

KIER LIVING LTD

PROPOSED RESIDENTIAL DEVELOPMENT AND VILLAGE HALL
ON LAND EAST OF THE A1175 LITTLEWORTH DROVE,
DEEPING ST NICHOLAS, LINCOLNSHIRE

TRANSPORT ASSESSMENT

ADC Infrastructure Limited
Western House
Western Street
Nottingham
NG1 3AZ

www.ADCinfrastructure.com

project number: ADC1500			report reference: ADC1500 TA
version	date	author	comments
4	27/04/2017	Rebecca Leconte	development proposals amended

EXECUTIVE SUMMARY

Robert Doughty Consultancy commissioned ADC Infrastructure Limited, on behalf of the applicants Kier Living Ltd, to produce a Transport Assessment and Travel Plan in support of an outline planning application for residential development on land to the east of the A1175 Littleworth Drove, in Deeping St Nicholas, Lincolnshire.

The site is currently occupied by Home Farm, and comprises agricultural buildings with a GFA of approximately 3,300sqm and part of a field. Home Farm is accessed via a simple priority-controlled T-junction on the A1175 Littleworth Drove, and the adjacent dwellings at Wisteria House and Beech Tree Barn also use this access.

The development proposals comprise the demolition of the existing farm buildings, and the construction of up to 135 dwellings with associated parking. A new village hall and car park with 80 car parking spaces is also proposed. The development would be accessed via a simple priority-controlled T-junction on the A1175 Littleworth Drove, designed to the relevant standards. Access to the adjacent Wisteria House would be via the new access road, whilst access to Beech Tree Barn would be retained in the existing location via a private drive.

The development site is relatively accessible by sustainable travel modes. The facilities within Deeping St Nicholas, including the primary school, are within acceptable walking and cycling distance of the site. There are also opportunities for bus and rail travel, with bus stops within walking distance of the site on Littleworth Drove.

As part of the proposed development, footways and shared space environments would be provided throughout the development to encourage pedestrian trips. These would connect to the existing off-site infrastructure on the A1175, Hay Barn Close and Haywain Drive, and provide access to the nearest bus stops on Littleworth Drove. A Travel Plan, including targets and incentives to promote the use of sustainable travel modes amongst the new residents would also be promoted.

Based on existing Deeping St Nicholas residents' travel patterns from the 2011 Census, the residential development is forecast to generate 4 pedestrian journeys, 1 cycle journey and 2 public transport journeys during a peak hour. These additional trips can be accommodated by the existing infrastructure and the proposed measures.

The residential development would generate up to 71 two-way vehicle trips in a peak hour, and these would distribute evenly to the north and south along the A1175 Littleworth Drove. The proposed Littleworth Drove/site access junction would operate well within capacity, with minimal queuing and delay, and would not introduce an accident problem. The removal of the large, slow moving agricultural vehicles turning on and off Littleworth Drove would be a highway benefit.

Overall, the proposed development would accord with the aims of the NPPF. The opportunities for sustainable travel would be improved as part of the proposals, and safe and suitable access can be achieved for all people. The development would not result in severe impacts on the operation or safety of the local highway network. Therefore, it would be unreasonable to prevent the development on transport grounds.

CONTENTS

EXECUTIVE SUMMARY	2
1.0 INTRODUCTION	4
2.0 EXISTING CONDITIONS	6
Site location	
Existing use	
Nearby development	
Highway network	
Traffic flows	
Accident analysis	
Opportunities for pedestrian and cycle travel	
Opportunities for public transport travel	
Summary	
3.0 PROPOSED DEVELOPMENT	10
Development proposals	
Car parking	
Access	
Internal layout	
Accessibility	
4.0 TRIP GENERATION	12
Introduction	
Proposed traffic generation – residential	
Modal split and person trip generation – residential	
Trip generation – village hall	
5.0 HIGHWAY IMPACT.....	13
Observed traffic flows	
Assessment year background traffic flows and committed development	
Proposed development traffic distribution and assignment	
2022 with development traffic flows	
Proposed Littleworth Drove/site access T-junction	
6.0 SUMMARY AND CONCLUSIONS.....	16

DRAWINGS

ADC1461/001C Proposed site access layout

APPENDICES

Appendix A	Illustrative development masterplan
Appendix B	Masterplan for H03-0331-16
Appendix C	ATC results
Appendix D	TRICS outputs
Appendix E	2011 Census modal split
Appendix F	Site access PICADY

