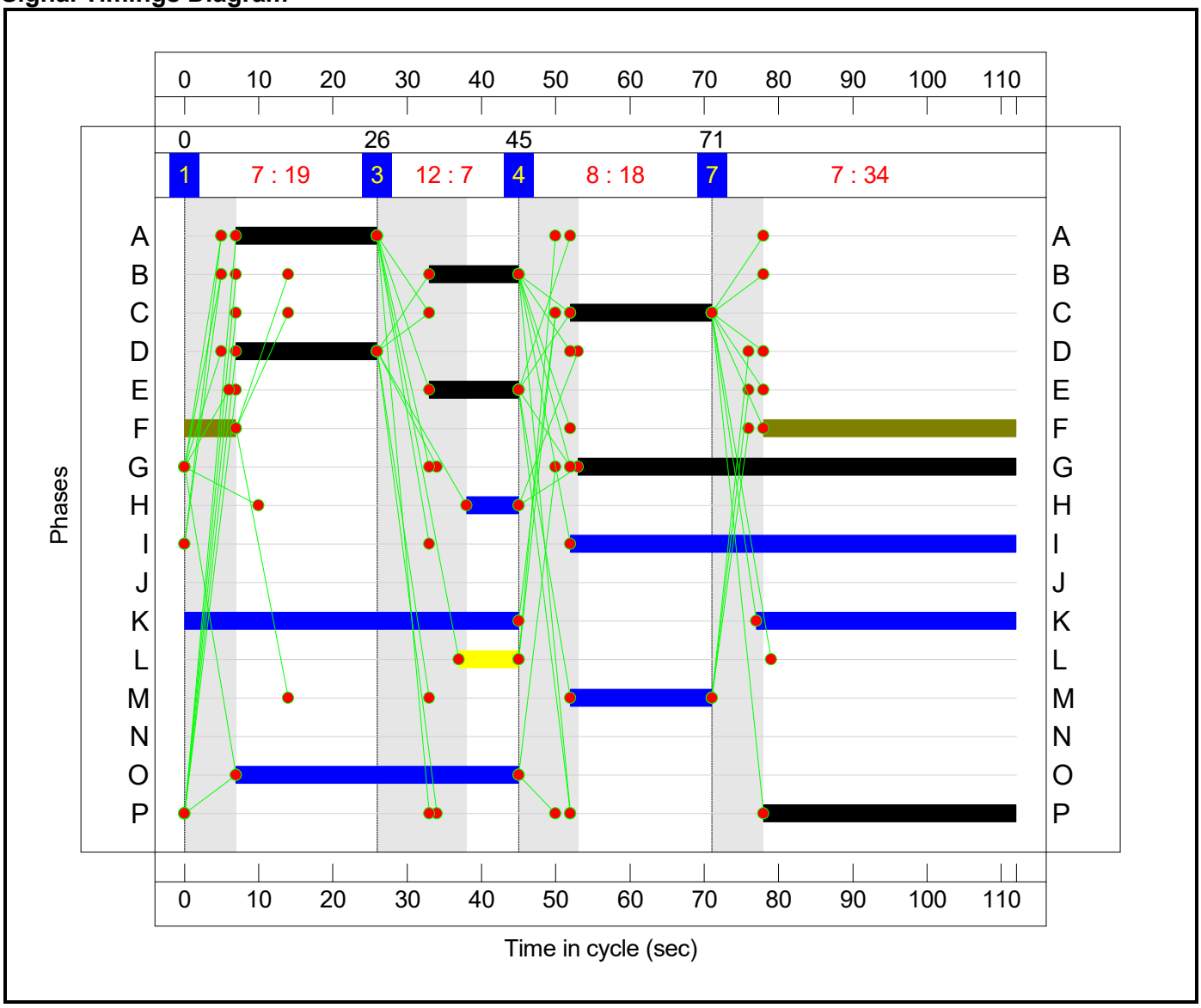
Stage Sequence Diagram



Stage Timings

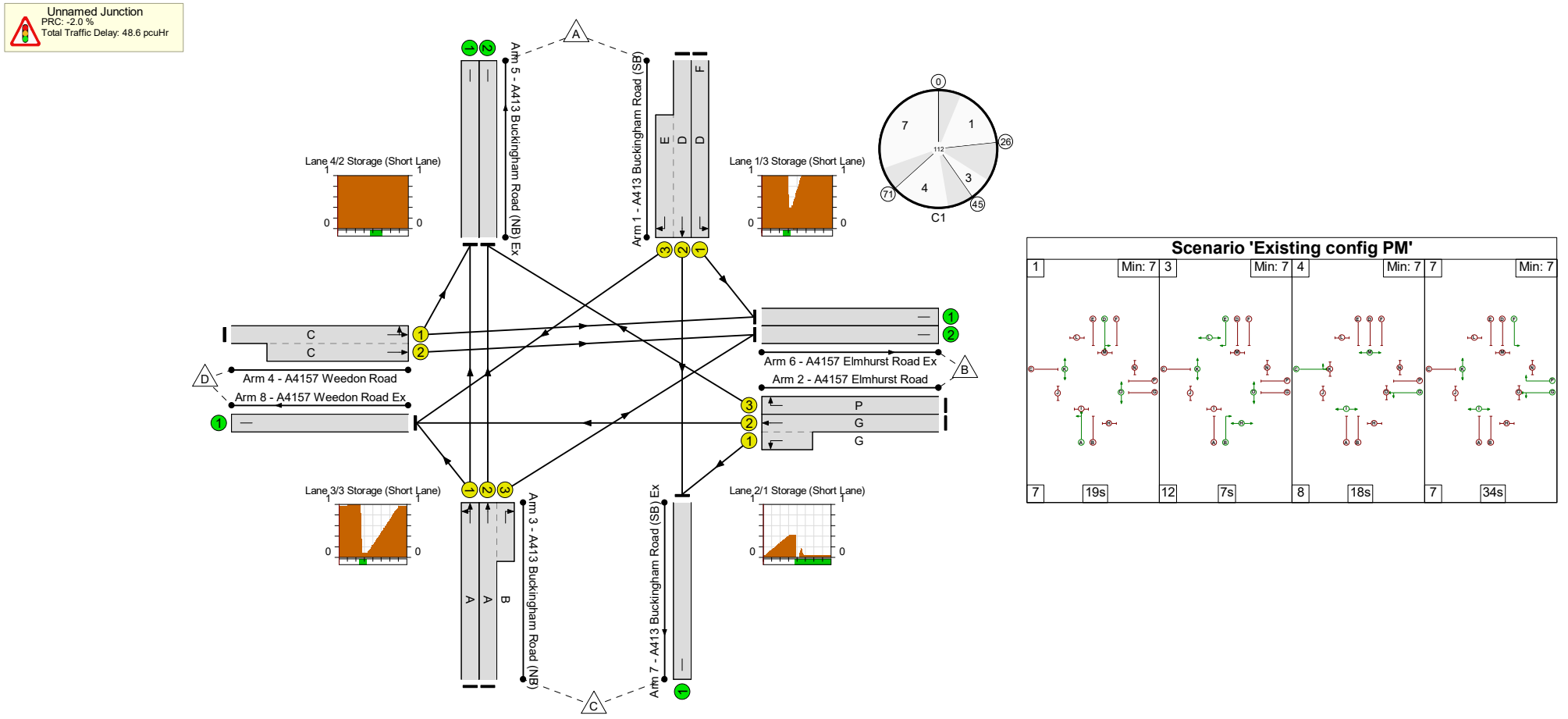
Stage	1	3	4	7
Duration	19	7	18	34
Change Point	0	26	45	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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: Horse && Jockey Junction Assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.8%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.8%**
1/1	A413 Buckingham Road (SB) Left	U	N/A	N/A	D	F	1	60	41	560	1724	939	59.6%
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	N/A	N/A	D E		1	19:12	-	430	1800:1791	321+158	89.6 : 89.6%
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	N/A	N/A	G		1	59	-	380	1800:1751	893+88	38.7 : 38.7%
2/3	A4157 Elmhurst Road Right	U	N/A	N/A	P		1	34	-	501	1768	552	90.7%
3/1	A413 Buckingham Road (NB) Ahead Left	U	N/A	N/A	A		1	19	-	266	1800	321	82.8%
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	N/A	N/A	A B		1	19:12	-	301	1800:1791	288+75	82.9 : 82.9%
4/1+4/2	A4157 Weedon Road Left Ahead	U	N/A	N/A	C		1	19	-	589	1800:1800	321+321	91.5 : 91.8%
5/1	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	363	1800	1800	20.2%
5/2	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	740	1800	1800	41.1%
6/1	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	693	1800	1800	38.5%
6/2	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	357	1800	1800	19.8%

Full Input Data And Results

7/1	A413 Buckingham Road (SB) Ex	U	N/A	N/A	-		-	-	-	322	1800	1800	17.9%
8/1	A4157 Weedon Road Ex	U	N/A	N/A	-		-	-	-	552	1800	1800	30.7%

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: Horse && Jockey Junction Assessment	**-**	**-**	**0**	**0**	**0**	**29.2**	**19.4**	**0.0**	**48.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**29.2**	**19.4**	**0.0**	**48.6**	**-**	**-**	**-**	**-**
1/1	560	560	-	-	-	2.7	0.7	-	3.4	21.9	11.7	0.7	12.4
1/2+1/3	430	430	-	-	-	5.5	3.7	-	9.2	77.2	8.7	3.7	12.5
2/2+2/1	380	380	-	-	-	1.6	0.3	-	1.9	17.8	6.3	0.3	6.6
2/3	501	501	-	-	-	5.1	4.2	-	9.3	67.0	14.9	4.2	19.1
3/1	266	266	-	-	-	3.3	2.2	-	5.5	74.4	7.9	2.2	10.1
3/2+3/3	301	301	-	-	-	3.7	2.3	-	5.9	71.1	7.6	2.3	9.9
4/1+4/2	589	589	-	-	-	7.4	4.7	-	12.1	73.7	9.0	4.7	13.7
5/1	363	363	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
5/2	740	740	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
6/1	693	693	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
6/2	357	357	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	322	322	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	552	552	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2

C1

PRC for Signalled Lanes (%): -2.0
PRC Over All Lanes (%): -2.0

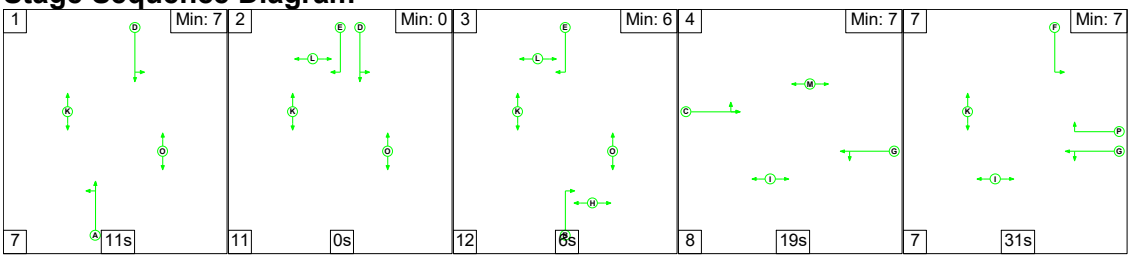
Total Delay for Signalled Lanes (pcuHr): 47.33
Total Delay Over All Lanes(pcuHr): 48.58

Cycle Time (s): 112

Full Input Data And Results

Scenario 3: 'Existing config SAT' (FG3: 'Survey 2022 Saturday', Plan 1: 'Network Control Plan AM')

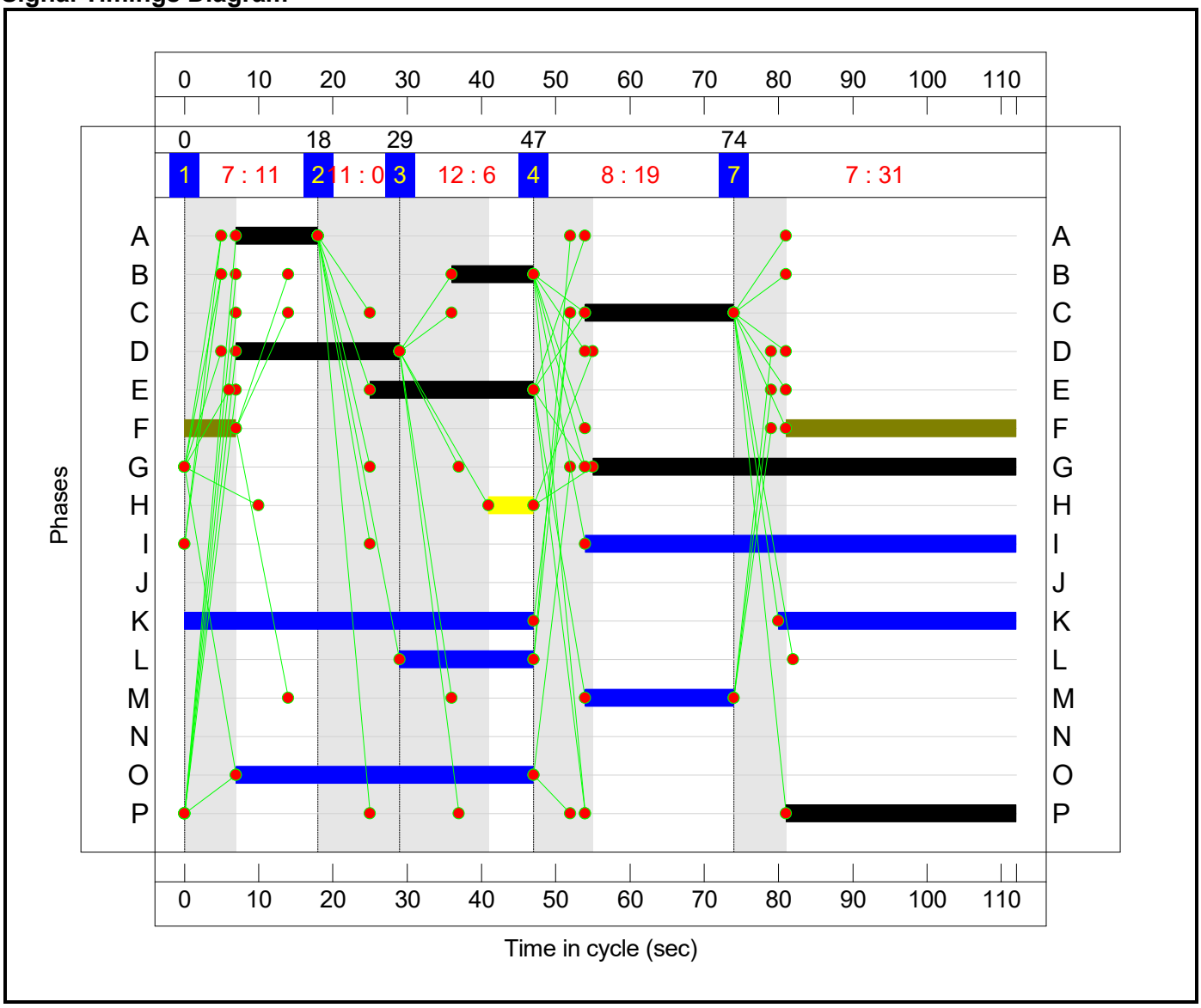
Stage Sequence Diagram



Stage Timings

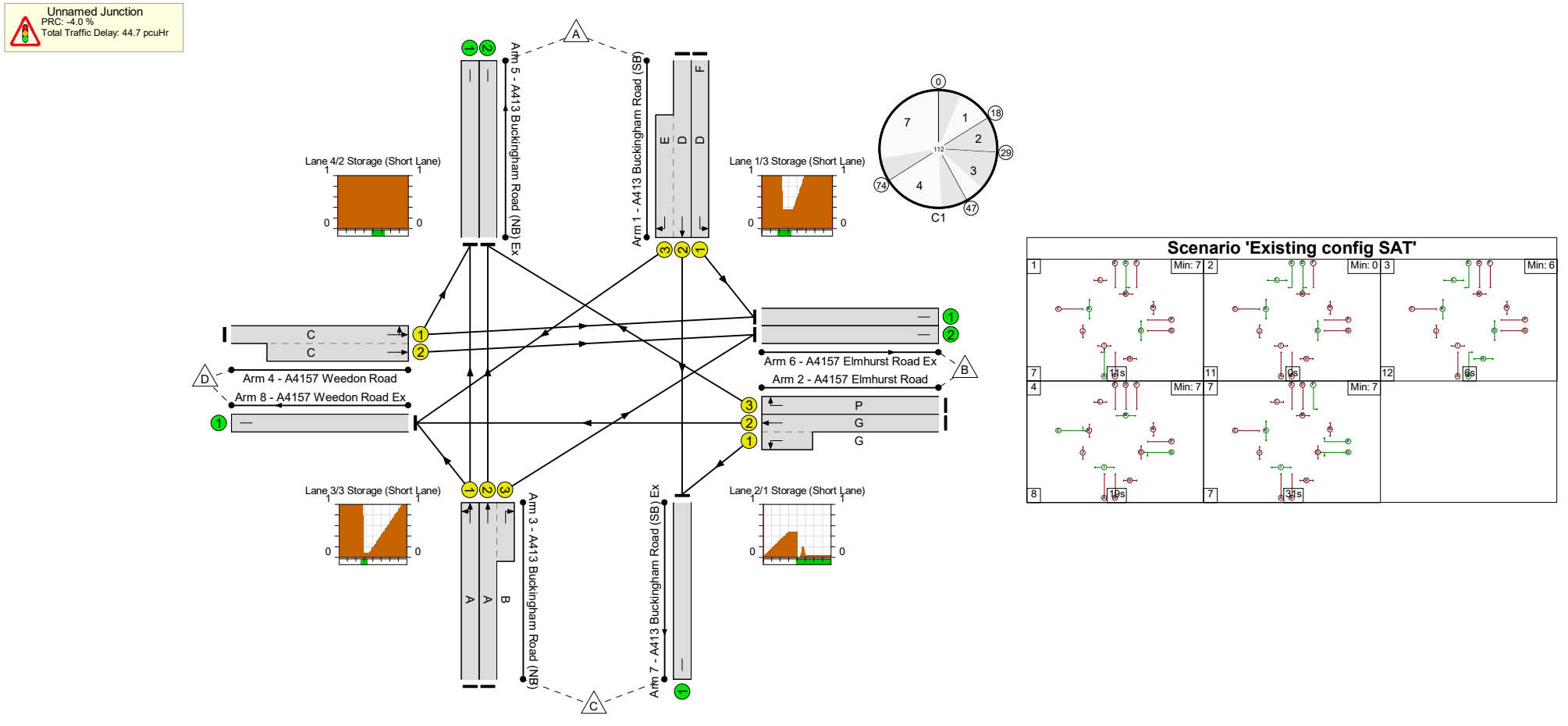
Stage	1	2	3	4	7
Duration	11	0	6	19	31
Change Point	0	18	29	47	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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: Horse && Jockey Junction Assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.6%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.6%**
1/1	A413 Buckingham Road (SB) Left	U	N/A	N/A	D	F	1	60	38	465	1724	939	49.5%
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	N/A	N/A	D E		1	22	-	383	1800:1791	363+180	70.5 : 70.5%
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	N/A	N/A	G		1	57	-	405	1800:1751	856+94	42.6 : 42.6%
2/3	A4157 Elmhurst Road Right	U	N/A	N/A	P		1	31	-	463	1768	505	91.7%
3/1	A413 Buckingham Road (NB) Ahead Left	U	N/A	N/A	A		1	11	-	159	1800	193	82.4%
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	N/A	N/A	A B		1	11	-	222	1800:1791	184+68	88.0 : 88.0%
4/1+4/2	A4157 Weedon Road Left Ahead	U	N/A	N/A	C		1	20	-	632	1800:1800	338+338	93.6 : 93.6%
5/1	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	292	1800	1800	16.2%
5/2	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	625	1800	1800	34.7%
6/1	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	604	1800	1800	33.6%
6/2	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	376	1800	1800	20.9%

Full Input Data And Results

7/1	A413 Buckingham Road (SB) Ex	U	N/A	N/A	-		-	-	-	296	1800	1800	16.4%
8/1	A4157 Weedon Road Ex	U	N/A	N/A	-		-	-	-	536	1800	1800	29.8%

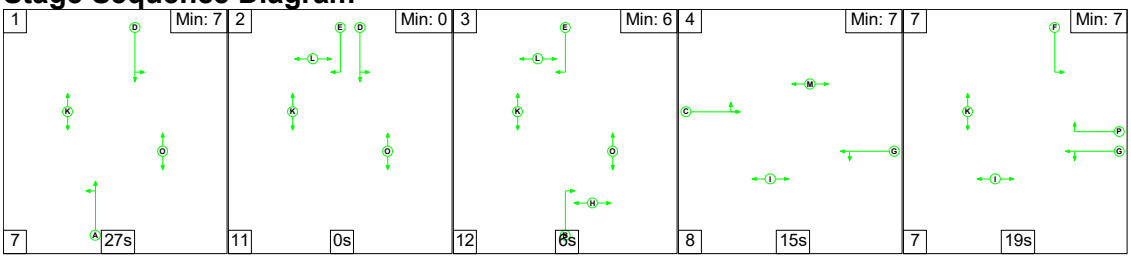
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horse && Jockey Junction Assessment	**-**	**-**	**0**	**0**	**0**	**26.1**	**18.5**	**0.0**	**44.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**26.1**	**18.5**	**0.0**	**44.7**	**-**	**-**	**-**	**-**
1/1	465	465	-	-	-	2.1	0.5	-	2.5	19.7	8.9	0.5	9.4
1/2+1/3	383	383	-	-	-	4.3	1.2	-	5.5	51.2	7.3	1.2	8.5
2/2+2/1	405	405	-	-	-	1.8	0.4	-	2.2	19.5	7.2	0.4	7.5
2/3	463	463	-	-	-	5.0	4.5	-	9.5	73.9	13.9	4.5	18.4
3/1	159	159	-	-	-	2.2	2.1	-	4.3	96.3	4.8	2.1	6.9
3/2+3/3	222	222	-	-	-	3.0	3.0	-	6.0	97.7	4.9	3.0	8.0
4/1+4/2	632	632	-	-	-	7.9	5.8	-	13.7	77.8	9.7	5.8	15.4
5/1	292	292	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	625	625	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/1	604	604	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	376	376	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
7/1	296	296	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	536	536	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): -4.0 Total Delay for Signalled Lanes (pcuHr): 43.63 Cycle Time (s): 112
PRC Over All Lanes (%): -4.0 Total Delay Over All Lanes(pcuHr): 44.69

Full Input Data And Results

Scenario 4: 'Existing config AM 2028' (FG7: 'Base 2028 AM', Plan 1: 'Network Control Plan AM')