1.0 INTRODUCTION

- 1.1 Robert Doughty Consultancy commissioned ADC Infrastructure Ltd, on behalf of the applicants Kier Living Ltd, to produce a Transport Assessment and Travel Plan in support of an outline planning application for residential development on land to the east of the A1175 Littleworth Drove, in Deeping St Nicholas, Lincolnshire. The general and detailed site location are shown in **Figures 1 and 2**.
- 1.2 The site is currently occupied by Home Farm, and comprises agricultural buildings with a GFA of approximately 3,300sqm and part of a field, as shown in **Figure 3**. Home Farm is accessed via a simple priority-controlled T-junction on the A1175, and the adjacent dwellings at Wisteria House and Beech Tree Barn also use this access.
- 1.3 The development proposals comprise the demolition of the existing farm buildings, and the construction of up to 135 dwellings with associated parking. A new village hall and associated car park is also proposed. The development would primarily be accessed via a simple priority-controlled T-junction on the A1175, located to the east of the existing access. The access to the adjacent Wisteria House would be from the new access road, whilst access to the adjacent Beech Tree Barn would be retained in the existing location with a new private drive arrangement. In addition, access to some of the residential dwellings would be provided via a cul-de-sac arrangement via an extension to Hay Barn Road, through the adjacent residential estate to the south of the site. The illustrative masterplan is contained in **Appendix A**.
- 1.4 This Transport Assessment has been prepared to support the planning application, and is structured as follows:
- Section 2 describes the existing conditions in the vicinity of the site. The local highway network is described, including the results of an automatic traffic count on Littleworth Drove and an accident analysis. The existing opportunities for travel to the site by sustainable modes are also examined.
 - Section 3 describes the development proposals, including the parking provision, the vehicular access proposals, and the new infrastructure that would be provided to encourage the use of sustainable travel modes.
 - Section 4 summarises the forecast trip generation of the development using robust trip rates from the TRICS database and the modal split from the 2011 Census.
 - Section 5 assesses the impact of the development on the operation and safety of the proposed site access junction.
 - Section 6 presents the summary and conclusions.
- 1.5 This report has been produced with reference to *Guidance on Transport Assessment*¹ and in accordance with *Travel plans, transport assessments and statements in decision-taking*². It examines the transport implications of the proposed development taking account of the following objectives from paragraph 32 of the National Planning Policy Framework (NPPF):
- *“the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure*
 - *safe and suitable access to the site can be achieved for all people, and*
 - *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*
- 1.6 This report has been prepared following preliminary discussions with Jon Sharpe at Lincolnshire County Council (LCC). This resulted in agreement that there was no need to assess the impact

¹ Guidance on Transport Assessment, Department for Transport, March 2007

² Travel plans, transport assessments and statements in decision-taking, National Planning Practice Guidance, March 2014

of the development at off-site junctions, but that the report should focus on safe and suitable access into the site.



Figure 1: general site location



Figure 2: detailed site location



Figure 3: aerial photograph

2.0 EXISTING CONDITIONS

Site location

- 2.1 As shown in **Figures 1 and 2**, the development site is located to the east of the A1175 in Deeping St Nicholas. Deeping St Nicholas is located approximately half way between Spalding and Market Deeping.
- 2.2 The site is bordered by properties fronting the A1175 to the north, fields to the east, residential dwellings along Haybarn Road, Wheatsheaf Court and Haywain Drive to the south, and the A1175 to the west.

Existing use

- 2.3 The site is currently occupied by Home Farm, comprising agricultural buildings with a GFA of approximately 3,300sqm and part of a field. The farm generates trips associated with staff, as well as day to day activities. Vehicle movements are largely seasonal, depending on what crop is being grown and stored that year. The redevelopment of the site would remove the large, slow moving vehicles from the highway network.

Nearby development

- 2.4 A planning application was approved in November 2016 for 66 residential dwellings on land on the western side of the A1175 directly opposite the site (application reference H03-0331-16). As shown in the masterplan in **Appendix B**, the development would take access from the A1175 to the west of the site frontage that is the subject of this report.
- 2.5 This report uses some of the information contained within the Transport Statement prepared to support that planning application, including the ATC traffic count results and the accident data.

Highway network

- 2.6 The proposed development would primarily be accessed from the A1175 Littleworth Drove. The A1175 runs between the A1 at Stamford to the south, and the A16 at Spalding to the north, and also provides access to the A15 at Market Deeping. Along the site frontage, the A1175 is a wide road with hatched central markings, and is subject to a 40mph speed limit.
- 2.7 To the west of the site is the A1175/St Nicholas Way priority-controlled T-junction with ghost island right turn lane. This forms the main access for all the residential dwellings within Deeping St Nicholas on the southern side of the A1175. Visibility at the junction is good in both directions along the A1175 from St Nicholas Way, and good forward visibility is achievable.
- 2.8 Hay Barn Road and Haywain Drive border the site to the south, and are residential roads providing direct frontage access to the dwellings along both sides of the carriageway. Although all dwellings have off-street parking, both roads have some on-street parking.
- 2.9 To the west of the A1175/St Nicholas Way junction is a level crossing where the road crosses the railway line. This is approximately 650 metres from the proposed site access junction. Beyond the level crossing, the speed limit on the A1175 reduces to 30mph passed the primary school.

Traffic flows

- 2.10 An automatic traffic count (ATC) was undertaken on Littleworth Drove for the 7-day period between the 1st and 7th of February 2016, as part of the Transport Statement for 66 dwellings opposite the site.
- 2.11 The ATC recorded hourly traffic flows and speeds in both directions of travel along the road. The results and a plan showing the ATC location are contained in **Appendix C**. As shown, the ATC was approximately 130 metres to the west of the proposed site access junction.
- 2.12 The ATC identified morning and evening peak hours of 08:00-09:00hrs and 17:00-18:00hrs along Littleworth Drove. The average number of peak hour vehicles and PCUs are shown in the table below. There is no tidal flow in the morning peak hour, with equal numbers travelling north and south. In the evening peak hour, 56% of vehicles are travelling northbound and 44% are travelling southbound.

		northbound	southbound	two-way
AM	average number of vehicles	378	379	757
	average number of PCUs	413	419	832
PM	average number of vehicles	375	296	671
	average number of PCUs	404	312	716

- 2.13 The ATC recorded speeds are shown in the table below. Whilst the ATC was 130 metres to the west of the proposed site access junction, and therefore does not represent the speed of vehicles along the site frontage, it confirms that vehicles travel slightly above the 40mph speed limit.

	northbound	southbound
85 th percentile speed	44.5mph	45.2mph
average speed	39.8mph	40.4mph

Accident analysis

- 2.14 An accident analysis along Littleworth Drove was completed as part of the Transport Statement prepared to support the planning application for 66 dwellings opposite the site. This reviewed accident data purchased from LCC for the five-year period between 01/12/2010 and 30/11/2015. Eight accidents were recorded along Littleworth Drove, all of which were slight in nature.
- 2.15 Four of the accidents occurred at or near the level crossing, with two loss of control accidents, one lost load accident and one rear end shunt. Two additional accidents involved drivers losing control near Vine House Farm to the west of the level crossing.
- 2.16 The final two accidents occurred near the proposed site access, with one rear end shunt type collision adjacent to the Plough pub, and one loss of control accident further north as a result of a medical issue.
- 2.17 It is therefore concluded that there are no trends in the type or location of accidents recorded in the vicinity of the site.

Opportunities for pedestrian and cycle travel

- 2.18 The desirable walking distance³ for commuters and school pupils is up to 500 metres, whilst up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance. Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work.
- 2.19 The pedestrian and cycle catchment area therefore covers all of Deeping St Nicholas and the associated facilities, including the parish church, public house (closed) and Deeping St Nicholas Primary School.
- 2.20 With regards to pedestrian infrastructure, there are footways on both sides of Littleworth Drove, Haybarn Road, Haywain Drive and Wheatsheaf Close. These connect to infrastructure throughout the village. At the level crossing, the pedestrian route is marked by painted solid white lines, and to the south of the level crossing, there is a footway on the western side of Littleworth Drove, providing a pedestrian route to the primary school.
- 2.21 There are pedestrian crossings with dropped kerbs, tactile paving and central islands on Littleworth Drove on both sides of the St Nicholas Way junction to the west of the site, to facilitate pedestrian movements across the main road.
- 2.22 There are no designated cycle routes through Deeping St Nicholas, but experienced cyclists could use the carriageways.