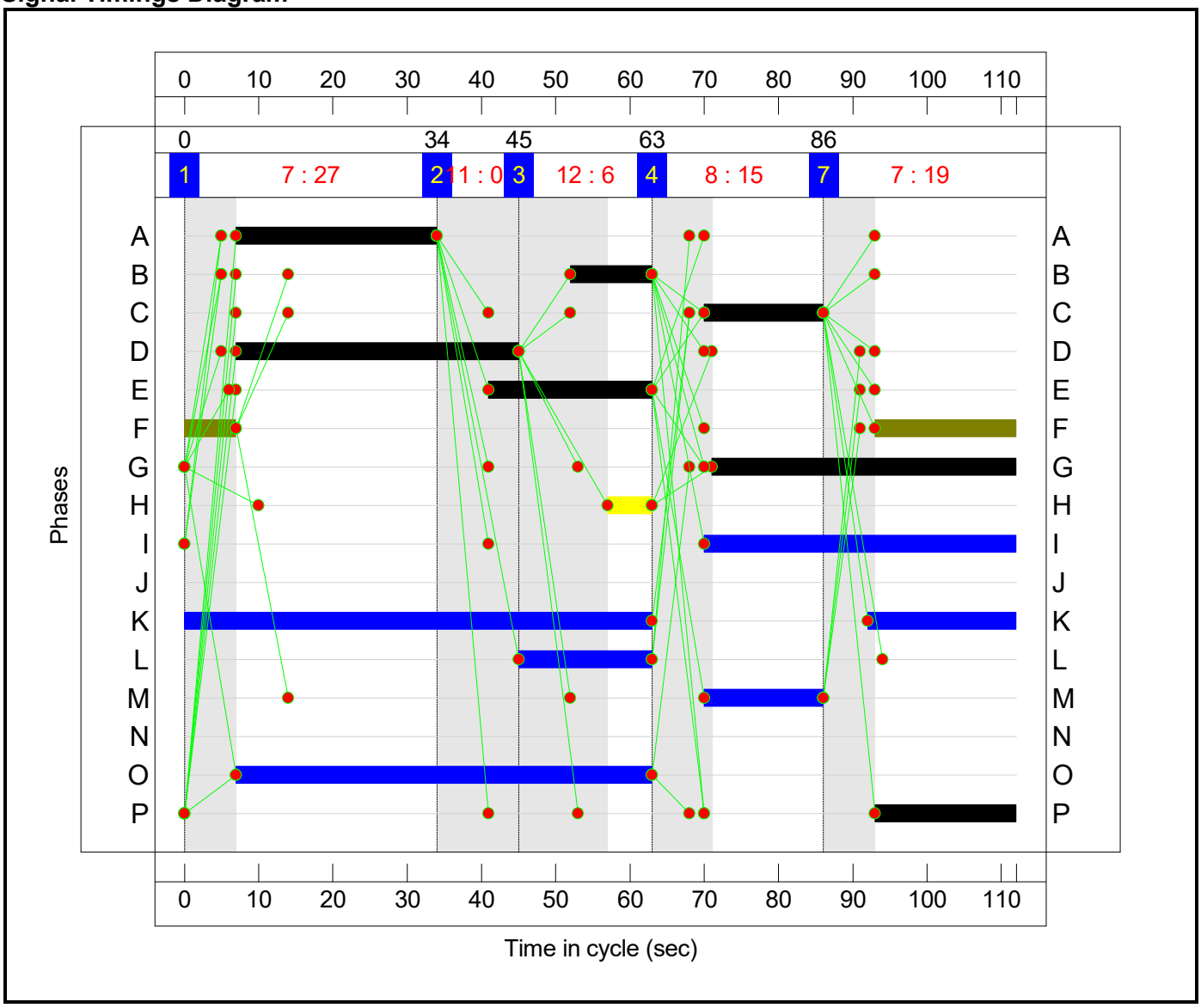
Stage Sequence Diagram



Stage Timings

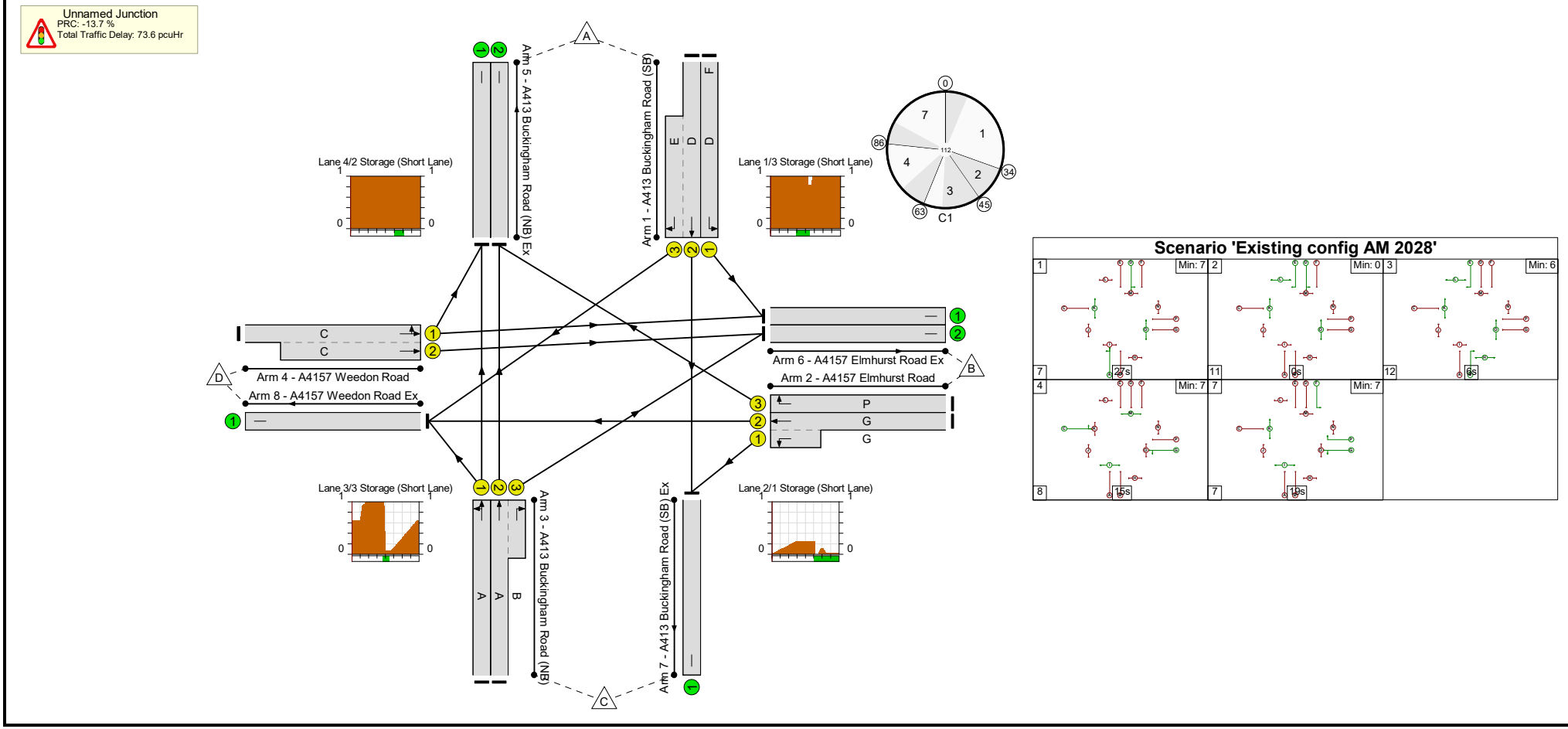
Stage	1	2	3	4	7
Duration	27	0	6	15	19
Change Point	0	34	45	63	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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: Horse && Jockey Junction Assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.3%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.3%**
1/1	A413 Buckingham Road (SB) Left	U	N/A	N/A	D	F	1	64	26	615	1724	1001	61.5%
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	N/A	N/A	D E		1	38:22	-	838	1800:1791	527+294	102.1 : 102.1%
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	N/A	N/A	G		1	41	-	383	1800:1751	650+38	55.7 : 55.7%
2/3	A4157 Elmhurst Road Right	U	N/A	N/A	P		1	19	-	323	1768	316	102.3%
3/1	A413 Buckingham Road (NB) Ahead Left	U	N/A	N/A	A		1	27	-	248	1800	450	55.1%
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	N/A	N/A	A B		1	27:11	-	282	1800:1791	401+82	58.4 : 58.4%
4/1+4/2	A4157 Weedon Road Left Ahead	U	N/A	N/A	C		1	16	-	525	1800:1800	273+273	93.3 : 98.8%
5/1	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	320	1800	1800	17.8%
5/2	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	557	1800	1800	30.5%
6/1	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	715	1800	1800	39.7%
6/2	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	318	1800	1800	17.7%

Full Input Data And Results

7/1	A413 Buckingham Road (SB) Ex	U	N/A	N/A	-		-	-	-	559	1800	1800	30.4%
8/1	A4157 Weedon Road Ex	U	N/A	N/A	-		-	-	-	745	1800	1800	41.4%

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: Horse && Jockey Junction Assessment	**-**	**-**	**0**	**0**	**0**	**31.8**	**41.8**	**0.0**	**73.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**31.8**	**41.8**	**0.0**	**73.6**	**-**	**-**	**-**	**-**
1/1	615	615	-	-	-	2.6	0.8	-	3.4	20.0	12.5	0.8	13.3
1/2+1/3	838	827	-	-	-	9.3	19.4	-	28.7	123.4	21.7	19.4	41.2
2/2+2/1	383	383	-	-	-	2.9	0.6	-	3.5	33.2	9.0	0.6	9.6
2/3	323	316	-	-	-	4.6	11.0	-	15.6	173.7	10.3	11.0	21.3
3/1	248	248	-	-	-	2.5	0.6	-	3.1	45.4	6.7	0.6	7.3
3/2+3/3	282	282	-	-	-	3.0	0.7	-	3.7	46.8	6.6	0.7	7.3
4/1+4/2	525	525	-	-	-	6.9	7.3	-	14.2	97.2	8.3	7.3	15.6
5/1	320	320	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	550	550	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/1	715	715	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
6/2	318	318	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	548	548	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
8/1	745	745	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

C1

PRC for Signalled Lanes (%): -13.7
PRC Over All Lanes (%): -13.7

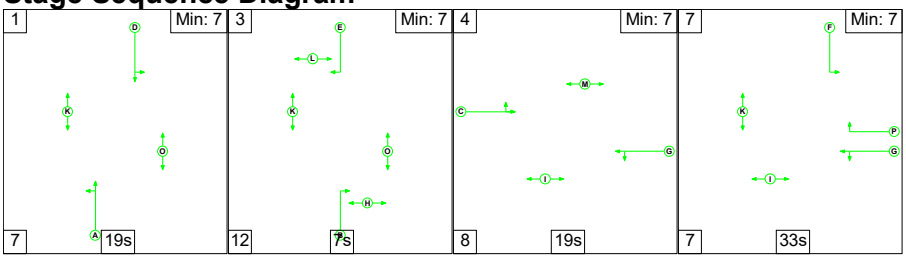
Total Delay for Signalled Lanes (pcuHr): 72.23
Total Delay Over All Lanes(pcuHr): 73.56

Cycle Time (s): 112

Full Input Data And Results

Scenario 5: 'Existing config PM 2028' (FG8: 'Base 2028 PM', Plan 2: 'Network Control Plan PM')

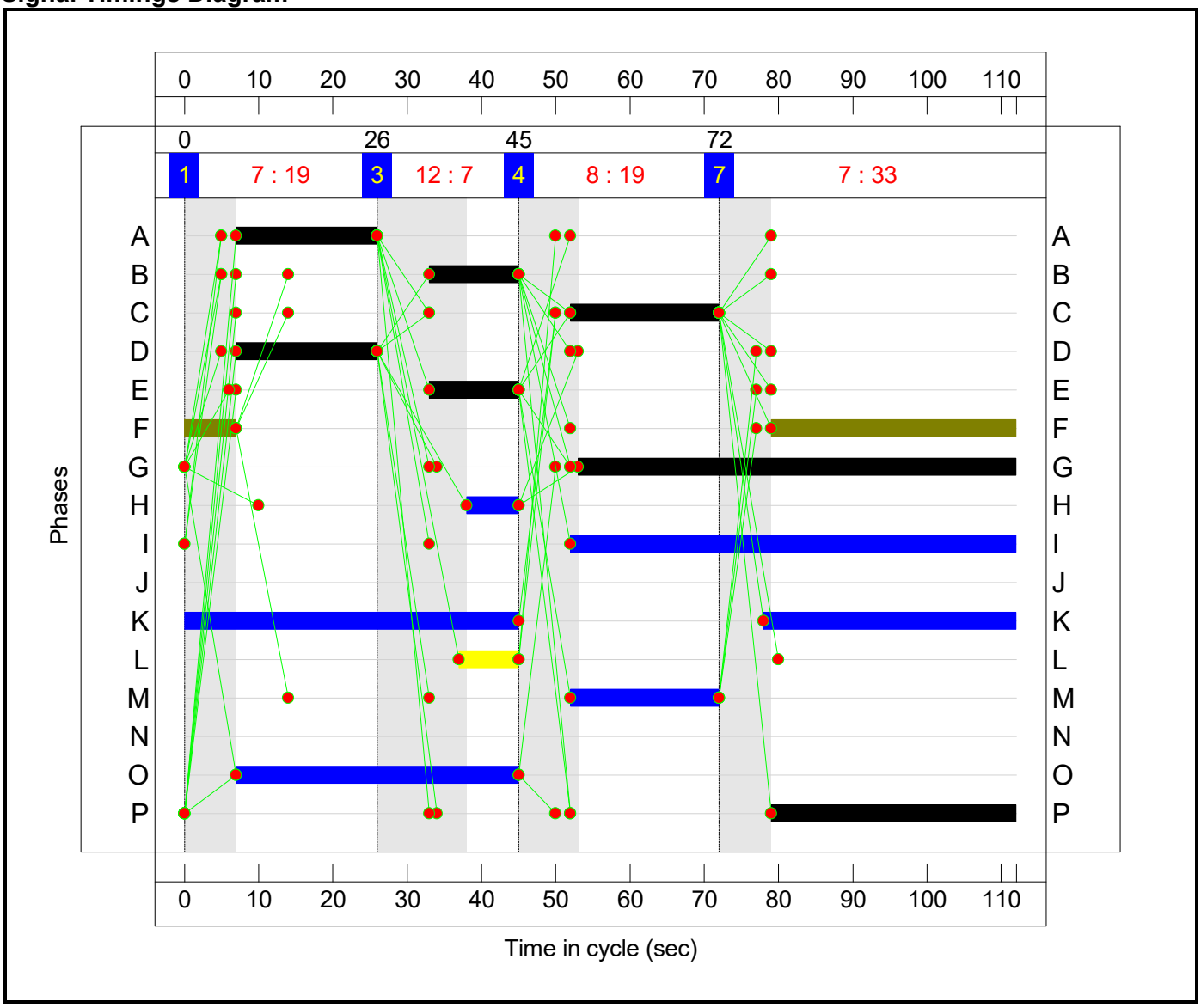
Stage Sequence Diagram



Stage Timings

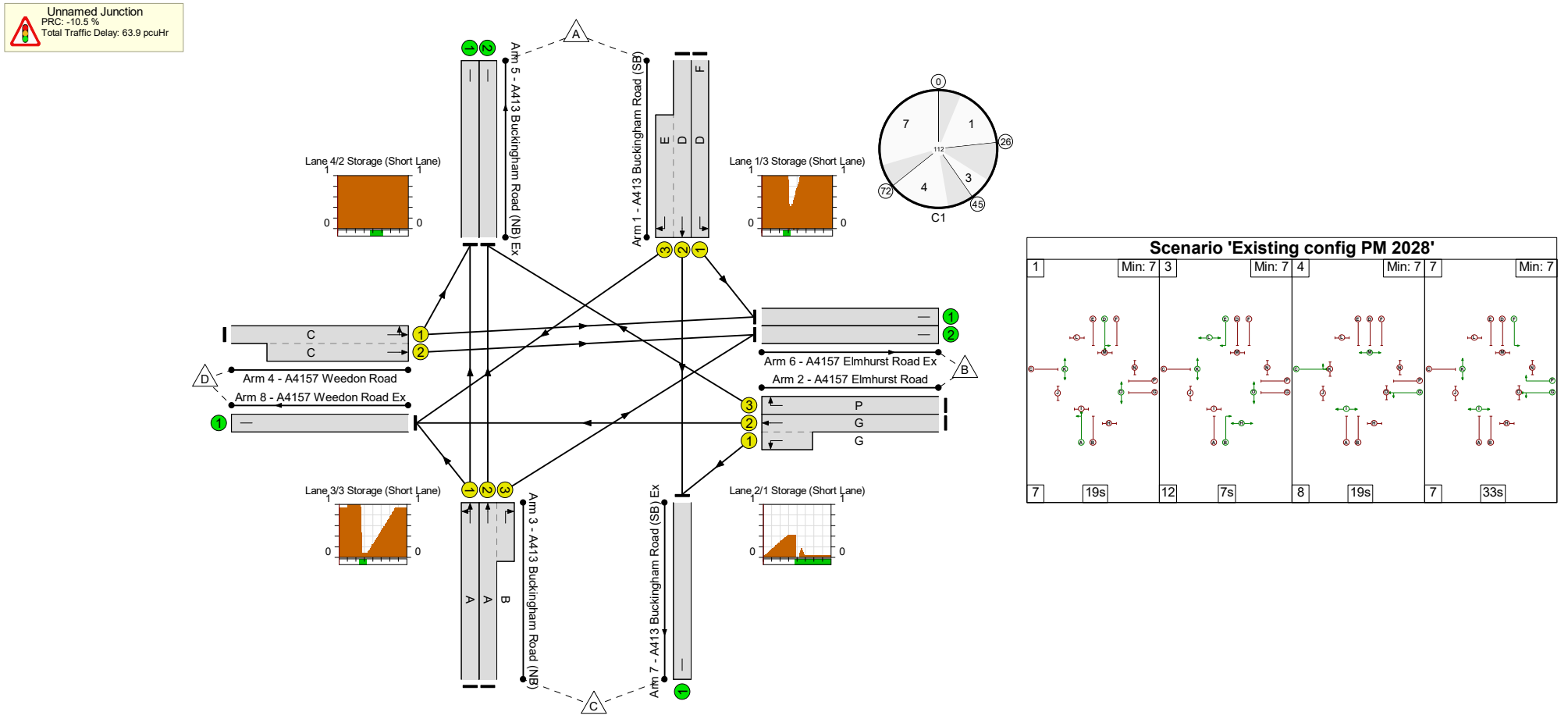
Stage	1	3	4	7
Duration	19	7	19	33
Change Point	0	26	45	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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: Horse && Jockey Junction Assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
1/1	A413 Buckingham Road (SB) Left	U	N/A	N/A	D	F	1	59	40	597	1724	924	64.6%
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	N/A	N/A	D E		1	19:12	-	458	1800:1791	321+158	95.5 : 95.5%
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	N/A	N/A	G		1	59	-	405	1800:1751	894+87	41.3 : 41.3%
2/3	A4157 Elmhurst Road Right	U	N/A	N/A	P		1	33	-	534	1768	537	99.5%
3/1	A413 Buckingham Road (NB) Ahead Left	U	N/A	N/A	A		1	19	-	281	1800	321	87.4%
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	N/A	N/A	A B		1	19:12	-	323	1800:1791	288+74	89.1 : 89.1%
4/1+4/2	A4157 Weedon Road Left Ahead	U	N/A	N/A	C		1	20	-	629	1800:1800	338+338	91.3 : 95.1%
5/1	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	385	1800	1800	21.4%
5/2	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	791	1800	1800	43.9%
6/1	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	733	1800	1800	40.7%
6/2	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	387	1800	1800	21.5%

Full Input Data And Results

7/1	A413 Buckingham Road (SB) Ex	U	N/A	N/A	-		-	-	-	343	1800	1800	19.1%
8/1	A4157 Weedon Road Ex	U	N/A	N/A	-		-	-	-	588	1800	1800	32.7%

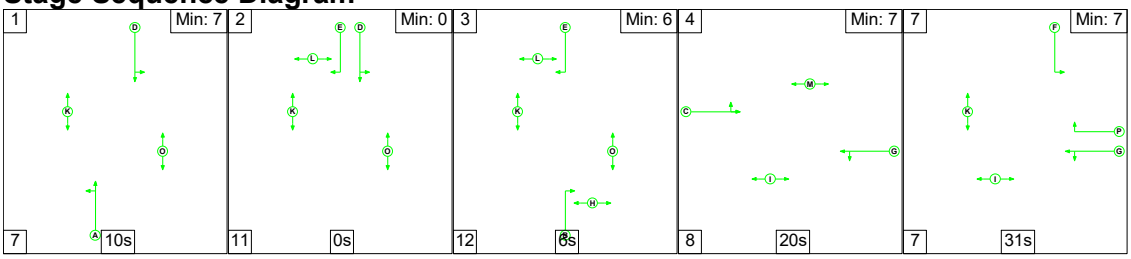
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horse && Jockey Junction Assessment	**-**	**-**	**0**	**0**	**0**	**31.7**	**32.1**	**0.0**	**63.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**31.7**	**32.1**	**0.0**	**63.9**	**-**	**-**	**-**	**-**
1/1	597	597	-	-	-	3.1	0.9	-	4.0	23.9	13.1	0.9	14.0
1/2+1/3	458	458	-	-	-	5.9	6.6	-	12.5	98.1	9.4	6.6	16.0
2/2+2/1	405	405	-	-	-	1.7	0.4	-	2.0	18.2	6.9	0.4	7.2
2/3	534	534	-	-	-	5.8	10.9	-	16.7	112.4	16.5	10.9	27.4
3/1	281	281	-	-	-	3.5	3.0	-	6.5	83.5	8.5	3.0	11.5
3/2+3/3	323	323	-	-	-	4.0	3.5	-	7.5	83.3	8.4	3.5	11.9
4/1+4/2	629	629	-	-	-	7.8	5.5	-	13.3	76.4	9.8	5.5	15.3
5/1	385	385	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
5/2	791	791	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
6/1	733	733	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
6/2	387	387	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
7/1	343	343	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	588	588	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): -10.5 Total Delay for Signalled Lanes (pcuHr): 62.50 Cycle Time (s): 112
PRC Over All Lanes (%): -10.5 Total Delay Over All Lanes(pcuHr): 63.87

Full Input Data And Results

Scenario 6: 'Existing config SAT 2028' (FG9: 'Base 2028 Saturday', Plan 1: 'Network Control Plan AM')