Opportunities for public transport travel

- 2.23 The nearest bus stops are on Littleworth Drove, to the east and west of the proposed site access, and within walking distance of the site. These provide access to Service 100 which routes between Spalding and Market Deeping approximately once every two hours from Monday to Saturday. There are other services through the village, but they are less frequent.
- 2.24 Service 100 provides access to Spalding train station, which is the nearest train station to the site. From the station, there are hourly services between Lincoln and Peterborough.
- 2.25 In addition, the Spalding CallConnect bus services (16S and 37S) also serve Deeping St Nicholas. CallConnect is a demand responsive service, where journeys must be booked at least 2-hours in advance by either phone, text message or online. The Spalding CallConnect services operate between 07:00-18:30hrs (Mon-Sat) and will travel to destinations including Crowland, Bourne and Spalding.

Summary

- 2.26 The site comprises Home Farm, to the east of the A1175 Littleworth Drove. It is accessible by all modes of travel, and is therefore suitable for residential development.
- 2.27 Littleworth Drove provides access to Spalding and Market Deeping, and connects to the wider highway network via the A15 and A16. Vehicles travel slightly above the 40mph speed limit through the village, although there are no trends in the accident record.
- 2.28 There are opportunities for pedestrian and cycle travel, with all of Market Deeping within walking and cycling distance. There are also opportunities for bus and rail travel.

³ Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

3.0 PROPOSED DEVELOPMENT

Development proposals

- 3.1 The development proposals comprise up to 135 residential dwellings with associated parking. A new village hall and car park with 80 spaces is also proposed. A copy of the illustrative masterplan is contained in **Appendix A**.

Car parking

- 3.2 The planning application is in outline, and therefore the number of car parking spaces that would be provided for the residential development cannot be confirmed at this stage. Nevertheless, the car parking spaces would be provided in line with the likely car parking demand, to avoid the development leading to excessive on-street parking both within the site and on the local highway network. The likely provision is 1 to 2 spaces for each of the smaller dwellings, and 3 spaces for the largest dwellings.
- 3.3 A car park with 80 spaces is also proposed for the new village hall, as shown in the illustrative masterplan.

Access

- 3.4 The proposed development would primarily be accessed via a simple T-junction on Littleworth Drove, to the east of the existing site access junction. The proposed junction layout is shown in **Drawing ADC1500/001C**. As shown, the preliminary design includes a 5 metres wide site access carriageway and 10.5 metres kerb radii. The junction has been designed in accordance with the requirements for a major access road as detailed in Lincolnshire's Design Guide for Residential Areas. This road type can serve a development of up to 300 dwellings from a single junction, and should therefore be acceptable. Access to the adjacent Wisteria House would be via the new access road, whilst access to the adjacent Beech Tree Barn would be retained in the existing location via a new private drive arrangement.
- 3.5 DMRB TD42/95 states that the provision of a ghost island right turn lane should be "*considered where the minor road flow exceeds 500 vehicles 2-way AADT, a right turning accident problem is evident, or where vehicles waiting on the major road to turn right inhibit the through flow and create a hazard.*" However, given the forecast traffic flows, capacity would not be an issue (see section 5). Furthermore, there is good forward visibility towards the junction and towards any vehicle waiting to turn right into the site, and therefore the simple T-junction layout would not introduce an accident problem. Therefore, a ghost island right turn lane is not required.
- 3.6 The junction includes visibility splays based on the recorded vehicle speeds and the standards within DMRB. Based on a driver perception reaction time of 2 seconds, and a deceleration rate of 3.68m/s², the DMRB absolute minimum visibility to the left/south is 2.4x96 metres and the visibility to the right/north is 2.4x98.3 metres. As shown in the drawing, these visibility splays are achievable in both directions.
- 3.7 Overall, the access junction would be designed to the relevant standards with appropriate visibility splays, and would therefore provide safe and suitable access to the development.
- 3.8 In addition, it is proposed to access some of the residential dwellings via an extension to Hay Barn Close, as illustrated on the masterplan. The proposed layout is shown in **Drawing ADC1500/001C**. The access from Hay Barn Close would measure 4.5 metres in width with a 2 metres footway on the western side and a 0.5m strip on the eastern side. This provision is in accordance with LCC's Design Guide for minor residential roads, which requires a carriageway

width of between 4.1 and 5 metres. This access is achievable within the extent of the adopted highway boundary and the landowners land, as shown in the drawing.

Internal layout

- 3.9 Away from the main access roads, the internal layout would include a mix of shared space roads, and private driveways. Whilst the masterplan is illustrative for the purposes of the outline application, the internal layout would be designed to ensure that service vehicles can enter, manoeuvre and exit the site in a forward gear, with the provision of appropriate turning heads. Appropriate provision would also be made for refuse and emergency service vehicles.