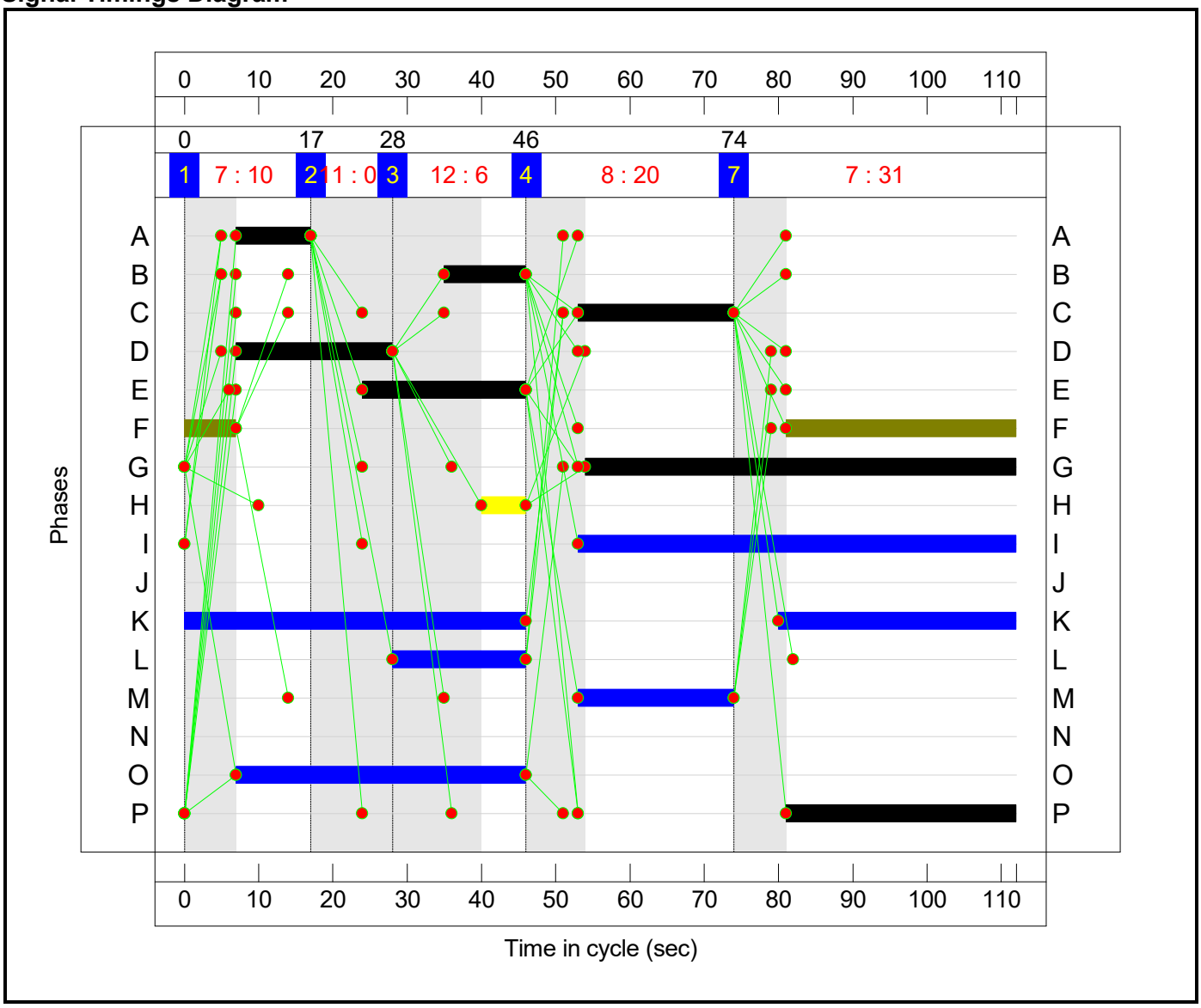
Stage Sequence Diagram



Stage Timings

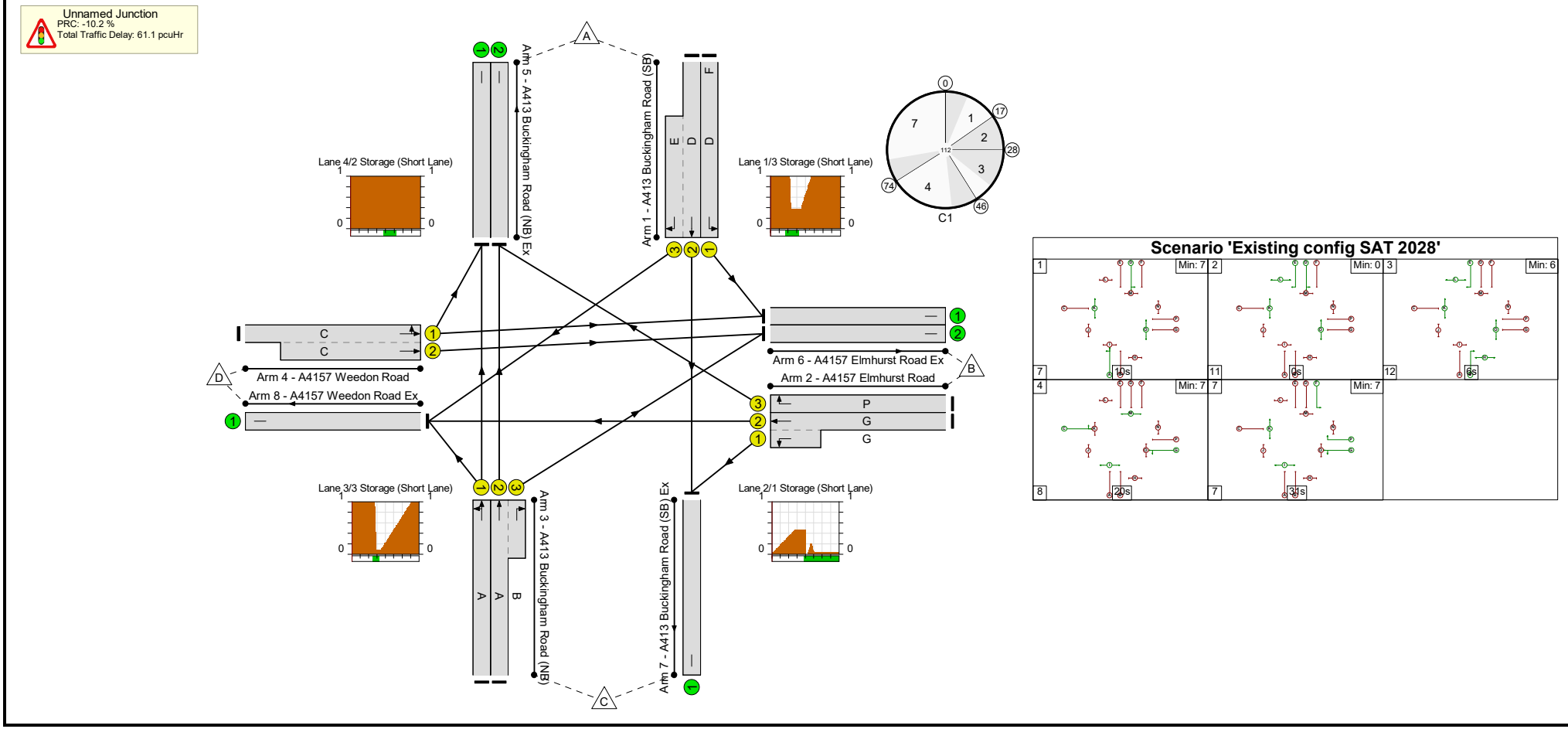
Stage	1	2	3	4	7
Duration	10	0	6	20	31
Change Point	0	17	28	46	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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: Horse && Jockey Junction Assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.2%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.2%**
1/1	A413 Buckingham Road (SB) Left	U	N/A	N/A	D	F	1	59	38	497	1724	924	53.8%
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	N/A	N/A	D E		1	21:22	-	408	1800:1791	352+174	77.5 : 77.5%
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	N/A	N/A	G		1	58	-	432	1800:1751	872+94	44.7 : 44.7%
2/3	A4157 Elmhurst Road Right	U	N/A	N/A	P		1	31	-	495	1768	505	98.0%
3/1	A413 Buckingham Road (NB) Ahead Left	U	N/A	N/A	A		1	10	-	172	1800	177	97.3%
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	N/A	N/A	A B		1	10:11	-	235	1800:1791	172+65	99.2 : 99.2%
4/1+4/2	A4157 Weedon Road Left Ahead	U	N/A	N/A	C		1	21	-	676	1800:1800	354+354	95.6 : 95.6%
5/1	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	314	1800	1800	17.4%
5/2	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	666	1800	1800	37.0%
6/1	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	646	1800	1800	35.9%
6/2	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	402	1800	1800	22.3%

Full Input Data And Results

7/1	A413 Buckingham Road (SB) Ex	U	N/A	N/A	-		-	-	-	315	1800	1800	17.5%
8/1	A4157 Weedon Road Ex	U	N/A	N/A	-		-	-	-	572	1800	1800	31.8%

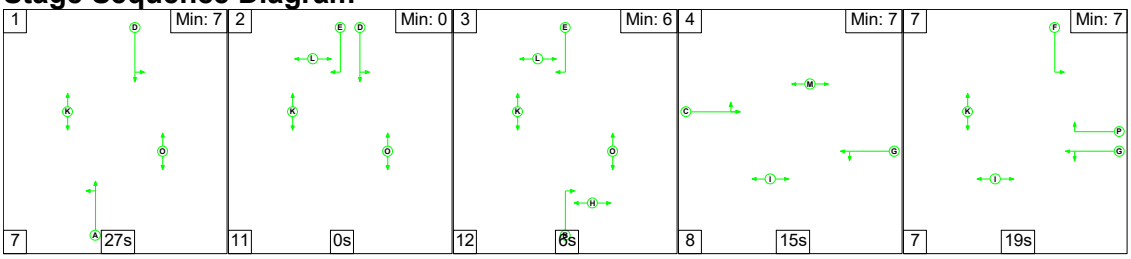
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horse && Jockey Junction Assessment	**-**	**-**	**0**	**0**	**0**	**28.4**	**32.7**	**0.0**	**61.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**28.4**	**32.7**	**0.0**	**61.1**	**-**	**-**	**-**	**-**
1/1	497	497	-	-	-	2.3	0.6	-	2.9	21.2	10.1	0.6	10.7
1/2+1/3	408	408	-	-	-	4.7	1.7	-	6.3	55.9	8.0	1.7	9.7
2/2+2/1	432	432	-	-	-	1.9	0.4	-	2.3	19.3	7.7	0.4	8.1
2/3	495	495	-	-	-	5.5	8.9	-	14.3	104.2	15.3	8.9	24.1
3/1	172	172	-	-	-	2.4	5.5	-	7.9	164.8	5.3	5.5	10.8
3/2+3/3	235	235	-	-	-	3.2	7.2	-	10.4	159.6	5.4	7.2	12.6
4/1+4/2	676	676	-	-	-	8.4	7.4	-	15.7	83.8	10.3	7.4	17.7
5/1	314	314	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	666	666	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
6/1	646	646	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
6/2	402	402	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
7/1	315	315	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	572	572	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): -10.2 Total Delay for Signalled Lanes (pcuHr): 59.92 Cycle Time (s): 112
PRC Over All Lanes (%): -10.2 Total Delay Over All Lanes(pcuHr): 61.08

Full Input Data And Results

Scenario 7: 'Existing AM 2028 + Lidl' (FG13: 'Base 2028 + Lidl AM', Plan 1: 'Network Control Plan AM')

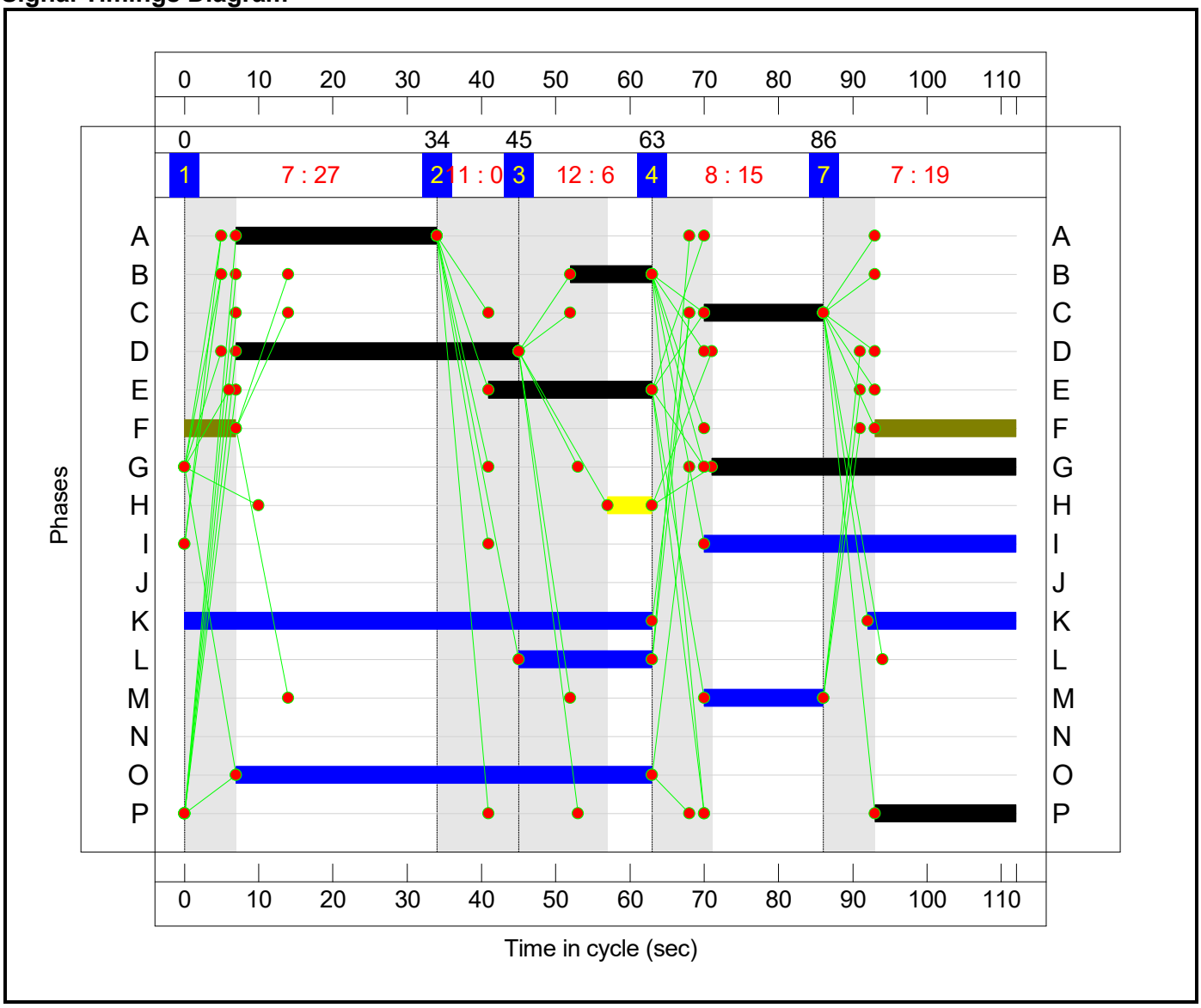
Stage Sequence Diagram



Stage Timings

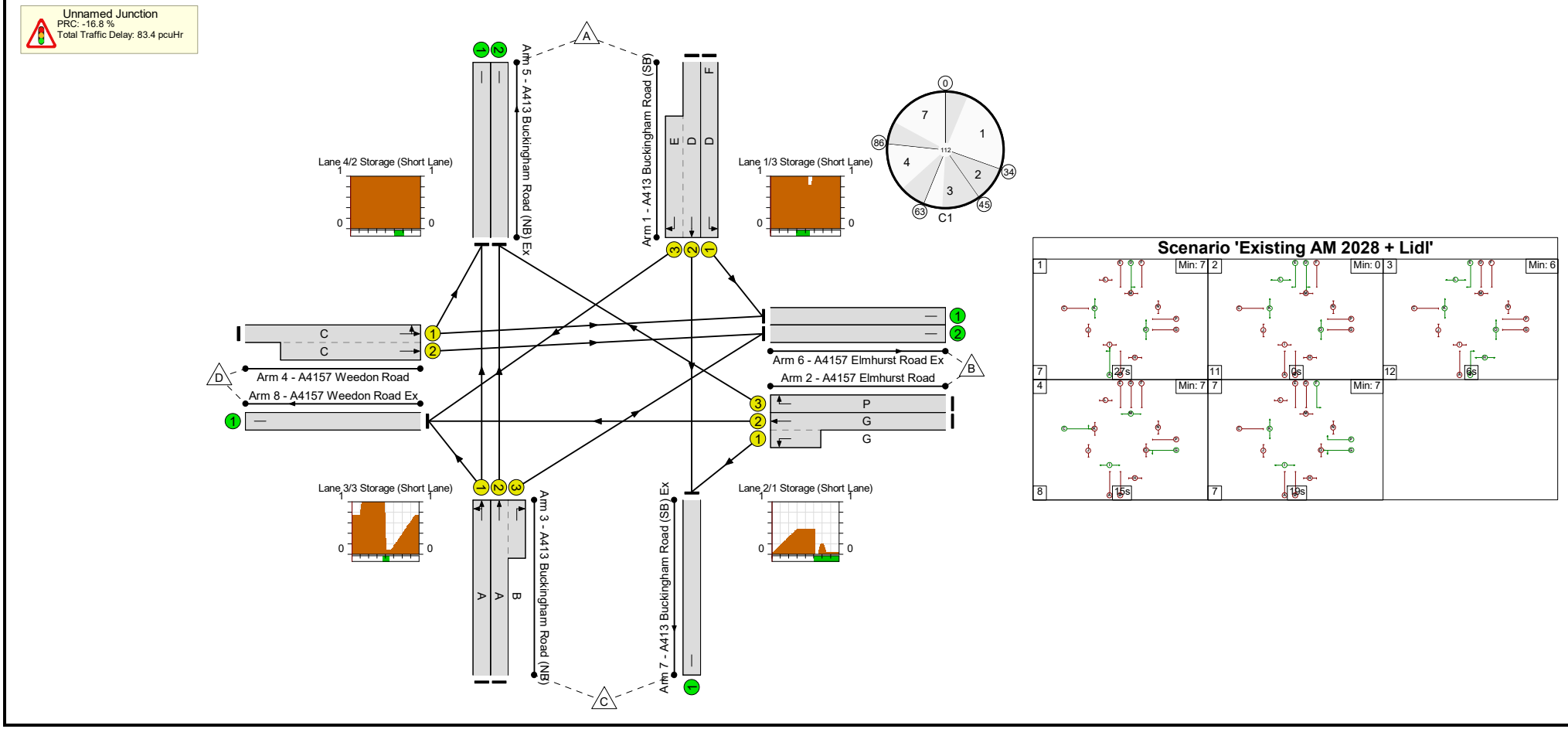
Stage	1	2	3	4	7
Duration	27	0	6	15	19
Change Point	0	34	45	63	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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: Horse && Jockey Junction Assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.2%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.2%**
1/1	A413 Buckingham Road (SB) Left	U	N/A	N/A	D	F	1	64	26	610	1724	1001	61.0%
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	N/A	N/A	D E		1	38:22	-	855	1800:1791	530+283	105.2 : 105.2%
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	N/A	N/A	G		1	41	-	397	1800:1751	624+70	57.2 : 57.2%
2/3	A4157 Elmhurst Road Right	U	N/A	N/A	P		1	19	-	319	1768	316	101.0%
3/1	A413 Buckingham Road (NB) Ahead Left	U	N/A	N/A	A		1	27	-	261	1800	450	58.0%
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	N/A	N/A	A B		1	27:11	-	303	1800:1791	392+97	61.9 : 61.9%
4/1+4/2	A4157 Weedon Road Left Ahead	U	N/A	N/A	C		1	16	-	528	1800:1800	273+273	94.1 : 99.2%
5/1	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	330	1800	1800	18.3%
5/2	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	562	1800	1800	31.0%
6/1	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	711	1800	1800	39.5%
6/2	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	331	1800	1800	18.4%

Full Input Data And Results

7/1	A413 Buckingham Road (SB) Ex	U	N/A	N/A	-		-	-	-	597	1800	1800	31.7%
8/1	A4157 Weedon Road Ex	U	N/A	N/A	-		-	-	-	742	1800	1800	41.2%

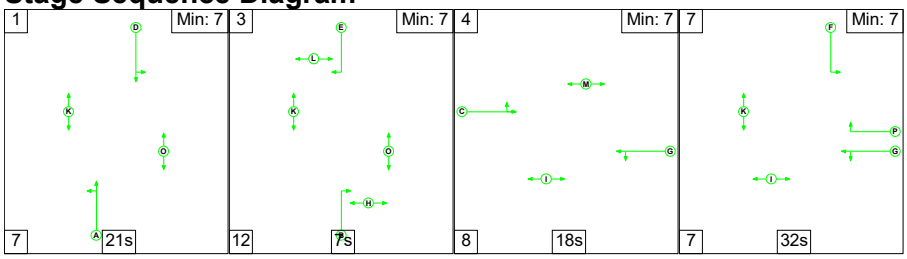
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horse && Jockey Junction Assessment	**-**	**-**	**0**	**0**	**0**	**33.1**	**50.3**	**0.0**	**83.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**33.1**	**50.3**	**0.0**	**83.4**	**-**	**-**	**-**	**-**
1/1	610	610	-	-	-	2.6	0.8	-	3.4	19.9	12.2	0.8	13.0
1/2+1/3	855	828	-	-	-	10.4	28.5	-	38.8	163.4	24.5	28.5	52.9
2/2+2/1	397	397	-	-	-	3.0	0.7	-	3.7	33.3	9.2	0.7	9.9
2/3	319	316	-	-	-	4.3	9.8	-	14.1	158.9	10.0	9.8	19.8
3/1	261	261	-	-	-	2.7	0.7	-	3.4	46.3	7.1	0.7	7.8
3/2+3/3	303	303	-	-	-	3.2	0.8	-	4.0	48.0	7.0	0.8	7.8
4/1+4/2	528	528	-	-	-	6.9	7.8	-	14.7	100.2	8.4	7.8	16.1
5/1	330	330	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	559	559	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/1	711	711	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
6/2	331	331	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	570	570	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
8/1	742	742	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

C1 PRC for Signalled Lanes (%): -16.8 Total Delay for Signalled Lanes (pcuHr): 82.02 Cycle Time (s): 112
PRC Over All Lanes (%): -16.8 Total Delay Over All Lanes(pcuHr): 83.37

Full Input Data And Results

Scenario 8: 'Existing PM 2028 + Lidl' (FG14: 'Base 2028 + Lidl PM', Plan 2: 'Network Control Plan PM')

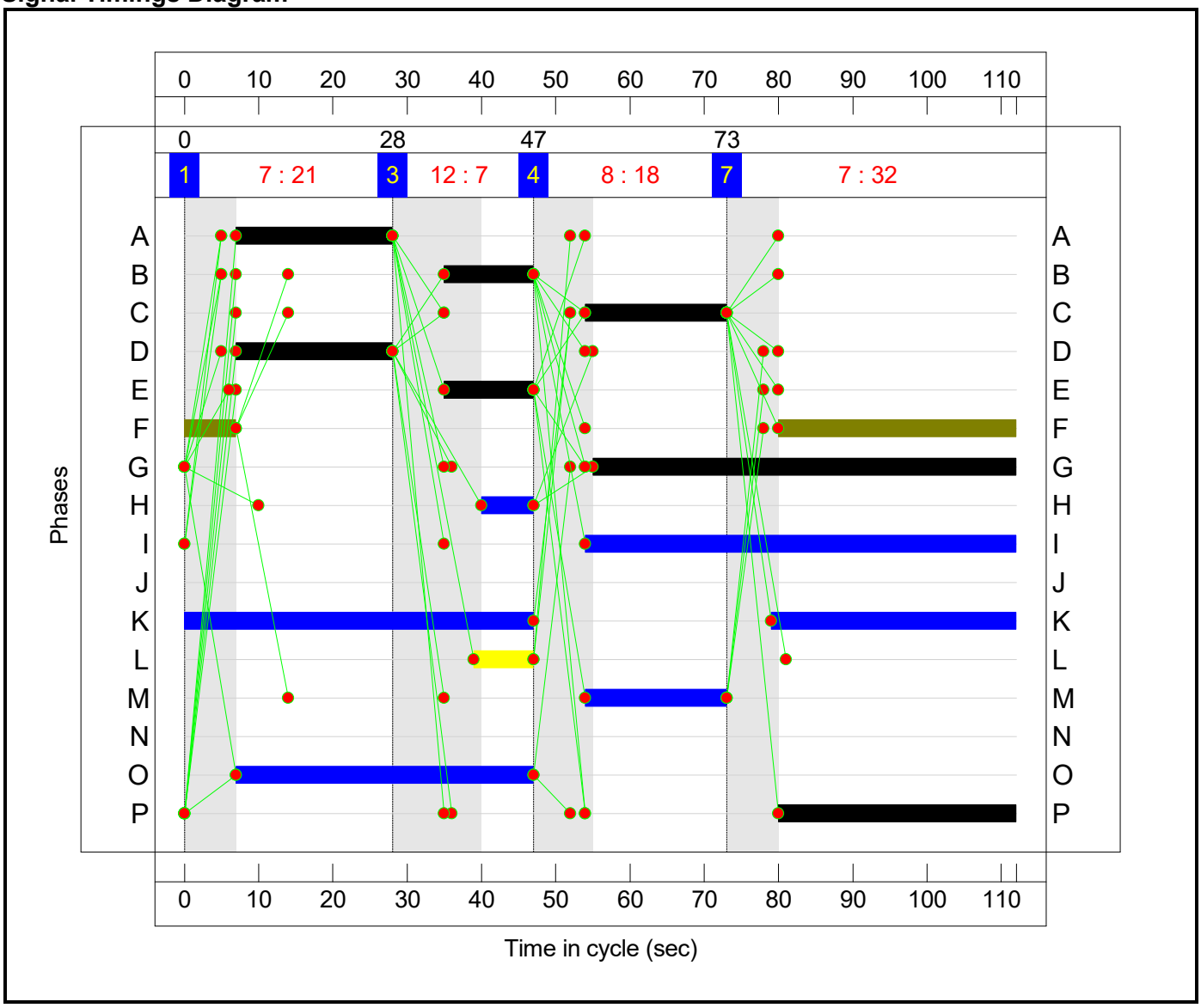
Stage Sequence Diagram



Stage Timings

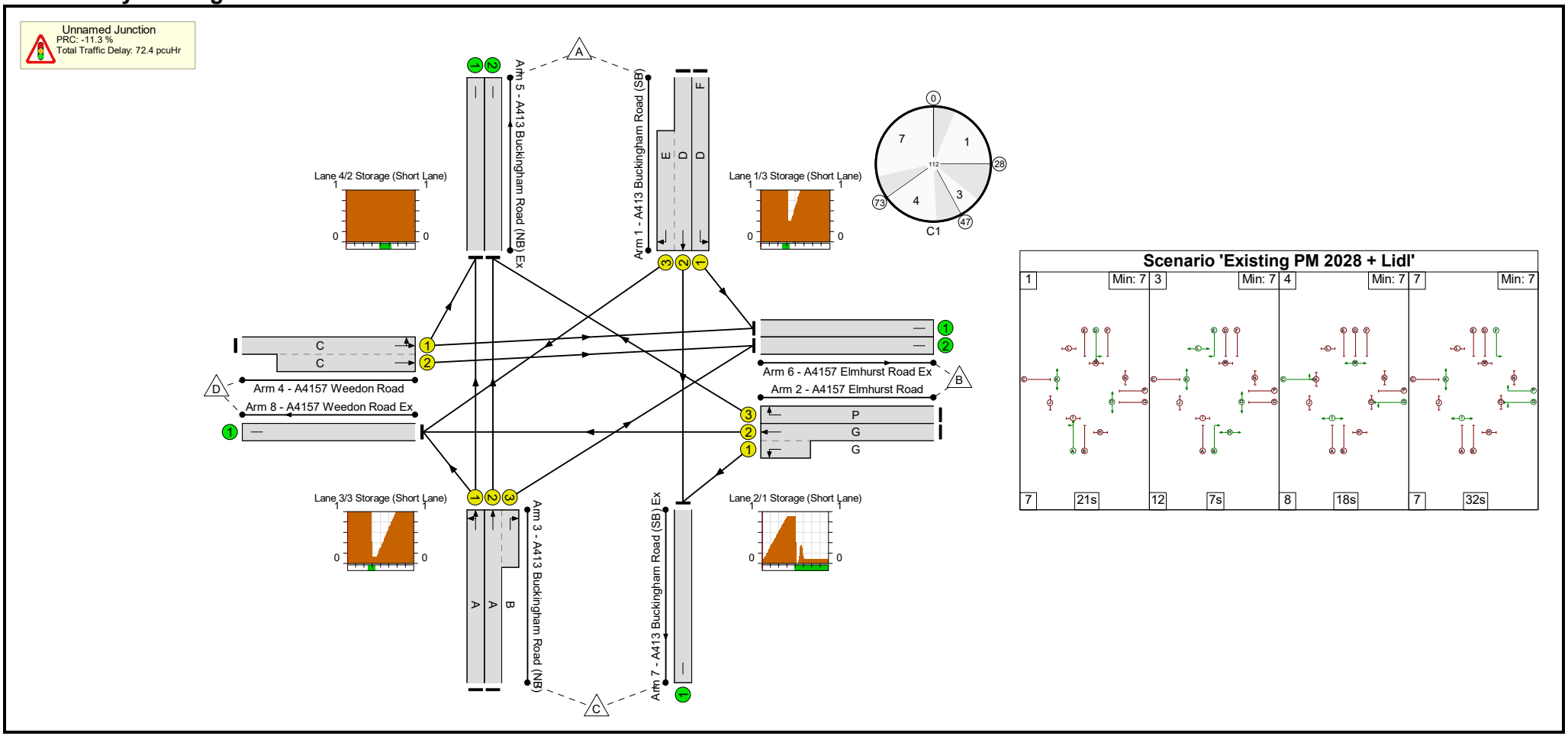
Stage	1	3	4	7
Duration	21	7	18	32
Change Point	0	28	47	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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: Horse && Jockey Junction Assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.2%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.2%**
1/1	A413 Buckingham Road (SB) Left	U	N/A	N/A	D	F	1	60	39	582	1724	939	62.0%
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	N/A	N/A	D E		1	21:12	-	488	1800:1791	353+152	96.6 : 96.6%
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	N/A	N/A	G		1	57	-	434	1800:1751	796+166	45.1 : 45.1%
2/3	A4157 Elmhurst Road Right	U	N/A	N/A	P		1	32	-	520	1768	521	99.8%
3/1	A413 Buckingham Road (NB) Ahead Left	U	N/A	N/A	A		1	21	-	314	1800	354	88.8%
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	N/A	N/A	A B		1	21:12	-	373	1800:1791	304+105	91.2 : 91.2%
4/1+4/2	A4157 Weedon Road Left Ahead	U	N/A	N/A	C		1	19	-	632	1800:1800	321+321	96.4 : 100.2%
5/1	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	410	1800	1800	22.8%
5/2	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	797	1800	1800	44.3%
6/1	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	719	1800	1800	39.9%
6/2	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	418	1800	1800	23.2%

Full Input Data And Results

7/1	A413 Buckingham Road (SB) Ex	U	N/A	N/A	-		-	-	-	416	1800	1800	23.1%
8/1	A4157 Weedon Road Ex	U	N/A	N/A	-		-	-	-	583	1800	1800	32.4%

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: Horse && Jockey Junction Assessment	**-**	**-**	**0**	**0**	**0**	**33.1**	**39.4**	**0.0**	**72.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**33.1**	**39.4**	**0.0**	**72.4**	**-**	**-**	**-**	**-**
1/1	582	582	-	-	-	2.8	0.8	-	3.6	22.5	12.3	0.8	13.1
1/2+1/3	488	488	-	-	-	6.2	7.5	-	13.7	101.0	10.5	7.5	18.1
2/2+2/1	434	434	-	-	-	1.9	0.4	-	2.4	19.5	7.3	0.4	7.7
2/3	520	520	-	-	-	5.7	11.2	-	16.9	116.8	16.0	11.2	27.2
3/1	314	314	-	-	-	3.8	3.4	-	7.2	82.6	9.5	3.4	12.9
3/2+3/3	373	373	-	-	-	4.6	4.2	-	8.8	84.5	9.6	4.2	13.8
4/1+4/2	632	631	-	-	-	8.1	10.4	-	18.5	105.4	10.0	10.4	20.5
5/1	410	410	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
5/2	797	797	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
6/1	719	719	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
6/2	417	417	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	416	416	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	583	583	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2

C1

PRC for Signalled Lanes (%): -11.3
PRC Over All Lanes (%): -11.3

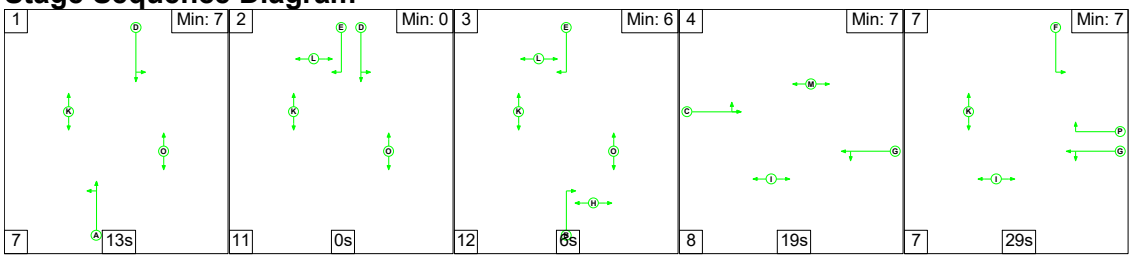
Total Delay for Signalled Lanes (pcuHr): 71.03
Total Delay Over All Lanes(pcuHr): 72.45

Cycle Time (s): 112

Full Input Data And Results

Scenario 9: 'Existing SAT 2028 + Lidl' (FG15: 'Base 2028 + Lidl Saturday', Plan 1: 'Network Control Plan AM')

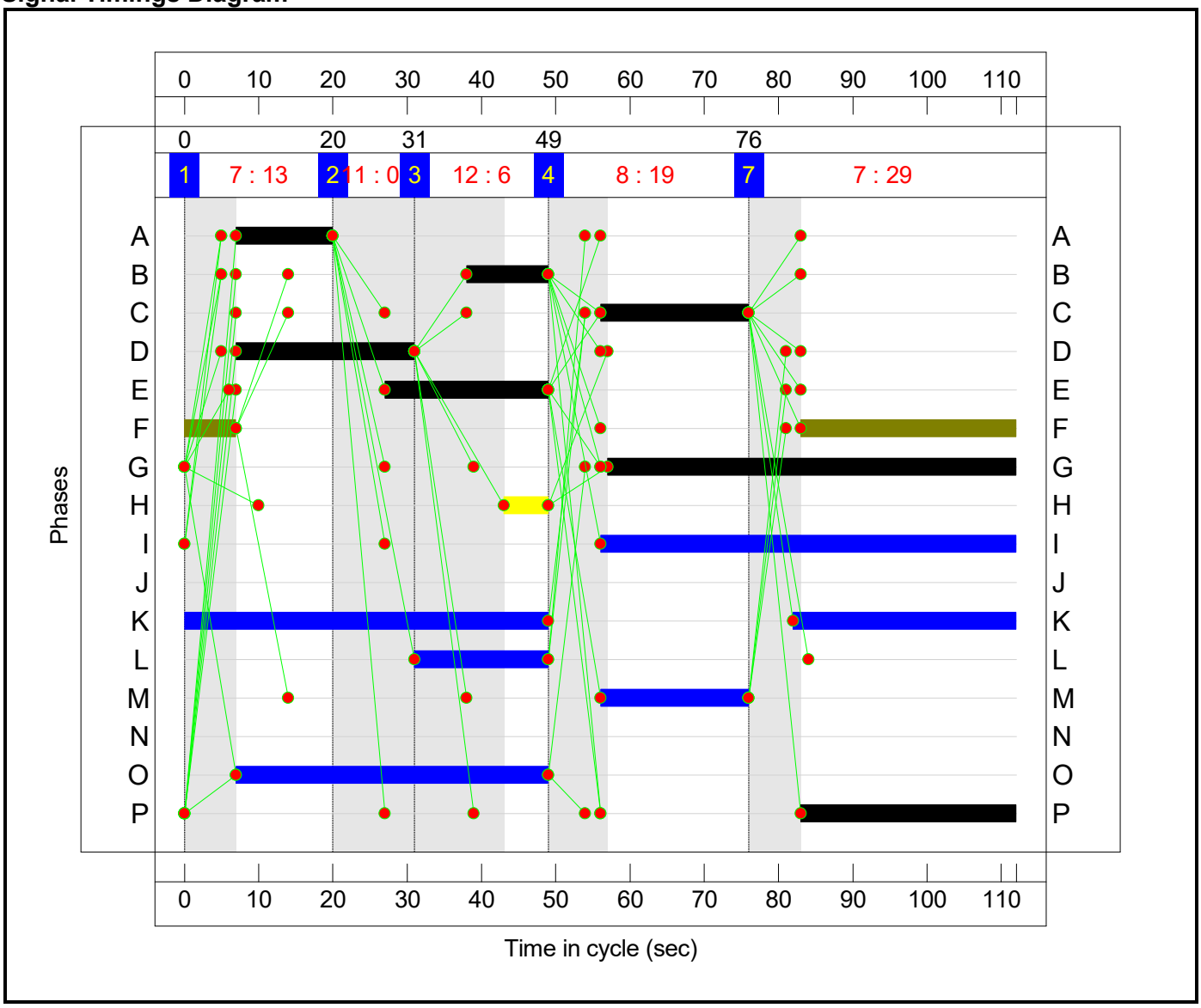
Stage Sequence Diagram



Stage Timings

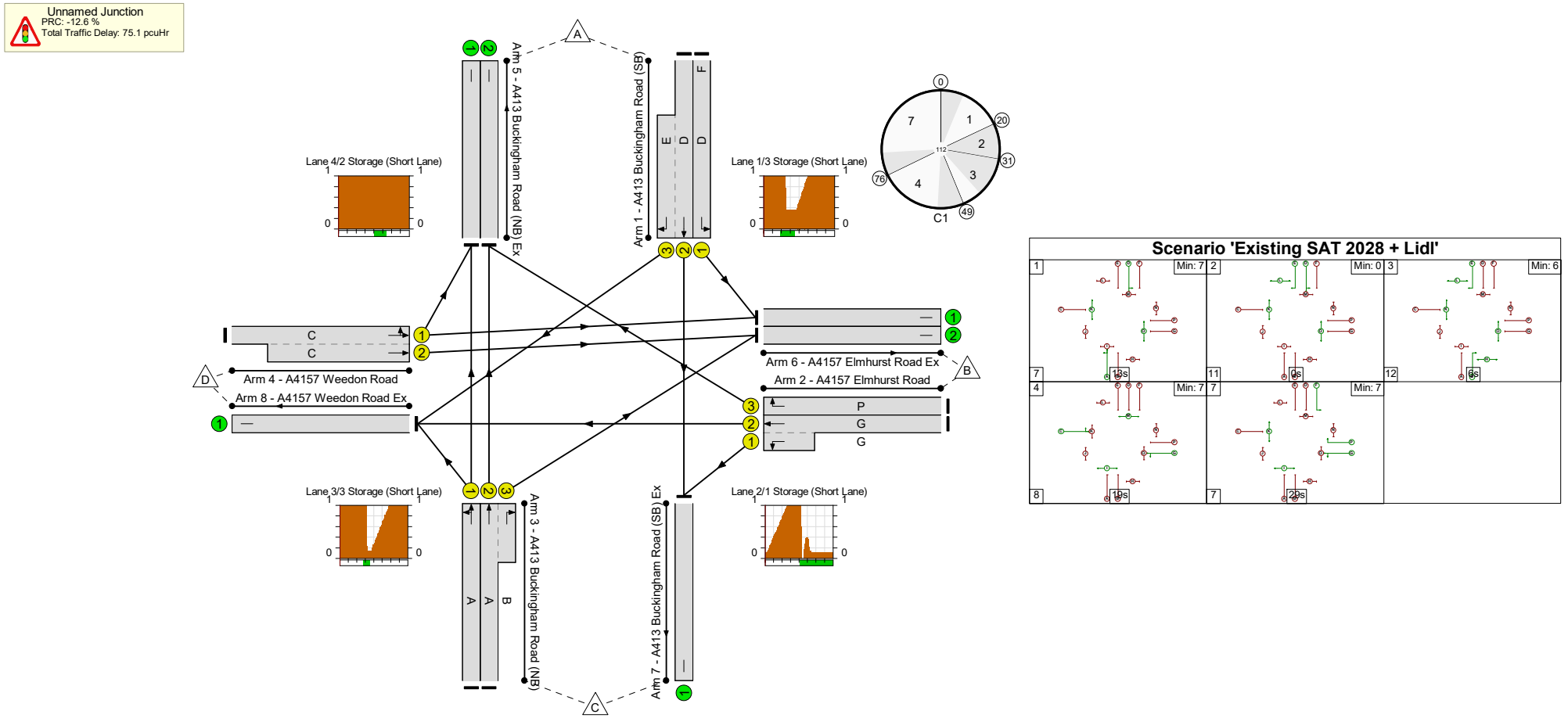
Stage	1	2	3	4	7
Duration	13	0	6	19	29
Change Point	0	20	31	49	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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: Horse && Jockey Junction Assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.3%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.3%**
1/1	A413 Buckingham Road (SB) Left	U	N/A	N/A	D	F	1	60	36	475	1724	939	50.6%
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	N/A	N/A	D E		1	24:22	-	444	1800:1791	388+159	81.3 : 81.3%
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	N/A	N/A	G		1	55	-	470	1800:1751	747+189	50.2 : 50.2%
2/3	A4157 Elmhurst Road Right	U	N/A	N/A	P		1	29	-	475	1768	474	100.3%
3/1	A413 Buckingham Road (NB) Ahead Left	U	N/A	N/A	A		1	13	-	210	1800	225	93.3%
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	N/A	N/A	A B		1	13:11	-	310	1800:1791	203+103	101.3 : 101.3%
4/1+4/2	A4157 Weedon Road Left Ahead	U	N/A	N/A	C		1	20	-	678	1800:1800	338+338	99.6 : 101.3%
5/1	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	341	1800	1800	18.9%
5/2	A413 Buckingham Road (NB) Ex	U	N/A	N/A	-		-	-	-	681	1800	1800	37.6%
6/1	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	621	1800	1800	34.5%
6/2	A4157 Elmhurst Road Ex	U	N/A	N/A	-		-	-	-	446	1800	1800	24.5%

Full Input Data And Results

7/1	A413 Buckingham Road (SB) Ex	U	N/A	N/A	-		-	-	-	410	1800	1800	22.8%
8/1	A4157 Weedon Road Ex	U	N/A	N/A	-		-	-	-	563	1800	1800	31.3%

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: Horse && Jockey Junction Assessment	**-**	**-**	**0**	**0**	**0**	**30.8**	**44.4**	**0.0**	**75.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**30.8**	**44.4**	**0.0**	**75.1**	**-**	**-**	**-**	**-**
1/1	475	475	-	-	-	2.1	0.5	-	2.6	19.9	9.2	0.5	9.7
1/2+1/3	444	444	-	-	-	4.9	2.1	-	7.0	57.0	9.2	2.1	11.3
2/2+2/1	470	470	-	-	-	2.3	0.5	-	2.8	21.4	8.3	0.5	8.8
2/3	475	474	-	-	-	5.5	11.3	-	16.8	127.1	14.8	11.3	26.1
3/1	210	210	-	-	-	2.8	4.4	-	7.2	124.1	6.4	4.4	10.8
3/2+3/3	310	307	-	-	-	4.3	9.9	-	14.1	164.3	7.2	9.9	17.1
4/1+4/2	678	673	-	-	-	8.8	14.5	-	23.3	123.7	10.8	14.5	25.3
5/1	341	341	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	677	677	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
6/1	621	621	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	442	442	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	410	410	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
8/1	563	563	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): -12.6 Total Delay for Signalled Lanes (pcuHr): 73.91 Cycle Time (s): 112
PRC Over All Lanes (%): -12.6 Total Delay Over All Lanes(pcuHr): 75.13

S|C|P

APPENDIX 10

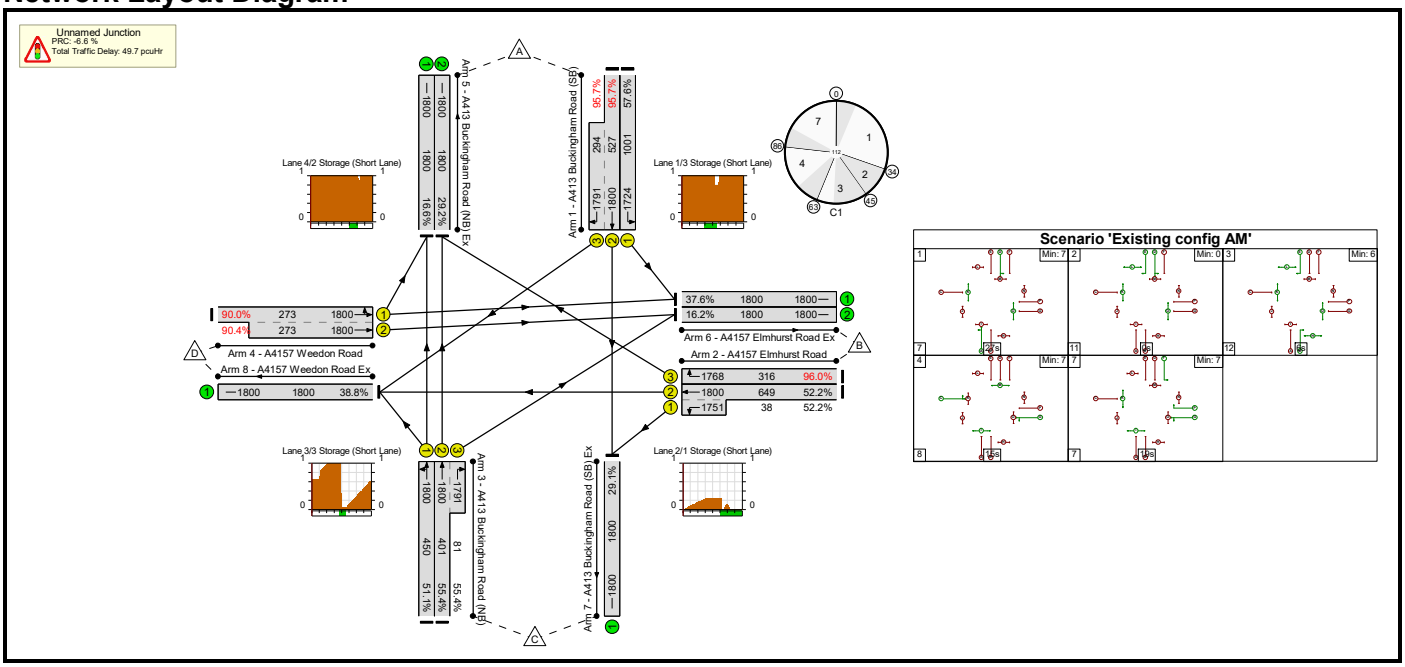
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Horse_and_Jockey_Aylesbury_existing_config_with_and_without_Lidl_Origin_Response.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Existing config AM' (FG1: 'Survey 2022 AM', Plan 1: 'Network Control Plan AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**96.0%**	**0**	**0**	**0**	**49.7**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**96.0%**	**0**	**0**	**0**	**49.7**	-	-
1/1	A413 Buckingham Road (SB) Left	U	D	F	1	64	26	576	1724	1001	57.6%	-	-	-	3.0	19.0	11.9
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	D E		1	38:22	-	785	1800:1791	527+294	95.7 : 95.7%	-	-	-	15.7	71.8	25.4
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	G		1	41	-	359	1800:1751	649+38	52.2 : 52.2%	-	-	-	3.2	32.3	8.9
2/3	A4157 Elmhurst Road Right	U	P		1	19	-	303	1768	316	96.0%	-	-	-	9.9	117.9	15.4
3/1	A413 Buckingham Road (NB) Ahead Left	U	A		1	27	-	230	1800	450	51.1%	-	-	-	2.8	44.3	6.7
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	A B		1	27:11	-	267	1800:1791	401+81	55.4 : 55.4%	-	-	-	3.4	45.9	6.7
4/1+4/2	A4157 Weedon Road Left Ahead	U	C		1	16	-	493	1800:1800	273+273	90.0 : 90.4%	-	-	-	10.4	76.0	11.6
5/1	A413 Buckingham Road (NB) Ex	U	-		-	-	-	298	1800	1800	16.6%	-	-	-	0.1	1.2	0.1
5/2	A413 Buckingham Road (NB) Ex	U	-		-	-	-	525	1800	1800	29.2%	-	-	-	0.2	1.4	0.2
6/1	A4157 Elmhurst Road Ex	U	-		-	-	-	676	1800	1800	37.6%	-	-	-	0.3	1.6	0.3
6/2	A4157 Elmhurst Road Ex	U	-		-	-	-	292	1800	1800	16.2%	-	-	-	0.1	1.2	0.1