Accessibility

- 3.10 To encourage pedestrian travel, footways and shared space environments would be provided throughout the site. In addition to the accesses on the A1175 and Hay Barn Close, there will be a pedestrian connection through to Haywain Drive.
- 3.11 Cyclists would be encouraged to cycle on the carriageways throughout the site and it is not necessary to provide designated cycle lanes. Cycle storage would be available in garages.
- 3.12 With regards to bus travel, the existing bus stops on Littleworth Drove are within walking distance of the site. The Travel Plan includes measures to promote bus travel.

4.0 TRIP GENERATION

Existing use

- 4.1 As detailed in Section 2, the existing farm generates a number of vehicle trips each day by staff and visitors, as well as trips by large slow moving agricultural vehicles. However, for the purposes of a robust assessment, the existing use traffic flows have not been deducted. The removal of the slow moving vehicles would nevertheless be a highway benefit.

Proposed traffic generation – residential

- 4.2 The forecast traffic generation of the proposed development was calculated using the ‘privately owned houses’ category of the TRICS 7.3.2 database. All sites located in England, with the exception of Greater London, were selected. Sites with 65 to 260 dwellings were selected (i.e. half to double the number of proposed units), and only edge of town sites were selected. All weekend surveys were deselected. The TRICS outputs are contained in **Appendix D**, and the 85th percentile trip rates and resultant traffic generation of 135 dwellings as a worst case are shown in the table below. In the evening peak hour, the 85th percentile trip rates appeared low, and therefore the highest trip rates were used.

proposed vehicle trip rates and traffic generation		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.177	0.523	0.700
	PM peak hour	0.439	0.274	0.713
vehicle trips (135 dwellings)	AM peak hour	24	71	95
	PM peak hour	59	37	96

Modal split and person trip generation – residential

- 4.3 The proportion of trips by each mode was calculated using the 2011 National Census ‘Method of travel to Work’ data (dataset QS701EW). The site is located in the parish of Deeping St Nicholas, and it is reasonable to assume that new residents at the development would display similar travel patterns to existing residents in the parish. A copy of the parish dataset is contained in **Appendix E**.
- 4.4 The resultant modal split and person trip generation is summarised below, based on the worst case evening peak hour traffic generation in the table at paragraph 4.2. Given the location of the site and the opportunities for sustainable travel, the modal split is reasonable to use.

	on foot	bicycle	bus	train	motorcycle	car driver	passenger	taxi
	4.4%	0.7%	1.0%	1.7%	0.6%	86.0%	5.5%	0.0%
peak hour	5	1	1	2	1	96	6	0

- 4.5 Section 2 details the existing infrastructure in the vicinity of the site, and Section 3 details the proposed infrastructure. The existing and proposed infrastructure would have capacity to accommodate these additional trips.

Trip generation – village hall

- 4.6 The proposed village hall would generate internal trips within the site, as well as trips by existing residents within Deeping St Nicholas. Most trips are therefore likely to be made by foot or cycle. The village hall is unlikely to generate significant numbers of trips in the peak hours, and is more likely to be used during the day and in the evenings. Therefore, it is not proposed to calculate and assess the traffic generation of the village hall.