Basic Results Summary

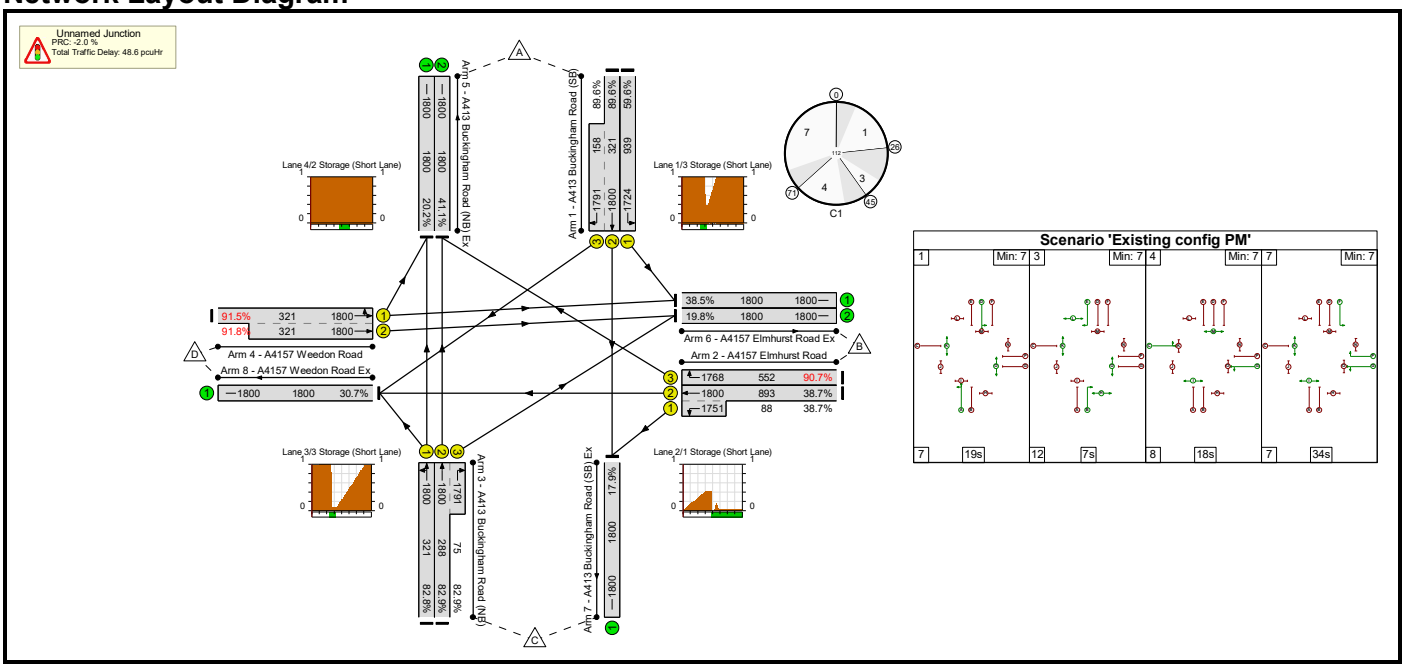
7/1	A413 Buckingham Road (SB) Ex	U	-		-	-	-	524	1800	1800	29.1%	-	-	-	0.2	1.4	0.2
8/1	A4157 Weedon Road Ex	U	-		-	-	-	698	1800	1800	38.8%	-	-	-	0.3	1.6	0.3

C1	PRC for Signalled Lanes (%):	-6.6	Total Delay for Signalled Lanes (pcuHr):	48.50	Cycle Time (s):	112
	PRC Over All Lanes (%):	-6.6	Total Delay Over All Lanes(pcuHr):	49.72		

Basic Results Summary

Scenario 2: 'Existing config PM' (FG2: 'Survey 2022 PM', Plan 2: 'Network Control Plan PM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**91.8%**	**0**	**0**	**0**	**48.6**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**91.8%**	**0**	**0**	**0**	**48.6**	-	-
1/1	A413 Buckingham Road (SB) Left	U	D	F	1	60	41	560	1724	939	59.6%	-	-	-	3.4	21.9	12.4
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	D E		1	19:12	-	430	1800:1791	321+158	89.6 : 89.6%	-	-	-	9.2	77.2	12.5
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	G		1	59	-	380	1800:1751	893+88	38.7 : 38.7%	-	-	-	1.9	17.8	6.6
2/3	A4157 Elmhurst Road Right	U	P		1	34	-	501	1768	552	90.7%	-	-	-	9.3	67.0	19.1
3/1	A413 Buckingham Road (NB) Ahead Left	U	A		1	19	-	266	1800	321	82.8%	-	-	-	5.5	74.4	10.1
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	A B		1	19:12	-	301	1800:1791	288+75	82.9 : 82.9%	-	-	-	5.9	71.1	9.9
4/1+4/2	A4157 Weedon Road Left Ahead	U	C		1	19	-	589	1800:1800	321+321	91.5 : 91.8%	-	-	-	12.1	73.7	13.7
5/1	A413 Buckingham Road (NB) Ex	U	-		-	-	-	363	1800	1800	20.2%	-	-	-	0.1	1.3	0.1
5/2	A413 Buckingham Road (NB) Ex	U	-		-	-	-	740	1800	1800	41.1%	-	-	-	0.3	1.7	0.3
6/1	A4157 Elmhurst Road Ex	U	-		-	-	-	693	1800	1800	38.5%	-	-	-	0.3	1.6	0.3
6/2	A4157 Elmhurst Road Ex	U	-		-	-	-	357	1800	1800	19.8%	-	-	-	0.1	1.2	0.1

Basic Results Summary

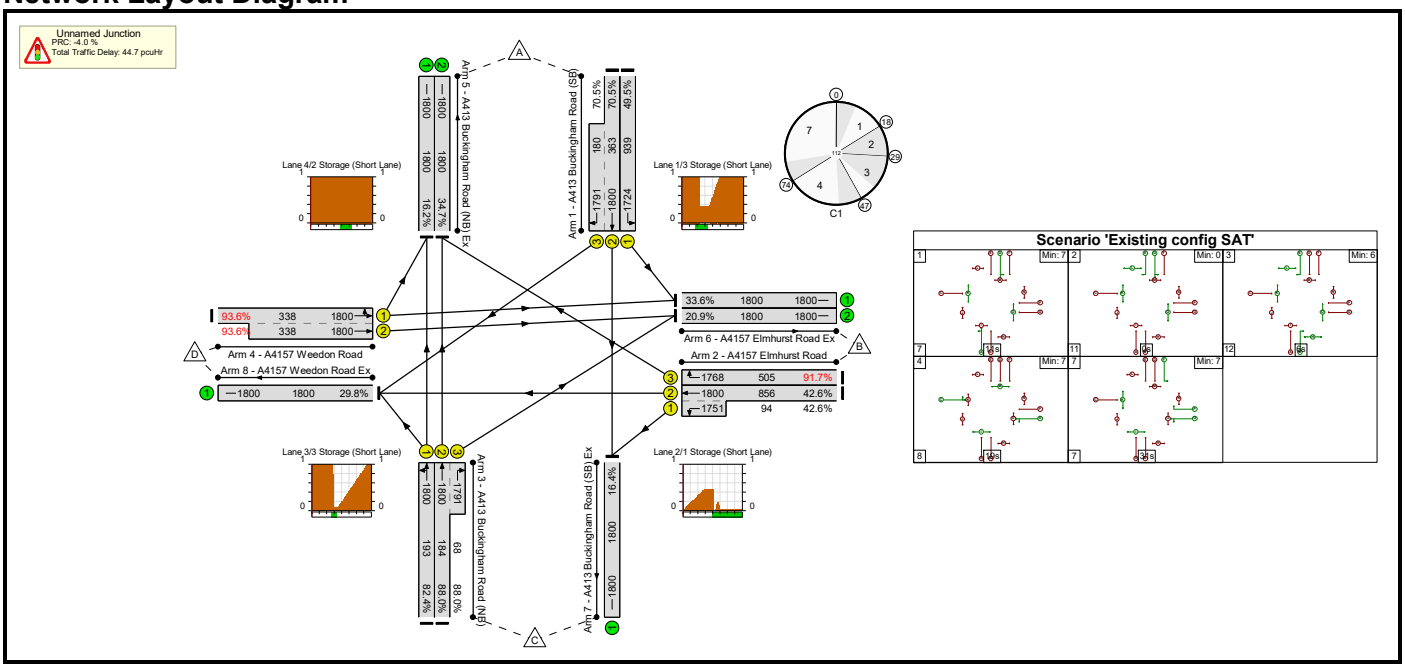
7/1	A413 Buckingham Road (SB) Ex	U	-		-	-	-	322	1800	1800	17.9%	-	-	-	0.1	1.2	0.1
8/1	A4157 Weedon Road Ex	U	-		-	-	-	552	1800	1800	30.7%	-	-	-	0.2	1.4	0.2

C1	PRC for Signalled Lanes (%):	-2.0	Total Delay for Signalled Lanes (pcuHr):	47.33	Cycle Time (s):	112
	PRC Over All Lanes (%):	-2.0	Total Delay Over All Lanes(pcuHr):	48.58		

Basic Results Summary

Scenario 3: 'Existing config SAT' (FG3: 'Survey 2022 Saturday', Plan 1: 'Network Control Plan AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**93.6%**	**0**	**0**	**0**	**44.7**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**93.6%**	**0**	**0**	**0**	**44.7**	-	-
1/1	A413 Buckingham Road (SB) Left	U	D	F	1	60	38	465	1724	939	49.5%	-	-	-	2.5	19.7	9.4
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	D E		1	22	-	383	1800:1791	363+180	70.5 : 70.5%	-	-	-	5.5	51.2	8.5
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	G		1	57	-	405	1800:1751	856+94	42.6 : 42.6%	-	-	-	2.2	19.5	7.5
2/3	A4157 Elmhurst Road Right	U	P		1	31	-	463	1768	505	91.7%	-	-	-	9.5	73.9	18.4
3/1	A413 Buckingham Road (NB) Ahead Left	U	A		1	11	-	159	1800	193	82.4%	-	-	-	4.3	96.3	6.9
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	A B		1	11	-	222	1800:1791	184+68	88.0 : 88.0%	-	-	-	6.0	97.7	8.0
4/1+4/2	A4157 Weedon Road Left Ahead	U	C		1	20	-	632	1800:1800	338+338	93.6 : 93.6%	-	-	-	13.7	77.8	15.4
5/1	A413 Buckingham Road (NB) Ex	U	-		-	-	-	292	1800	1800	16.2%	-	-	-	0.1	1.2	0.1
5/2	A413 Buckingham Road (NB) Ex	U	-		-	-	-	625	1800	1800	34.7%	-	-	-	0.3	1.5	0.3
6/1	A4157 Elmhurst Road Ex	U	-		-	-	-	604	1800	1800	33.6%	-	-	-	0.3	1.5	0.3
6/2	A4157 Elmhurst Road Ex	U	-		-	-	-	376	1800	1800	20.9%	-	-	-	0.1	1.3	0.1

Basic Results Summary

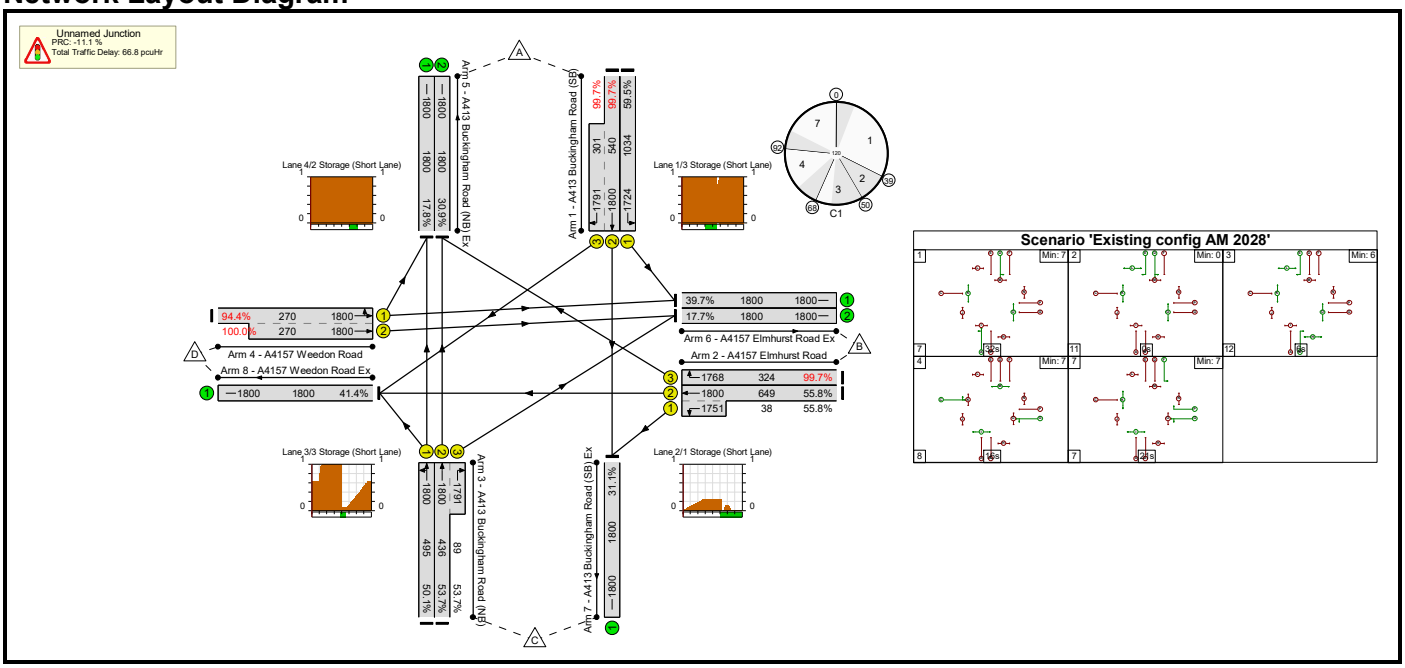
7/1	A413 Buckingham Road (SB) Ex	U	-		-	-	-	296	1800	1800	16.4%	-	-	-	0.1	1.2	0.1
8/1	A4157 Weedon Road Ex	U	-		-	-	-	536	1800	1800	29.8%	-	-	-	0.2	1.4	0.2

C1	PRC for Signalled Lanes (%):	-4.0	Total Delay for Signalled Lanes (pcuHr):	43.63	Cycle Time (s):	112	
	PRC Over All Lanes (%):	-4.0	Total Delay Over All Lanes(pcuHr):	44.69			

Basic Results Summary

Scenario 4: 'Existing config AM 2028' (FG7: 'Base 2028 AM', Plan 1: 'Network Control Plan AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**100.0%**	**0**	**0**	**0**	**66.8**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**100.0%**	**0**	**0**	**0**	**66.8**	-	-
1/1	A413 Buckingham Road (SB) Left	U	D	F	1	71	28	615	1724	1034	59.5%	-	-	-	3.3	19.2	13.4
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	D E		1	43:22	-	838	1800:1791	540+301	99.7 : 99.7%	-	-	-	23.0	98.9	35.7
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	G		1	44	-	383	1800:1751	649+38	55.8 : 55.8%	-	-	-	3.7	35.2	10.4
2/3	A4157 Elmhurst Road Right	U	P		1	21	-	323	1768	324	99.7%	-	-	-	13.1	146.0	19.4
3/1	A413 Buckingham Road (NB) Ahead Left	U	A		1	32	-	248	1800	495	50.1%	-	-	-	3.0	43.8	7.4
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	A B		1	32:11	-	282	1800:1791	436+89	53.7 : 53.7%	-	-	-	3.6	46.0	7.4
4/1+4/2	A4157 Weedon Road Left Ahead	U	C		1	17	-	525	1800:1800	270+270	94.4 : 100.0%	-	-	-	15.7	107.7	17.2
5/1	A413 Buckingham Road (NB) Ex	U	-		-	-	-	320	1800	1800	17.8%	-	-	-	0.1	1.2	0.1
5/2	A413 Buckingham Road (NB) Ex	U	-		-	-	-	557	1800	1800	30.9%	-	-	-	0.2	1.4	0.2
6/1	A4157 Elmhurst Road Ex	U	-		-	-	-	715	1800	1800	39.7%	-	-	-	0.3	1.7	0.3
6/2	A4157 Elmhurst Road Ex	U	-		-	-	-	318	1800	1800	17.7%	-	-	-	0.1	1.2	0.1

Basic Results Summary

7/1	A413 Buckingham Road (SB) Ex	U	-		-	-	-	559	1800	1800	31.1%	-	-	-	0.2	1.4	0.2
8/1	A4157 Weedon Road Ex	U	-		-	-	-	745	1800	1800	41.4%	-	-	-	0.4	1.7	0.4

C1

PRC for Signalled Lanes (%): -11.1
PRC Over All Lanes (%): -11.1

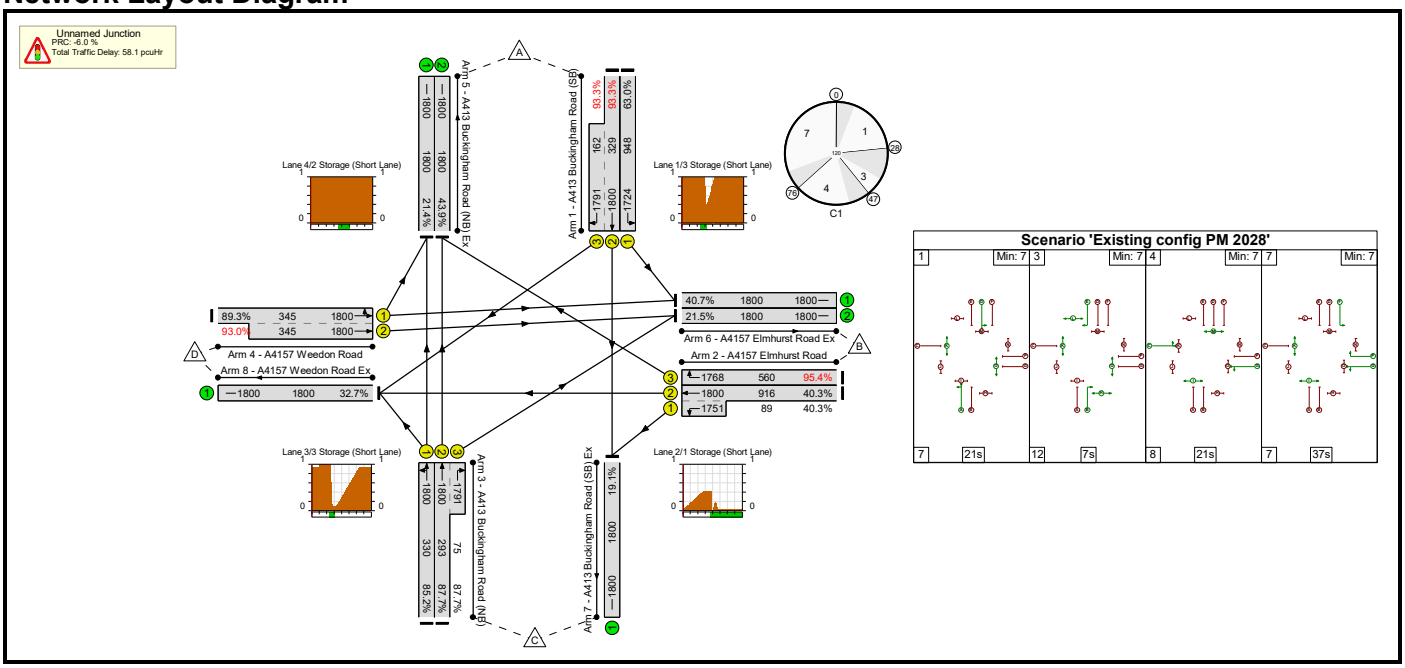
Total Delay for Signalled Lanes (pcuHr): 65.47
Total Delay Over All Lanes(pcuHr): 66.81

Cycle Time (s): 120

Basic Results Summary

Scenario 5: 'Existing config PM 2028' (FG8: 'Base 2028 PM', Plan 2: 'Network Control Plan PM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**95.4%**	**0**	**0**	**0**	**58.1**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**95.4%**	**0**	**0**	**0**	**58.1**	-	-
1/1	A413 Buckingham Road (SB) Left	U	D	F	1	65	44	597	1724	948	63.0%	-	-	-	3.9	23.7	14.4
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	D E		1	21:12	-	458	1800:1791	329+162	93.3 : 93.3%	-	-	-	11.6	91.0	15.3
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	G		1	65	-	405	1800:1751	916+89	40.3 : 40.3%	-	-	-	2.0	18.2	7.6
2/3	A4157 Elmhurst Road Right	U	P		1	37	-	534	1768	560	95.4%	-	-	-	12.7	85.8	24.1
3/1	A413 Buckingham Road (NB) Ahead Left	U	A		1	21	-	281	1800	330	85.2%	-	-	-	6.3	80.6	11.6
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	A B		1	21:12	-	323	1800:1791	293+75	87.7 : 87.7%	-	-	-	7.4	82.4	12.3
4/1+4/2	A4157 Weedon Road Left Ahead	U	C		1	22	-	629	1800:1800	345+345	89.3 : 93.0%	-	-	-	12.8	73.2	15.0
5/1	A413 Buckingham Road (NB) Ex	U	-		-	-	-	385	1800	1800	21.4%	-	-	-	0.1	1.3	0.1
5/2	A413 Buckingham Road (NB) Ex	U	-		-	-	-	791	1800	1800	43.9%	-	-	-	0.4	1.8	0.4
6/1	A4157 Elmhurst Road Ex	U	-		-	-	-	733	1800	1800	40.7%	-	-	-	0.3	1.7	0.3
6/2	A4157 Elmhurst Road Ex	U	-		-	-	-	387	1800	1800	21.5%	-	-	-	0.1	1.3	0.1

Basic Results Summary

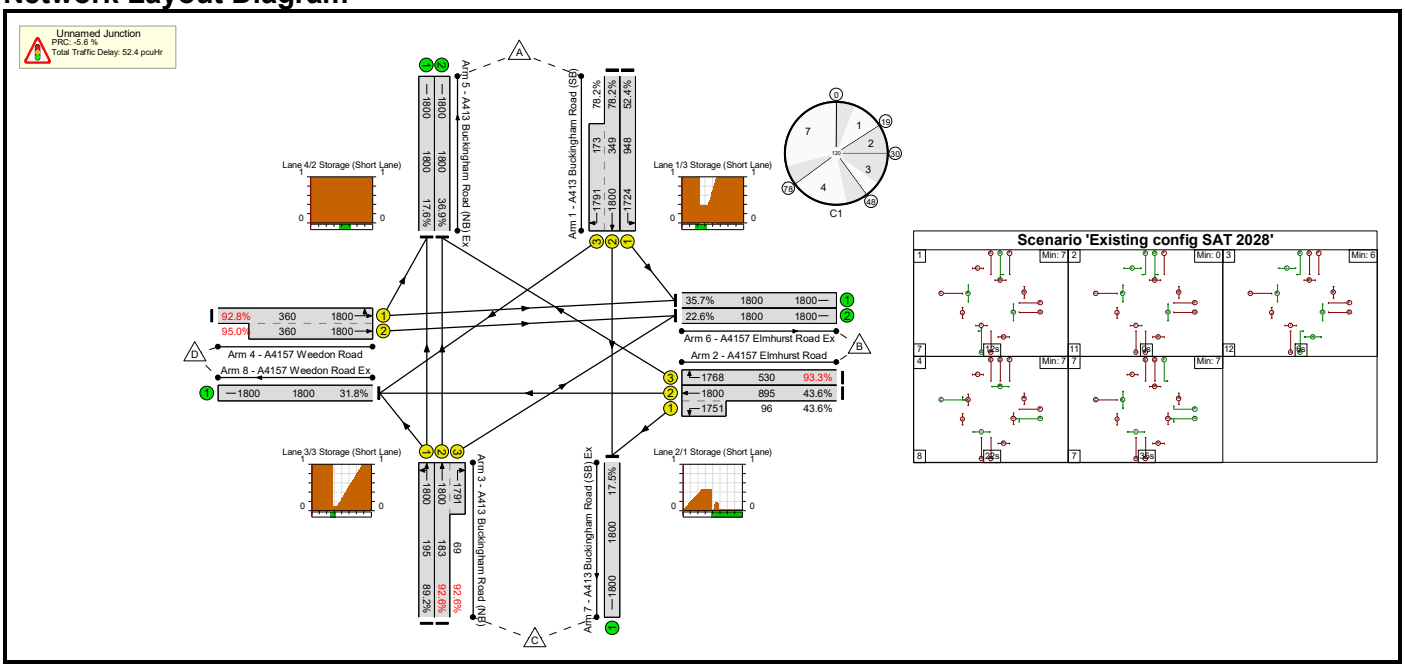
7/1	A413 Buckingham Road (SB) Ex	U	-		-	-	-	343	1800	1800	19.1%	-	-	-	0.1	1.2	0.1
8/1	A4157 Weedon Road Ex	U	-		-	-	-	588	1800	1800	32.7%	-	-	-	0.2	1.5	0.2

C1	PRC for Signalled Lanes (%):	-6.0	Total Delay for Signalled Lanes (pcuHr):	56.77	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-6.0	Total Delay Over All Lanes(pcuHr):	58.13			

Basic Results Summary

Scenario 6: 'Existing config SAT 2028' (FG9: 'Base 2028 Saturday', Plan 1: 'Network Control Plan AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**95.0%**	**0**	**0**	**0**	**52.4**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**95.0%**	**0**	**0**	**0**	**52.4**	-	-
1/1	A413 Buckingham Road (SB) Left	U	D	F	1	65	42	497	1724	948	52.4%	-	-	-	2.9	21.1	10.9
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	D E		1	23:22	-	408	1800:1791	349+173	78.2 : 78.2%	-	-	-	6.8	59.7	10.3
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	G		1	64	-	432	1800:1751	895+96	43.6 : 43.6%	-	-	-	2.3	19.2	8.3
2/3	A4157 Elmhurst Road Right	U	P		1	35	-	495	1768	530	93.3%	-	-	-	11.0	79.9	21.3
3/1	A413 Buckingham Road (NB) Ahead Left	U	A		1	12	-	174	1800	195	89.2%	-	-	-	5.7	118.6	8.9
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	A B		1	12:11	-	233	1800:1791	183+69	92.6 : 92.6%	-	-	-	7.6	118.0	10.0
4/1+4/2	A4157 Weedon Road Left Ahead	U	C		1	23	-	676	1800:1800	360+360	92.8 : 95.0%	-	-	-	14.9	79.4	17.2
5/1	A413 Buckingham Road (NB) Ex	U	-		-	-	-	316	1800	1800	17.6%	-	-	-	0.1	1.2	0.1
5/2	A413 Buckingham Road (NB) Ex	U	-		-	-	-	664	1800	1800	36.9%	-	-	-	0.3	1.6	0.3
6/1	A4157 Elmhurst Road Ex	U	-		-	-	-	642	1800	1800	35.7%	-	-	-	0.3	1.6	0.3
6/2	A4157 Elmhurst Road Ex	U	-		-	-	-	406	1800	1800	22.6%	-	-	-	0.1	1.3	0.1

Basic Results Summary

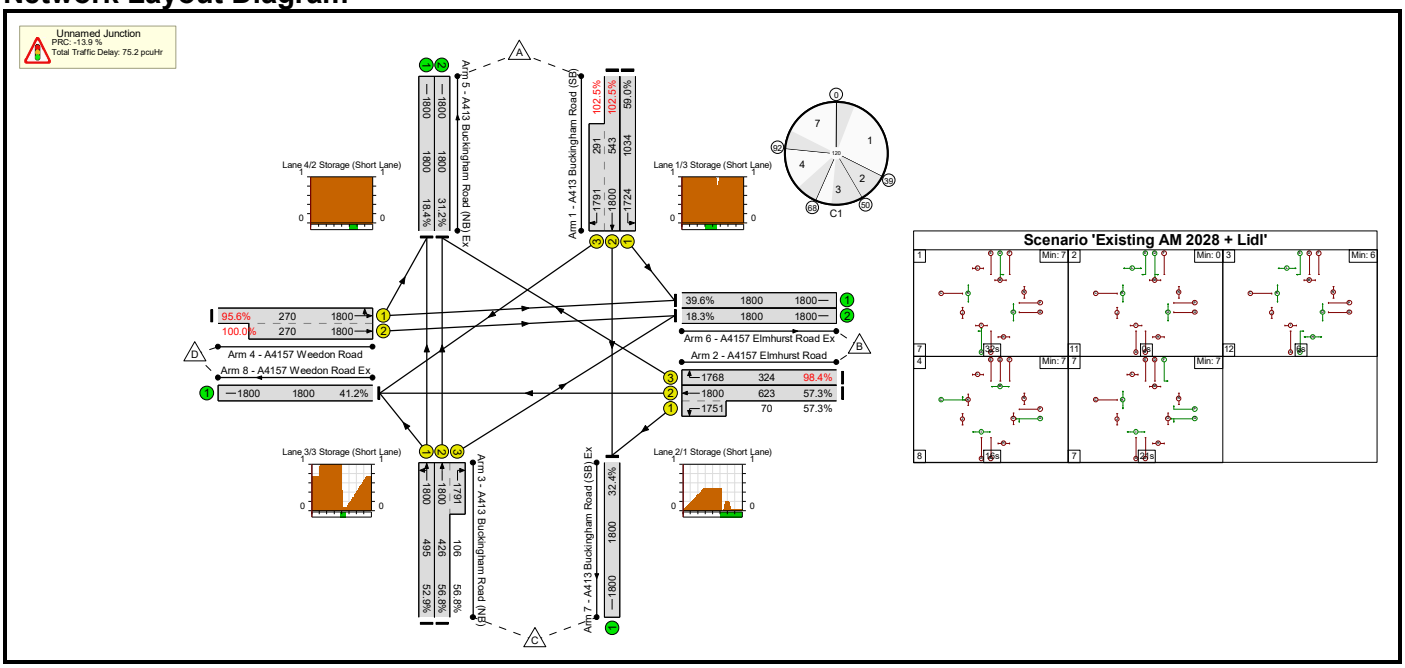
7/1	A413 Buckingham Road (SB) Ex	U	-		-	-	-	315	1800	1800	17.5%	-	-	-	0.1	1.2	0.1
8/1	A4157 Weedon Road Ex	U	-		-	-	-	572	1800	1800	31.8%	-	-	-	0.2	1.5	0.2

C1	PRC for Signalled Lanes (%):	-5.6	Total Delay for Signalled Lanes (pcuHr):	51.24	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-5.6	Total Delay Over All Lanes(pcuHr):	52.40			

Basic Results Summary

Scenario 7: 'Existing AM 2028 + Lidl' (FG13: 'Base 2028 + Lidl AM', Plan 1: 'Network Control Plan AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**102.5%**	**0**	**0**	**0**	**75.2**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**102.5%**	**0**	**0**	**0**	**75.2**	-	-
1/1	A413 Buckingham Road (SB) Left	U	D	F	1	71	28	610	1724	1034	59.0%	-	-	-	3.2	19.1	13.3
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	D E		1	43:22	-	855	1800:1791	543+291	102.5 : 102.5%	-	-	-	31.1	130.9	45.7
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	G		1	44	-	397	1800:1751	623+70	57.3 : 57.3%	-	-	-	3.9	35.3	10.6
2/3	A4157 Elmhurst Road Right	U	P		1	21	-	319	1768	324	98.4%	-	-	-	12.1	136.2	18.3
3/1	A413 Buckingham Road (NB) Ahead Left	U	A		1	32	-	262	1800	495	52.9%	-	-	-	3.2	44.6	7.9
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	A B		1	32:11	-	302	1800:1791	426+106	56.8 : 56.8%	-	-	-	3.9	47.1	7.9
4/1+4/2	A4157 Weedon Road Left Ahead	U	C		1	17	-	528	1800:1800	270+270	95.6 : 100.0%	-	-	-	16.3	111.3	17.8
5/1	A413 Buckingham Road (NB) Ex	U	-		-	-	-	331	1800	1800	18.4%	-	-	-	0.1	1.2	0.1
5/2	A413 Buckingham Road (NB) Ex	U	-		-	-	-	561	1800	1800	31.2%	-	-	-	0.2	1.5	0.2
6/1	A4157 Elmhurst Road Ex	U	-		-	-	-	712	1800	1800	39.6%	-	-	-	0.3	1.7	0.3
6/2	A4157 Elmhurst Road Ex	U	-		-	-	-	330	1800	1800	18.3%	-	-	-	0.1	1.2	0.1

Basic Results Summary

7/1	A413 Buckingham Road (SB) Ex	U	-		-	-	-	597	1800	1800	32.4%	-	-	-	0.2	1.5	0.2
8/1	A4157 Weedon Road Ex	U	-		-	-	-	742	1800	1800	41.2%	-	-	-	0.4	1.7	0.4

C1

PRC for Signalled Lanes (%): -13.9
PRC Over All Lanes (%): -13.9

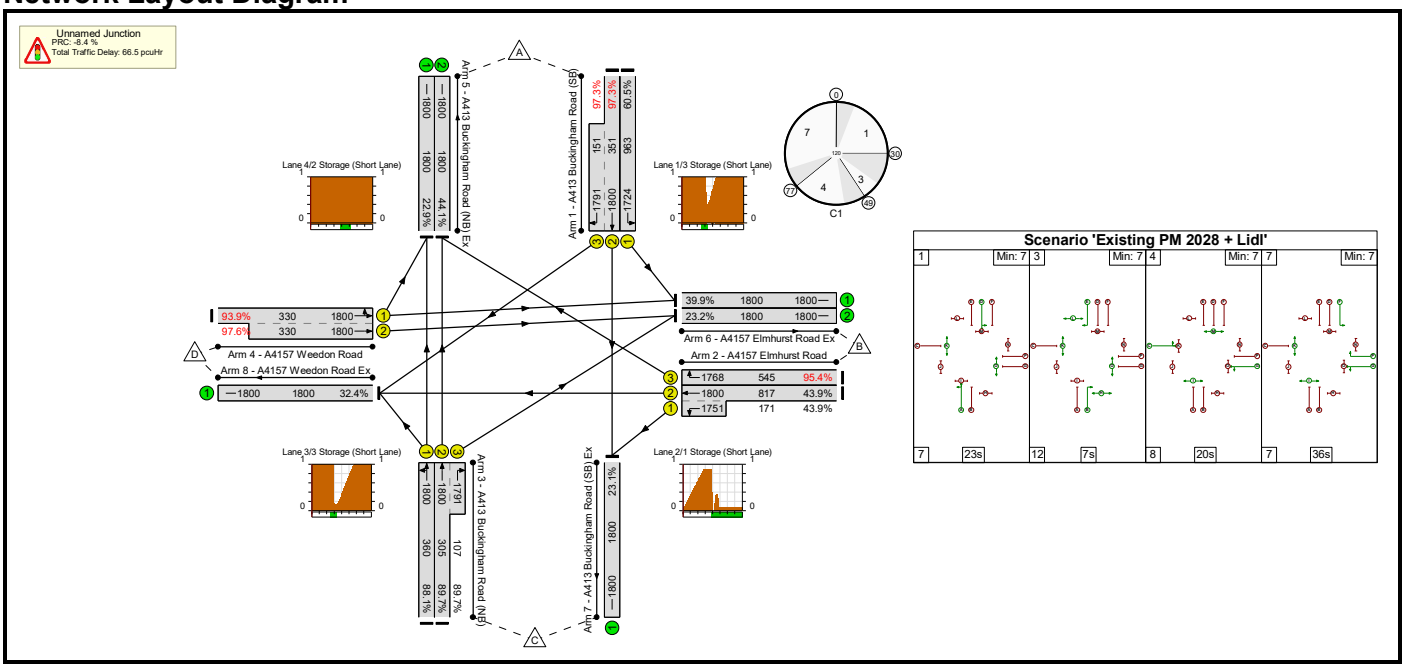
Total Delay for Signalled Lanes (pcuHr): 73.80
Total Delay Over All Lanes(pcuHr): 75.17

Cycle Time (s): 120

Basic Results Summary

Scenario 8: 'Existing PM 2028 + Lidl' (FG14: 'Base 2028 + Lidl PM', Plan 2: 'Network Control Plan PM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**97.6%**	**0**	**0**	**0**	**66.5**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**97.6%**	**0**	**0**	**0**	**66.5**	-	-
1/1	A413 Buckingham Road (SB) Left	U	D	F	1	66	43	582	1724	963	60.5%	-	-	-	3.6	22.4	13.7
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	D E		1	23:12	-	488	1800:1791	351+151	97.3 : 97.3%	-	-	-	14.8	108.9	19.8
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	G		1	63	-	434	1800:1751	817+171	43.9 : 43.9%	-	-	-	2.3	19.4	8.1
2/3	A4157 Elmhurst Road Right	U	P		1	36	-	520	1768	545	95.4%	-	-	-	12.6	87.3	23.6
3/1	A413 Buckingham Road (NB) Ahead Left	U	A		1	23	-	317	1800	360	88.1%	-	-	-	7.3	83.0	13.4
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	A B		1	23:12	-	370	1800:1791	305+107	89.7 : 89.7%	-	-	-	8.6	83.2	13.9
4/1+4/2	A4157 Weedon Road Left Ahead	U	C		1	21	-	632	1800:1800	330+330	93.9 : 97.6%	-	-	-	15.9	90.6	18.0
5/1	A413 Buckingham Road (NB) Ex	U	-		-	-	-	413	1800	1800	22.9%	-	-	-	0.1	1.3	0.1
5/2	A413 Buckingham Road (NB) Ex	U	-		-	-	-	794	1800	1800	44.1%	-	-	-	0.4	1.8	0.4
6/1	A4157 Elmhurst Road Ex	U	-		-	-	-	719	1800	1800	39.9%	-	-	-	0.3	1.7	0.3
6/2	A4157 Elmhurst Road Ex	U	-		-	-	-	418	1800	1800	23.2%	-	-	-	0.2	1.3	0.2

Basic Results Summary

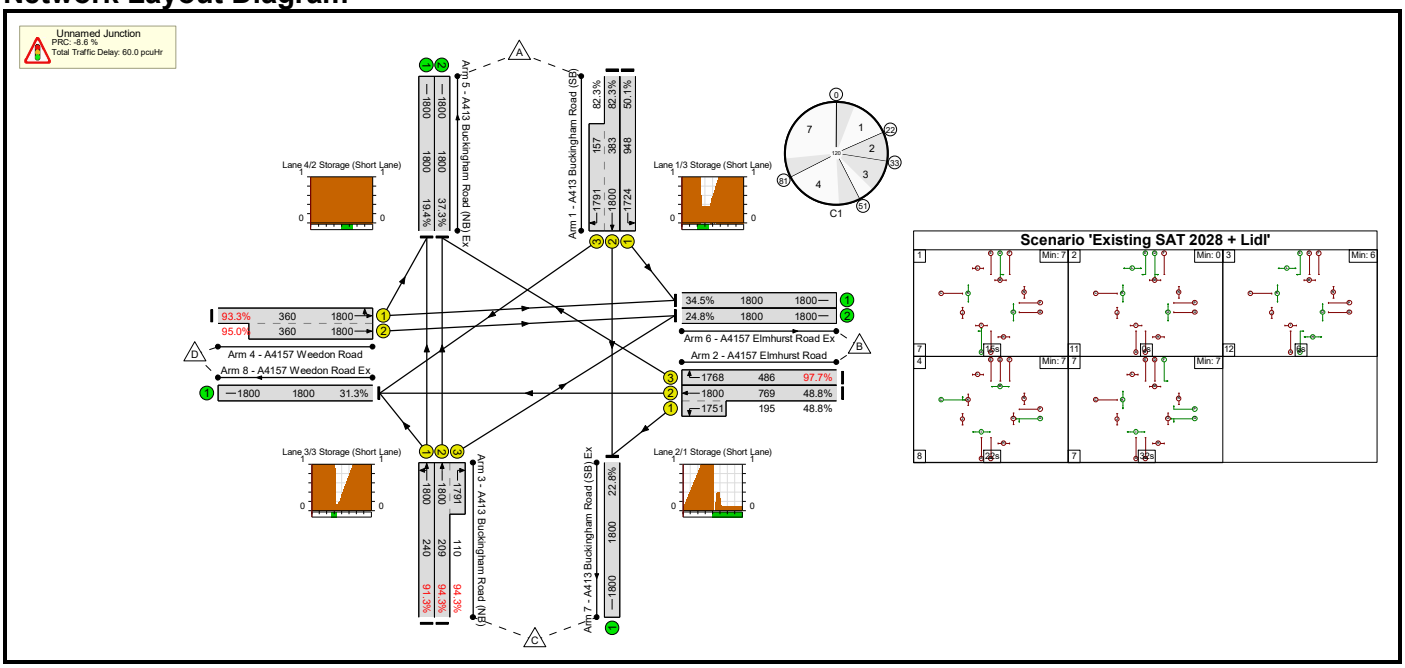
7/1	A413 Buckingham Road (SB) Ex	U	-		-	-	-	416	1800	1800	23.1%	-	-	-	0.2	1.3	0.2
8/1	A4157 Weedon Road Ex	U	-		-	-	-	583	1800	1800	32.4%	-	-	-	0.2	1.5	0.2

C1	PRC for Signalled Lanes (%):	-8.4	Total Delay for Signalled Lanes (pcuHr):	65.10	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-8.4	Total Delay Over All Lanes(pcuHr):	66.52			

Basic Results Summary

Scenario 9: 'Existing SAT 2028 + Lidl' (FG15: 'Base 2028 + Lidl Saturday', Plan 1: 'Network Control Plan AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**97.7%**	**0**	**0**	**0**	**60.0**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**97.7%**	**0**	**0**	**0**	**60.0**	-	-
1/1	A413 Buckingham Road (SB) Left	U	D	F	1	65	39	475	1724	948	50.1%	-	-	-	2.7	20.6	10.3
1/2+1/3	A413 Buckingham Road (SB) Ahead Right	U	D E		1	26:22	-	444	1800:1791	383+157	82.3 : 82.3%	-	-	-	7.6	61.2	12.0
2/2+2/1	A4157 Elmhurst Road Left Ahead	U	G		1	61	-	470	1800:1751	769+195	48.8 : 48.8%	-	-	-	2.8	21.3	9.2
2/3	A4157 Elmhurst Road Right	U	P		1	32	-	475	1768	486	97.7%	-	-	-	14.1	107.2	24.0
3/1	A413 Buckingham Road (NB) Ahead Left	U	A		1	15	-	219	1800	240	91.3%	-	-	-	6.9	114.2	11.0
3/2+3/3	A413 Buckingham Road (NB) Ahead Right	U	A B		1	15:11	-	301	1800:1791	209+110	94.3 : 94.3%	-	-	-	9.5	114.1	12.5
4/1+4/2	A4157 Weedon Road Left Ahead	U	C		1	23	-	678	1800:1800	360+360	93.3 : 95.0%	-	-	-	15.1	80.4	17.4
5/1	A413 Buckingham Road (NB) Ex	U	-		-	-	-	350	1800	1800	19.4%	-	-	-	0.1	1.2	0.1
5/2	A413 Buckingham Road (NB) Ex	U	-		-	-	-	672	1800	1800	37.3%	-	-	-	0.3	1.6	0.3
6/1	A4157 Elmhurst Road Ex	U	-		-	-	-	621	1800	1800	34.5%	-	-	-	0.3	1.5	0.3
6/2	A4157 Elmhurst Road Ex	U	-		-	-	-	446	1800	1800	24.8%	-	-	-	0.2	1.3	0.2

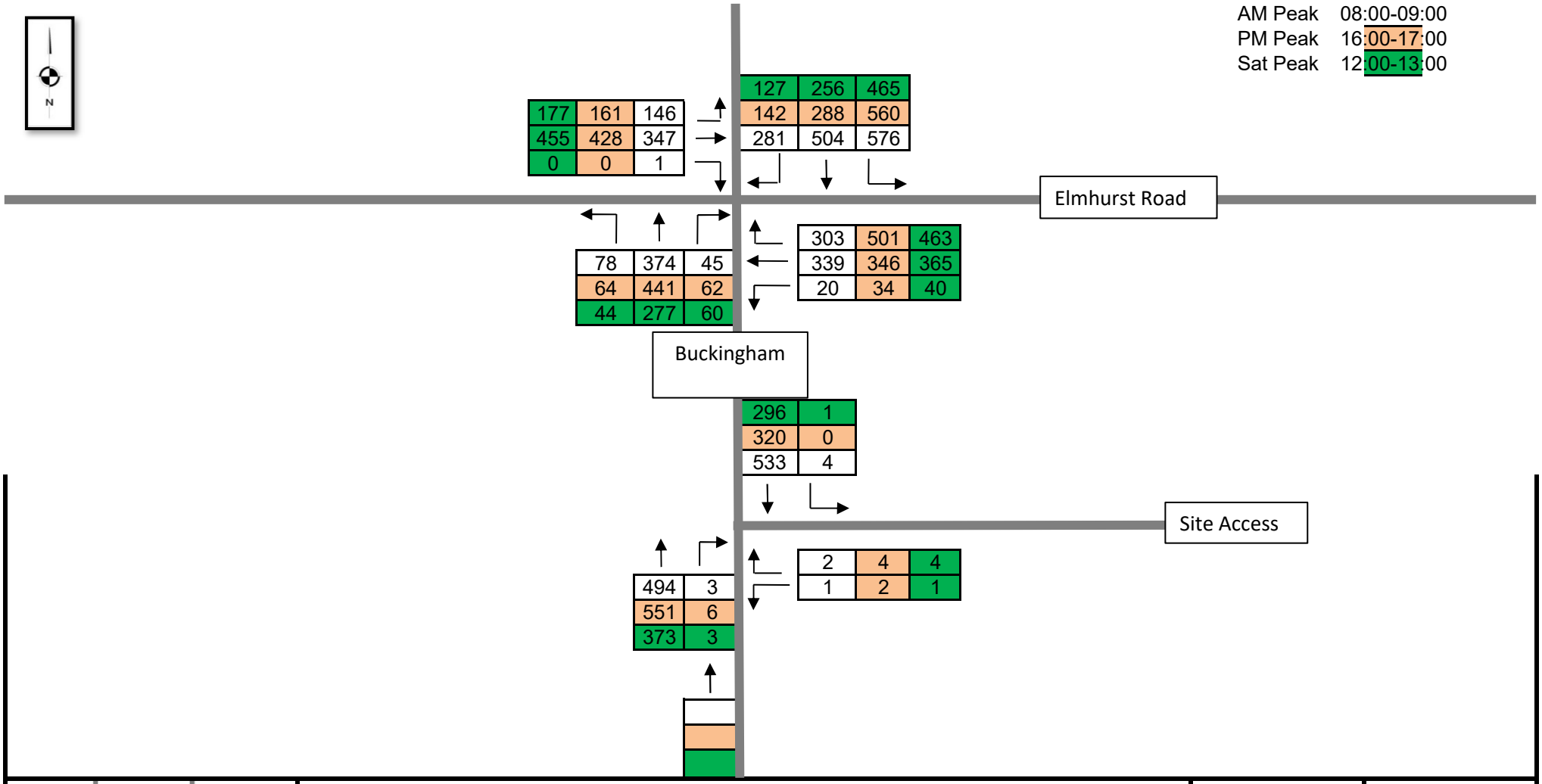
Basic Results Summary

7/1	A413 Buckingham Road (SB) Ex	U	-		-	-	-	410	1800	1800	22.8%	-	-	-	0.1	1.3	0.1
8/1	A4157 Weedon Road Ex	U	-		-	-	-	563	1800	1800	31.3%	-	-	-	0.2	1.5	0.2

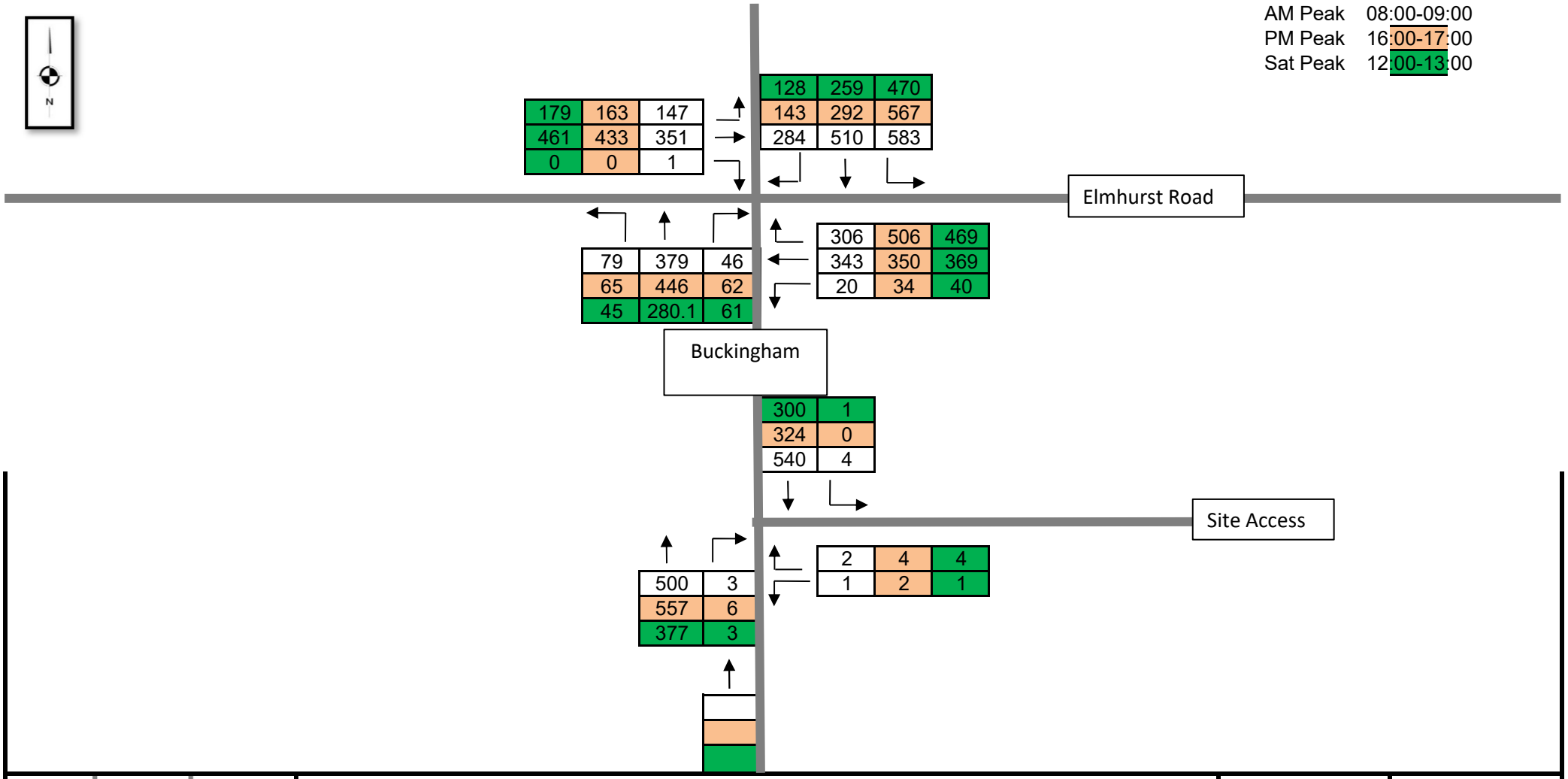
C1	PRC for Signalled Lanes (%):	-8.6	Total Delay for Signalled Lanes (pcuHr):	58.80	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-8.6	Total Delay Over All Lanes(pcuHr):	60.03			

S|C|P

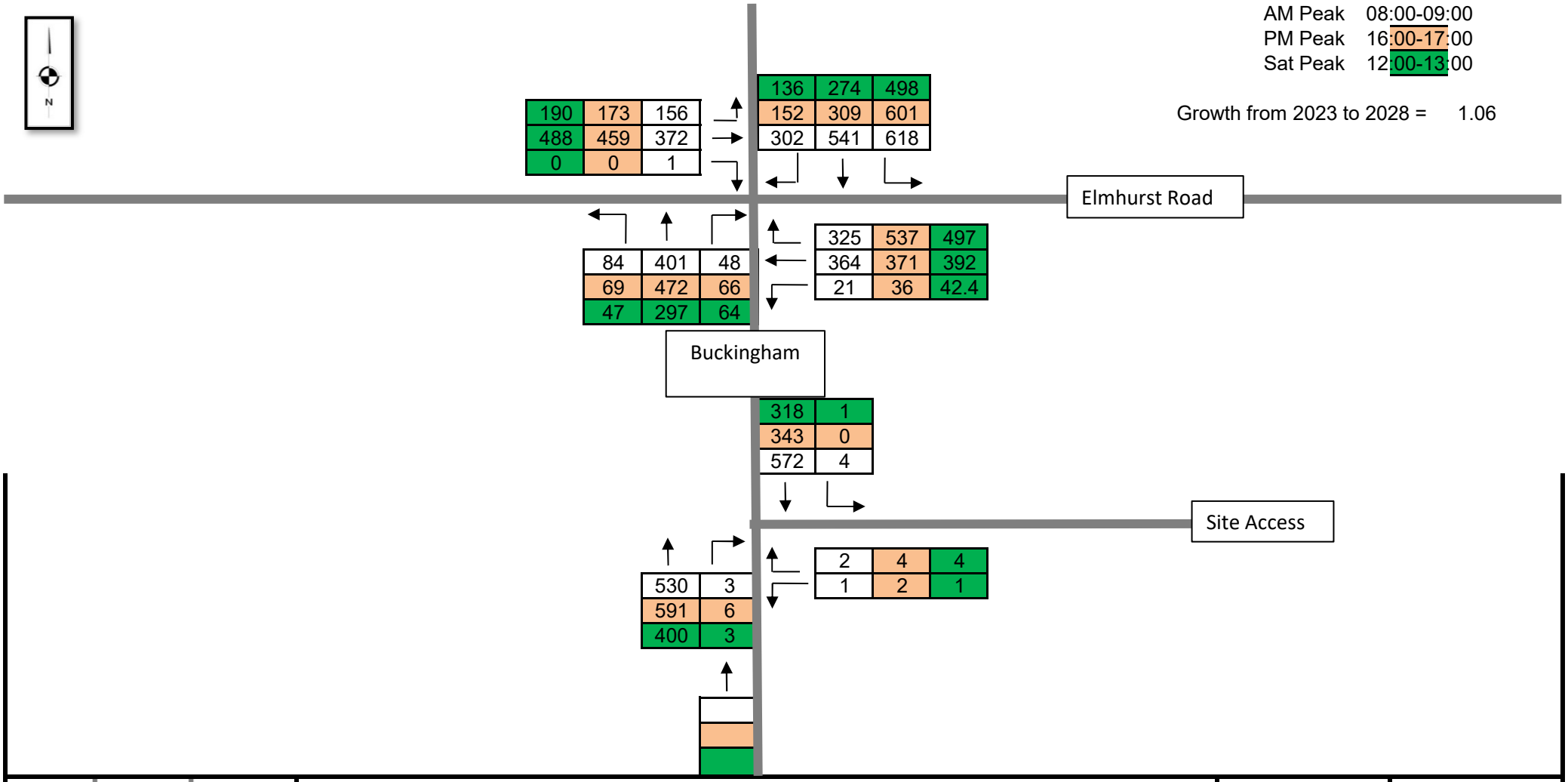
TRAFFIC FLOW FIGURES

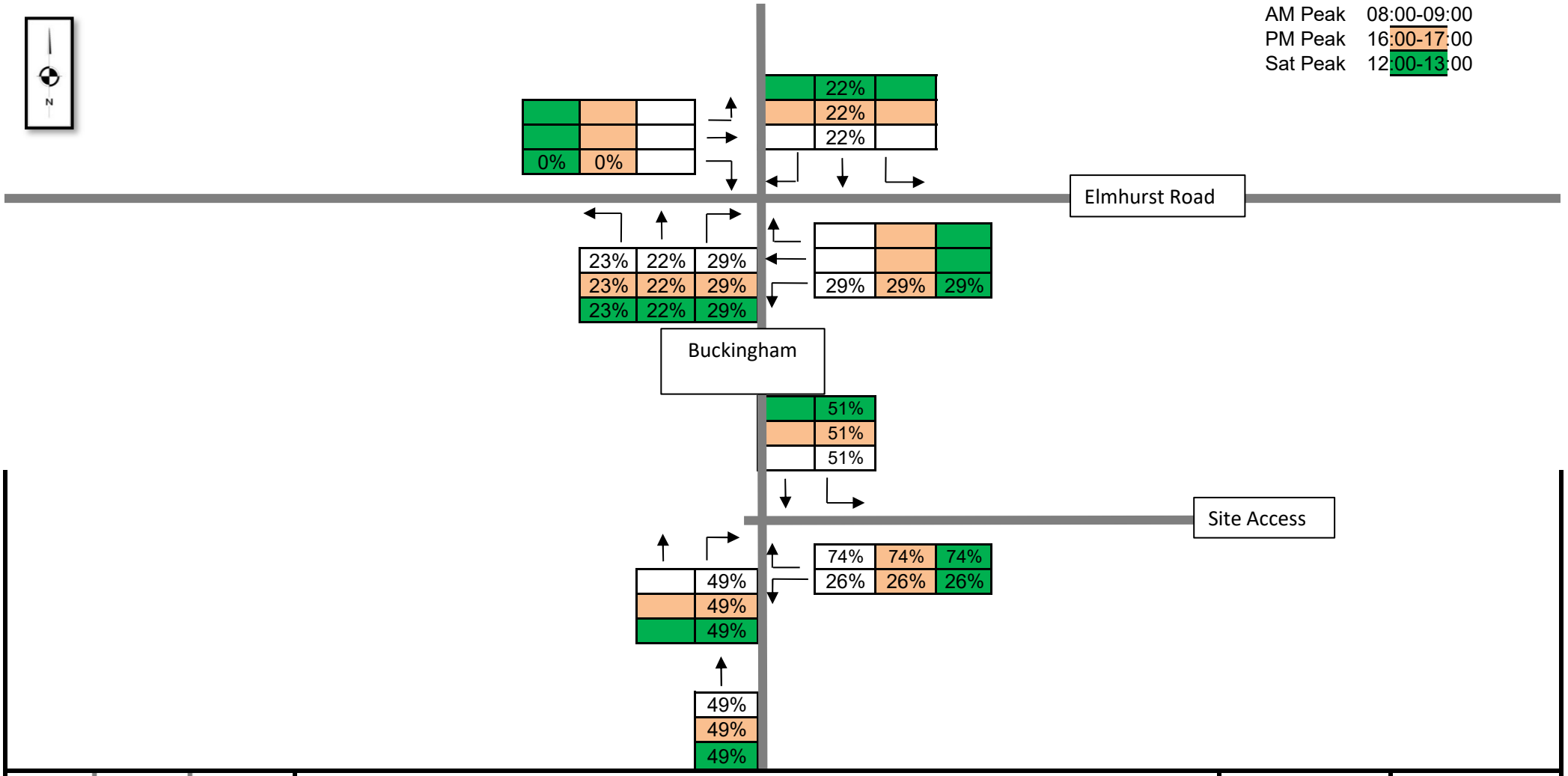


S C P Transportation Planning : Infrastructure Design	**Survey Data (2022)**	**26/05/2023**	Job Number - SCP/200049
	Proposed Lid Foodstore, Buckingham Road, Aylesbury		**Traffic Figure 1**

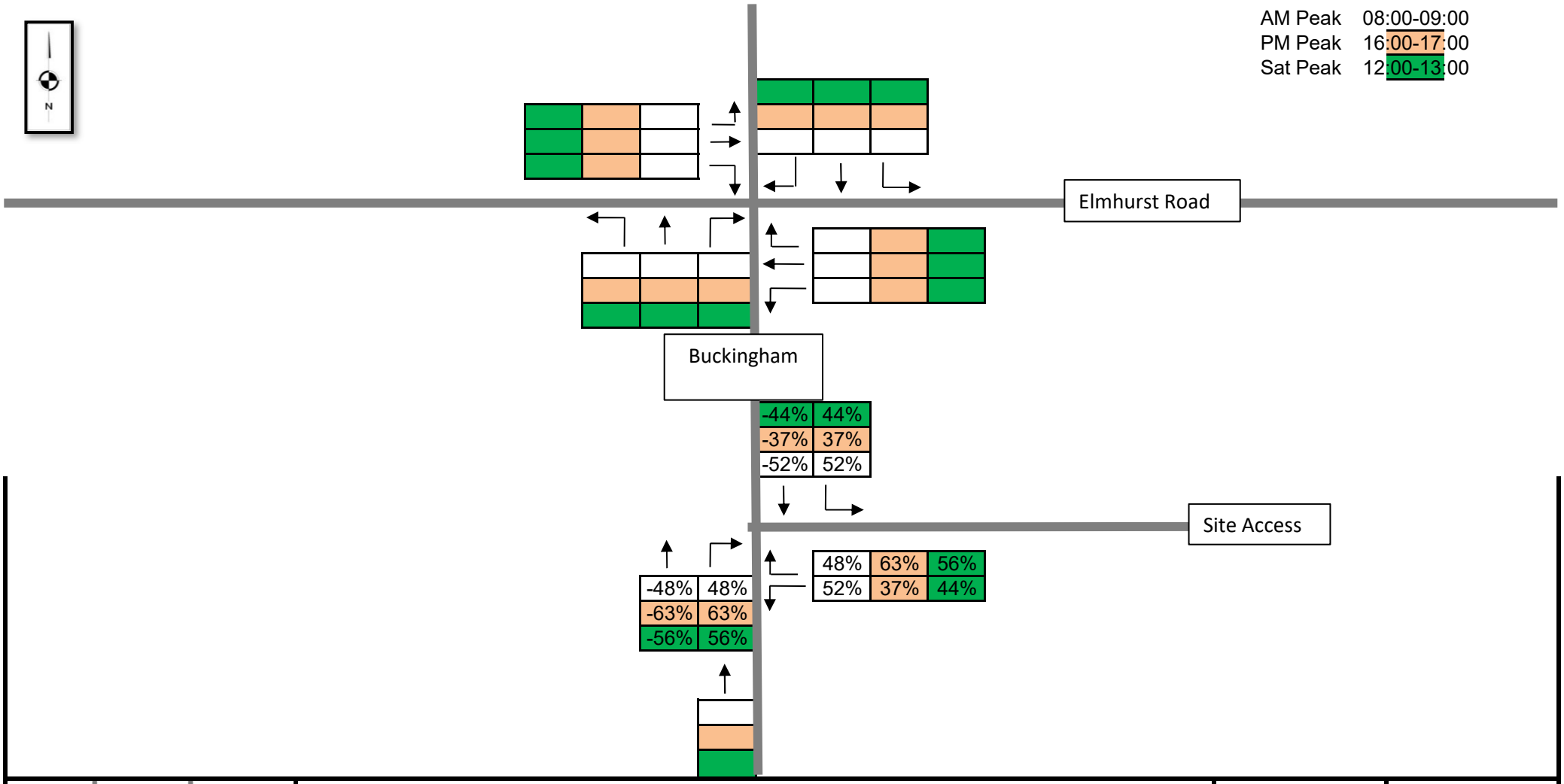


SCP Transportation Planning : Infrastructure Design	**Base 2023**	**26/05/2023**	Job Number - SCP/200049
	Proposed Lid Foodstore, Buckingham Road, Aylesbury		**Traffic Figure 2**

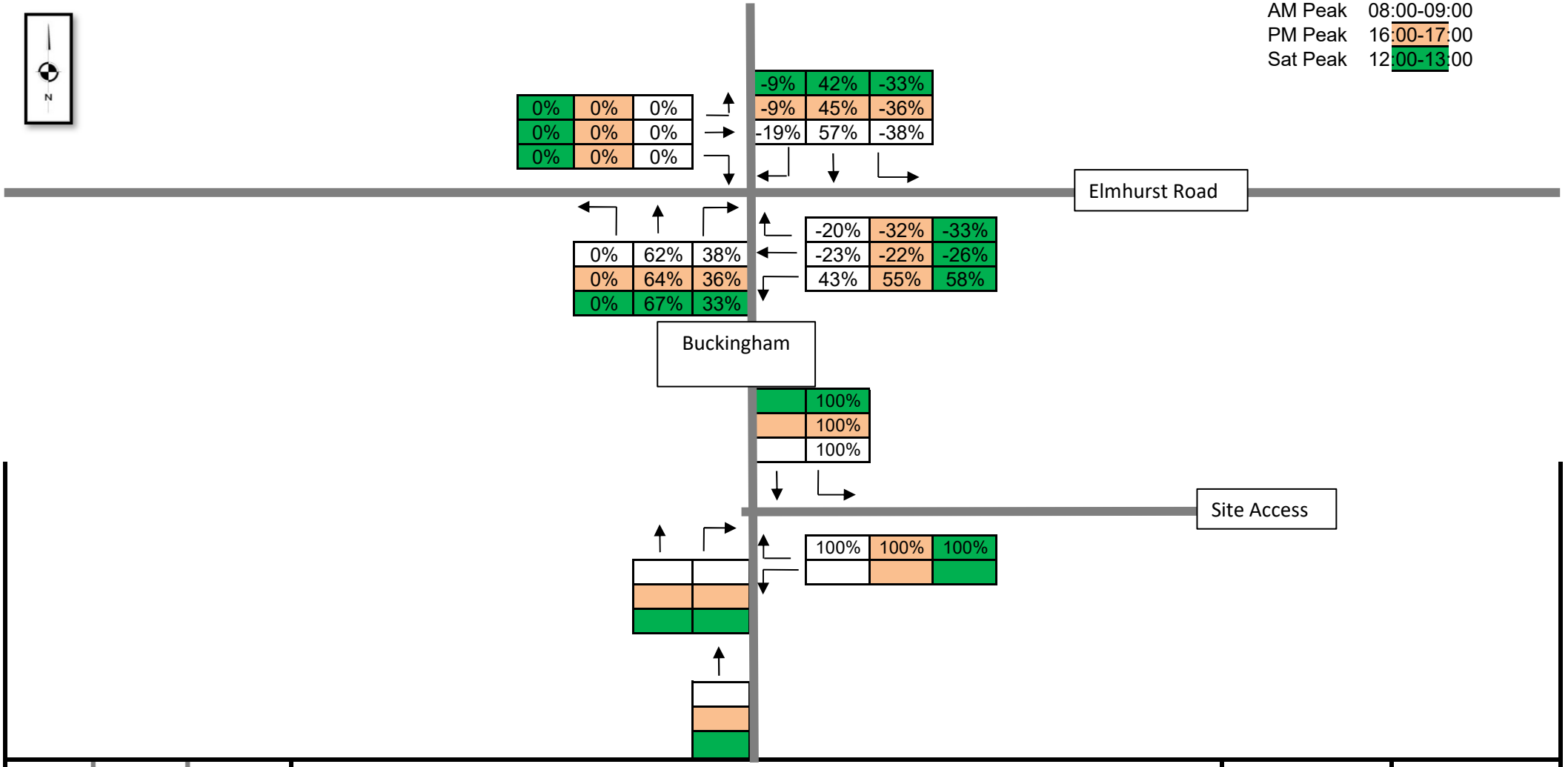

AM Peak 08:00-09:00
PM Peak 16:00-17:00
Sat Peak 12:00-13:00
Growth from 2023 to 2028 = 1.06
190 173 156
488 459 372
0 0 1
136 274 498
152 309 601
302 541 618
Elmhurst Road
84 401 48
69 472 66
47 297 64
325 537 497
364 371 392
21 36 42.4
Buckingham
318 1
343 0
572 4
Site Access
530 3
591 6
400 3
2 4 4
1 2 1
Base 2028
26/05/2023
Job Number - SCP/200049
Proposed Lid Foodstore, Buckingham Road, Aylesbury
Traffic Figure 3
Transportation Planning : Infrastructure Design



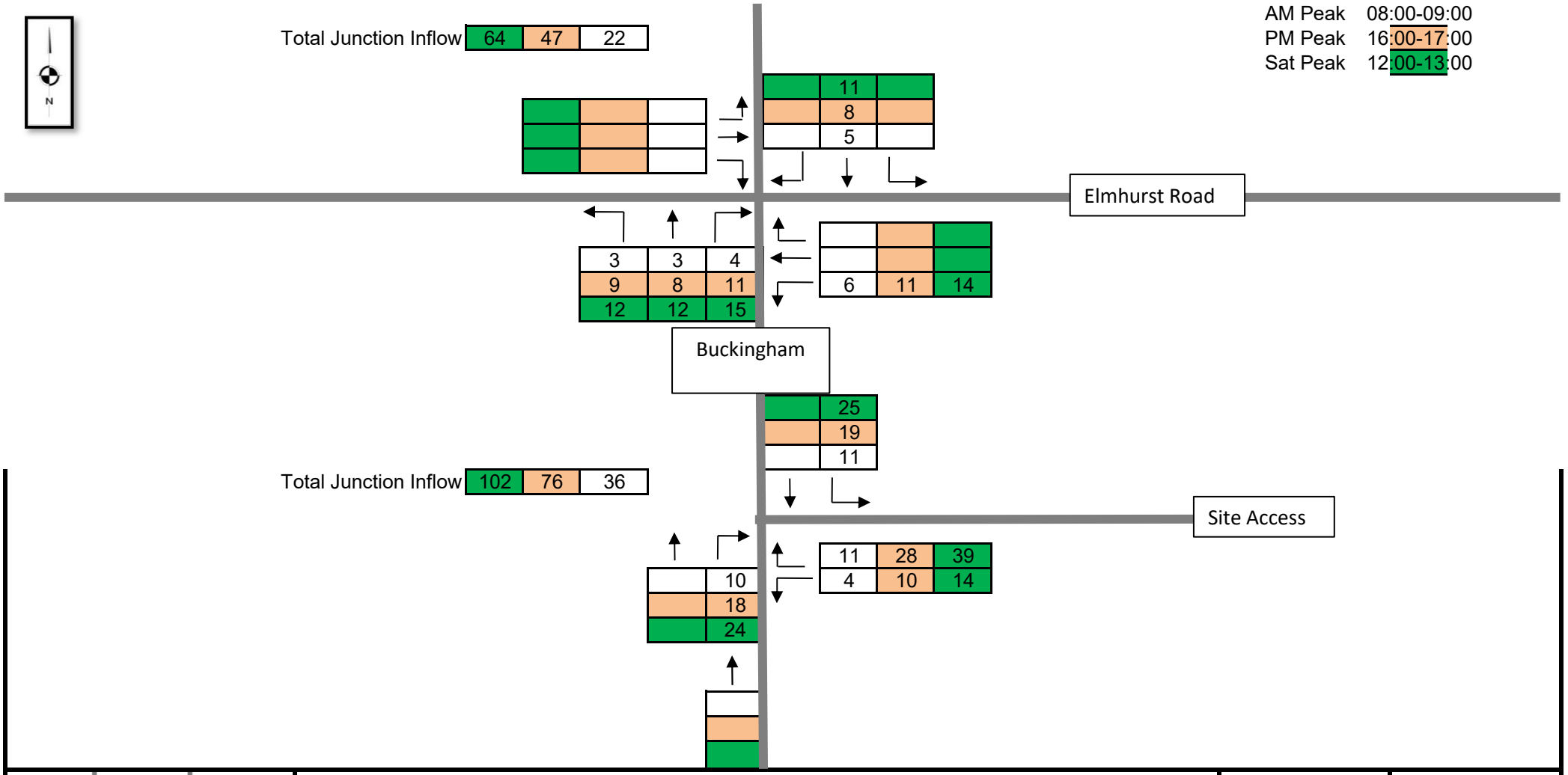
S C P Transportation Planning : Infrastructure Design	**Primary Distribution**	**26/05/2023**	Job Number - SCP/200049
	Proposed Lid Foodstore, Buckingham Road, Aylesbury		**Traffic Figure 4**



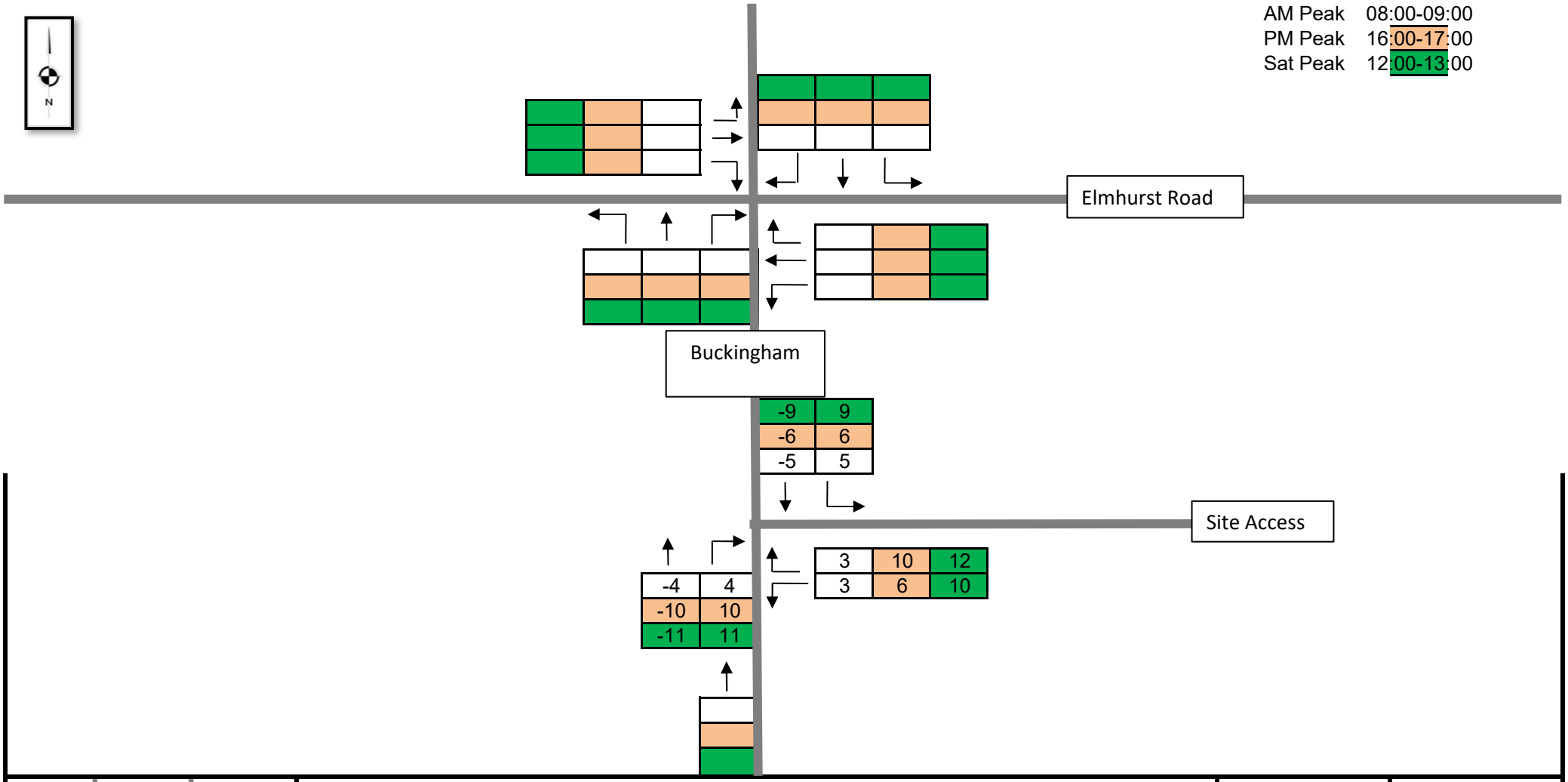
S C P Transportation Planning : Infrastructure Design	**Pass-by Trip Distribution**	**26/05/2023**	Job Number - SCP/200049
	Proposed Lid Foodstore, Buckingham Road, Aylesbury		**Traffic Figure 5**



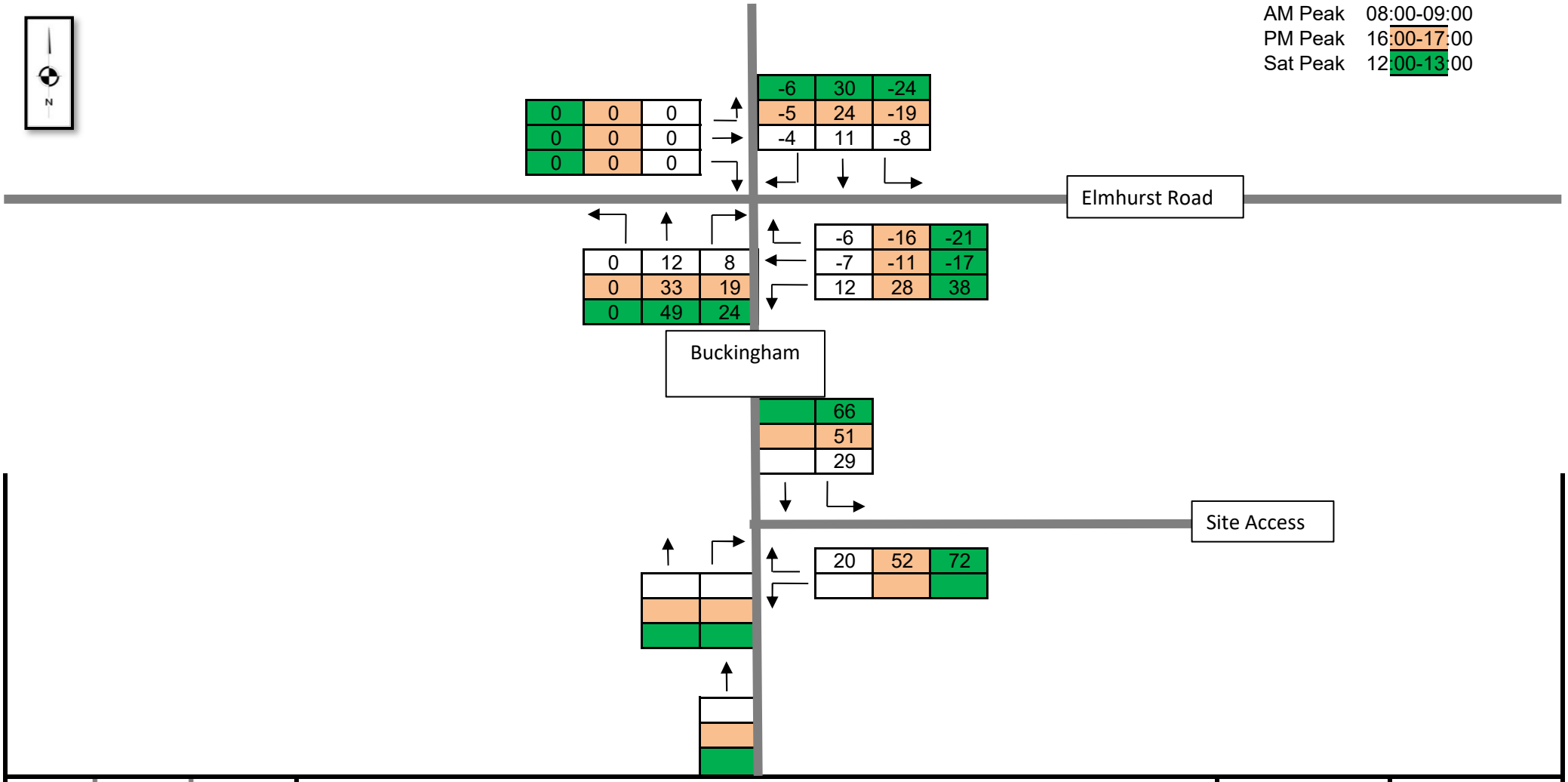
SCP Transportation Planning : Infrastructure Design	**Diverted Trip Distribution**	**26/05/2023**	Job Number - SCP/200049
	Proposed Lid Foodstore, Buckingham Road, Aylesbury		**Traffic Figure 6**



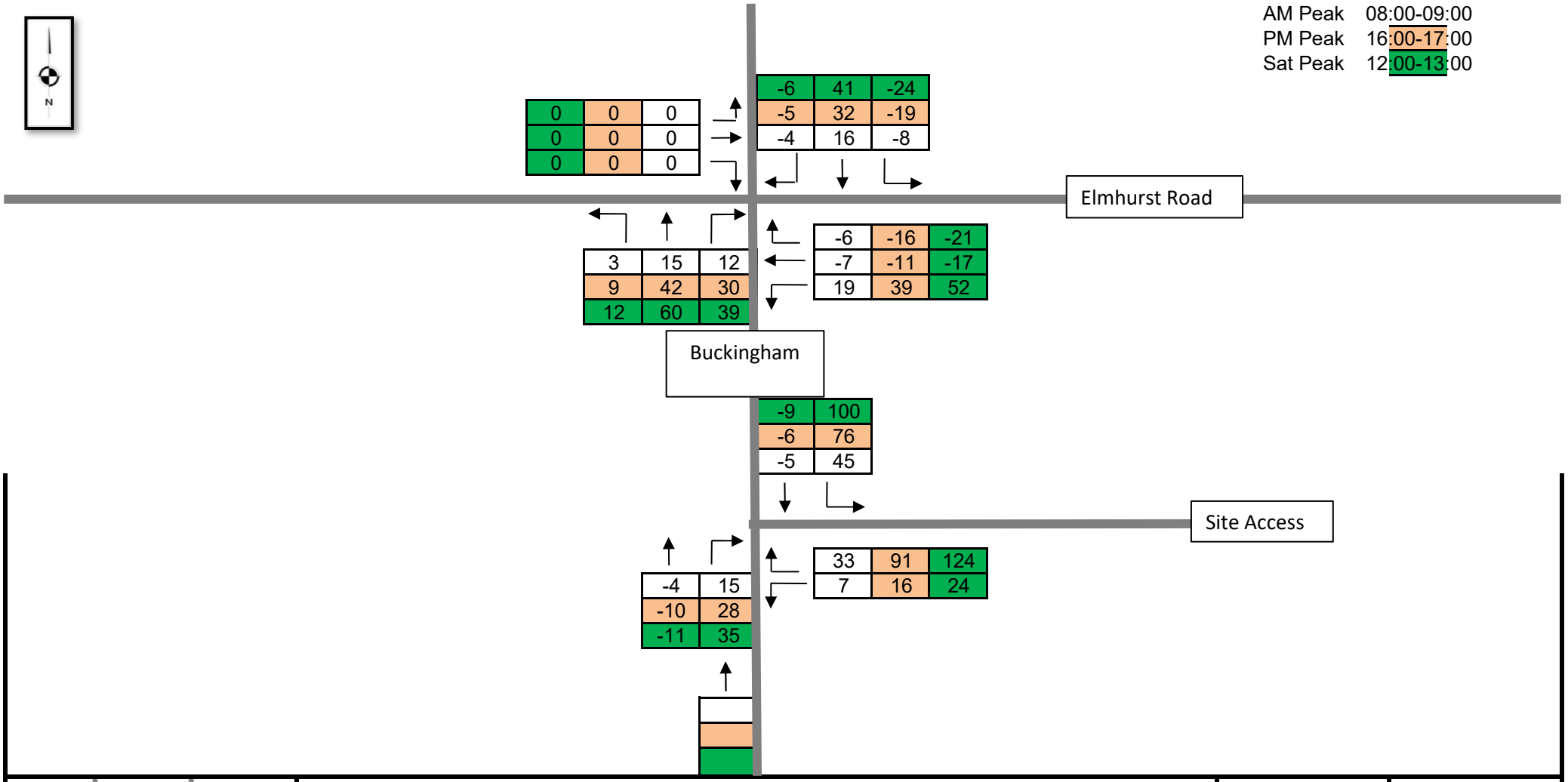
S C P Transportation Planning : Infrastructure Design	**Primary Trip Assignment (36%)**	**26/05/2023**	Job Number - SCP/200049
	Proposed Lid Foodstore, Buckingham Road, Aylesbury		**Traffic Figure 7**



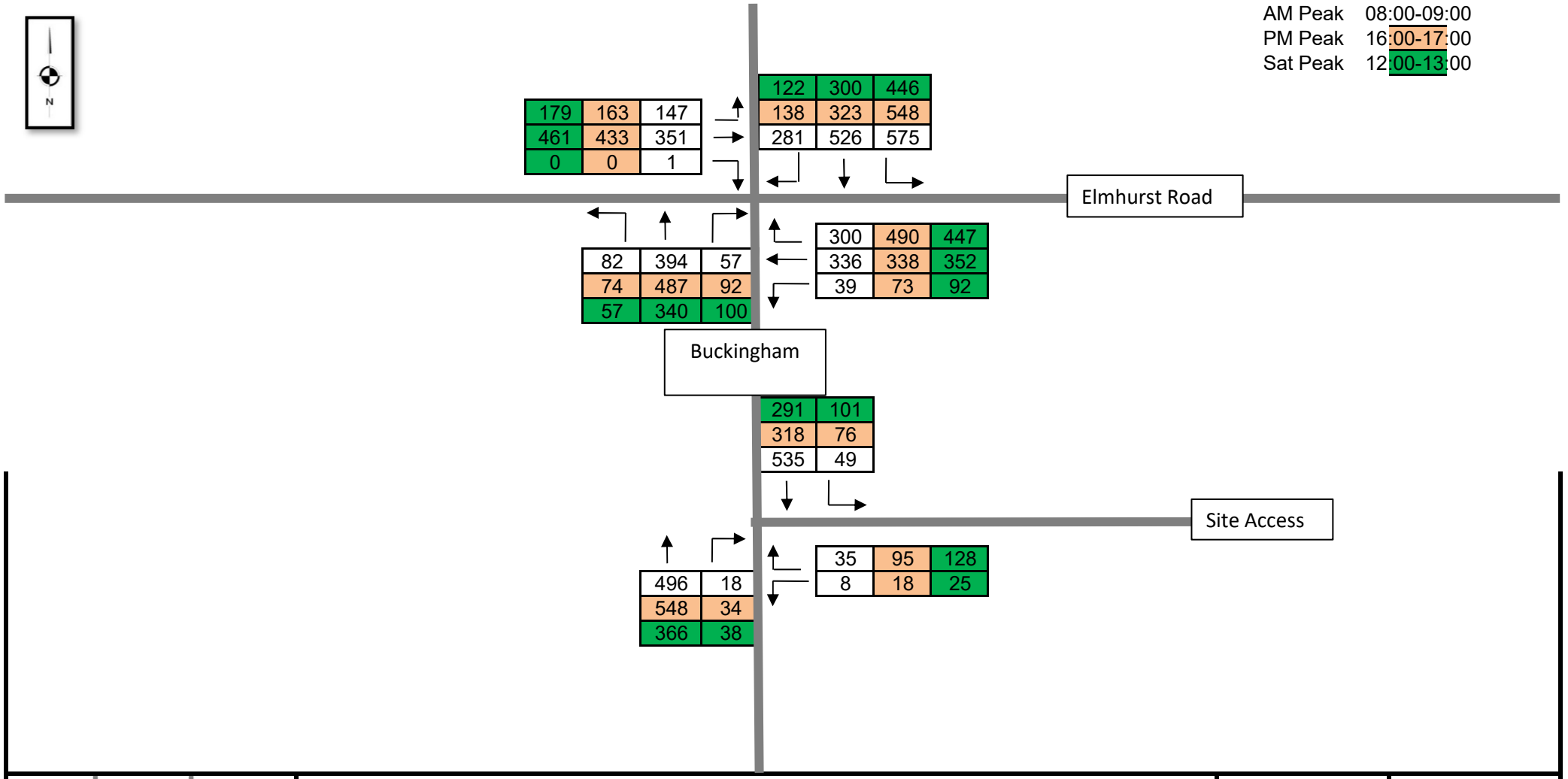
SCP Transportation Planning : Infrastructure Design	**Pass-by Trip Assignment (15%)**	**26/05/2023**	Job Number - SCP/200049
	Proposed Lid Foodstore, Buckingham Road, Aylesbury		**Traffic Figure 8**



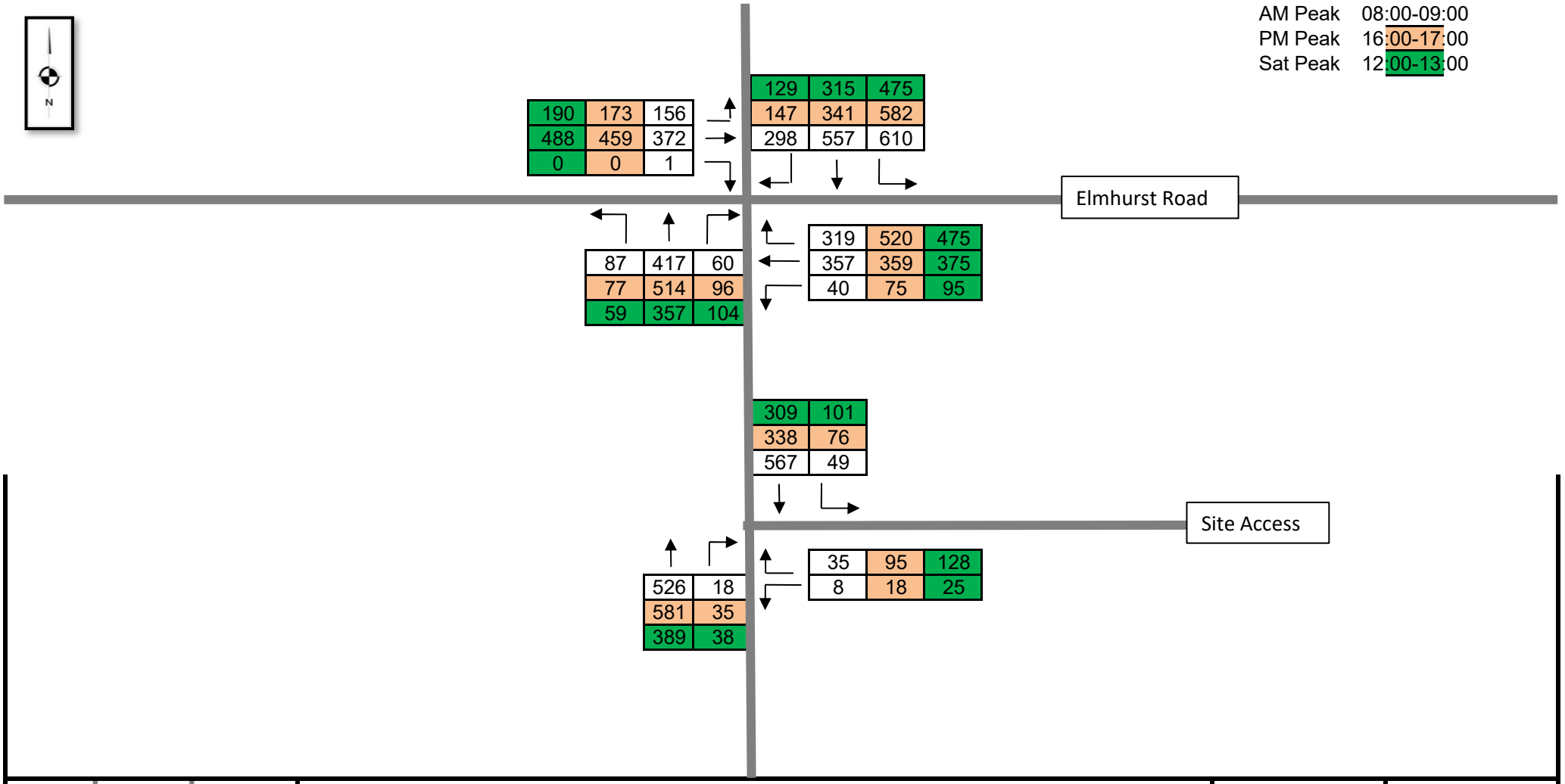
SCP Transportation Planning : Infrastructure Design	**Diverted Trip Assignment (49%)**	**26/05/2023**	Job Number - SCP/200049
	Proposed Lid Foodstore, Buckingham Road, Aylesbury		**Traffic Figure 9**



SCP Transportation Planning : Infrastructure Design	**Total Lidl Trips**	**26/05/2023**	Job Number - SCP/200049
	Proposed Lid Foodstore, Buckingham Road, Aylesbury		**Traffic Figure 10**



SCP Transportation Planning : Infrastructure Design	**Base 2023 + Lidl**	**26/05/2023**	Job Number - SCP/200049
	Proposed Lid Foodstore, Buckingham Road, Aylesbury		**Traffic Figure 11**



SCP Transportation Planning : Infrastructure Design	**Base 2028 + Lidl**	**26/05/2023**	Job Number - SCP/200049
	Proposed Lid Foodstore, Buckingham Road, Aylesbury		**Traffic Figure 12**