5.0 HIGHWAY IMPACT

Observed traffic flows

5.1 As detailed in Section 2.11, the average peak hour traffic flows on Littleworth Drive are as follows:

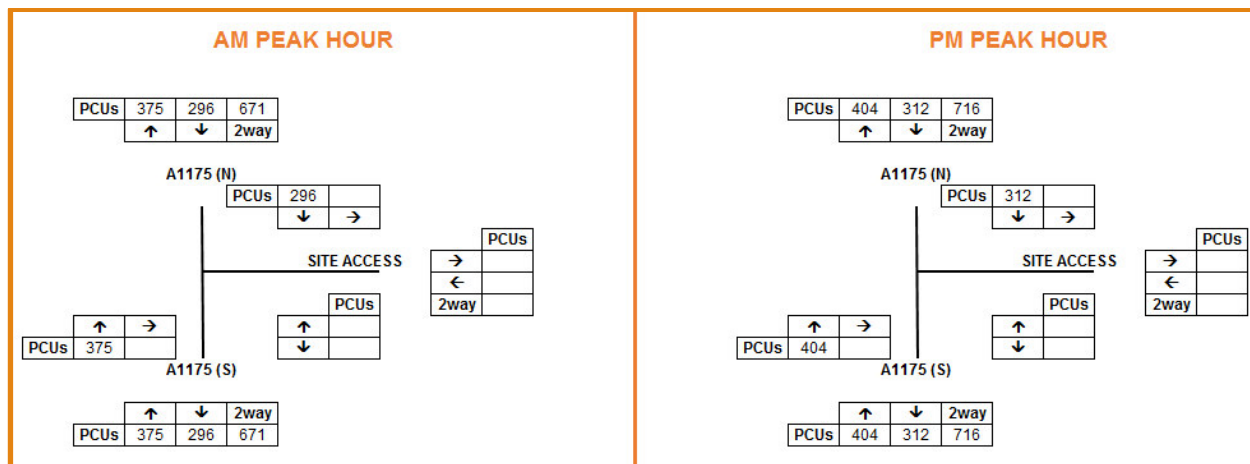


Figure 4: 2016 observed flows

Assessment year background traffic flows and committed development

5.2 In accordance with guidance, the required assessment year is five years after registration of the planning application. As the planning application will be made in 2017 this means an assessment year of 2022.

5.3 The observed traffic flows were therefore increased to 2022 levels using growth factors from TEMPRO (version 7, dataset 70), which includes links to the National Traffic Model. The growth rates for 'all roads' in the South Holland 005 MSOA are as follows:

- 2016 to 2022 (AM) 1.0953
- 2016 to 2022 (PM) 1.0940.

These growth rates were applied to the 2016 observed flows, and the resultant 2022 background traffic flows are shown below.

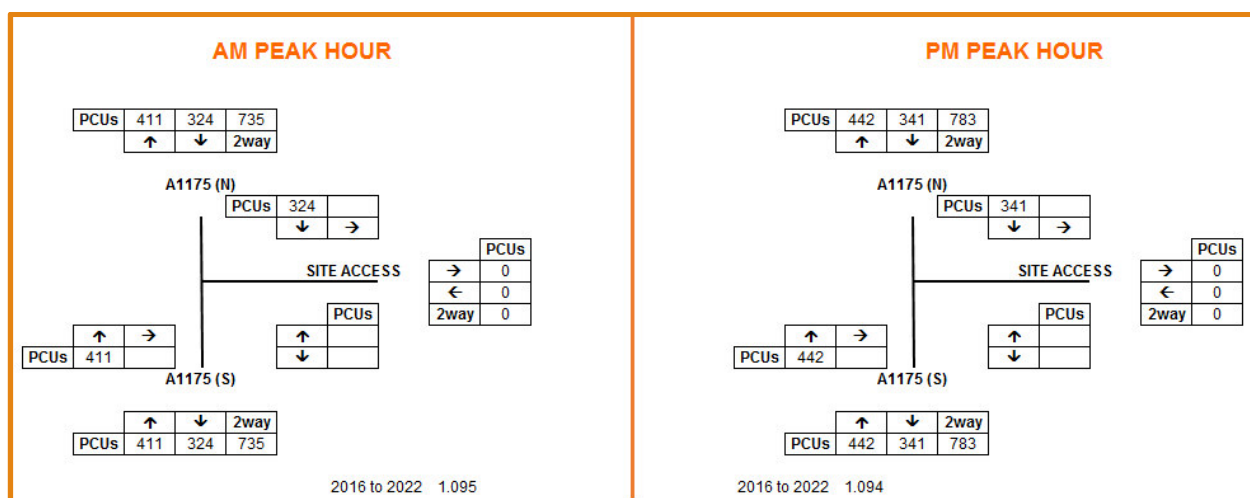


Figure 5: 2022 background flows

5.4 In addition to the background growth, it is usually necessary to include traffic flows associated with any committed developments within the 2022 assessment year traffic flows. The NPPG states that "it is important to give appropriate consideration to the cumulative impacts arising

from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.” However, it is understood that there are no committed developments that need to be added to the 2022 base flows. At the time of writing, the planning application for the development on the opposite side of the road has been submitted but not decided, and therefore does not need to be included.

Development traffic distribution and assignment

- 5.5 In order to determine the likely distribution pattern of the development traffic shown in the table at paragraph 4.1, reference was made to the observed passing flows on Littleworth Drove. As shown, in the morning peak hour, the traffic flows are equal northbound and southbound. In the evening peak hour, 56% travels northbound and 44% travels southbound. The resultant distribution pattern and development traffic assignment is shown below. This robustly assumes that all of the development traffic would use the access on the A1175.

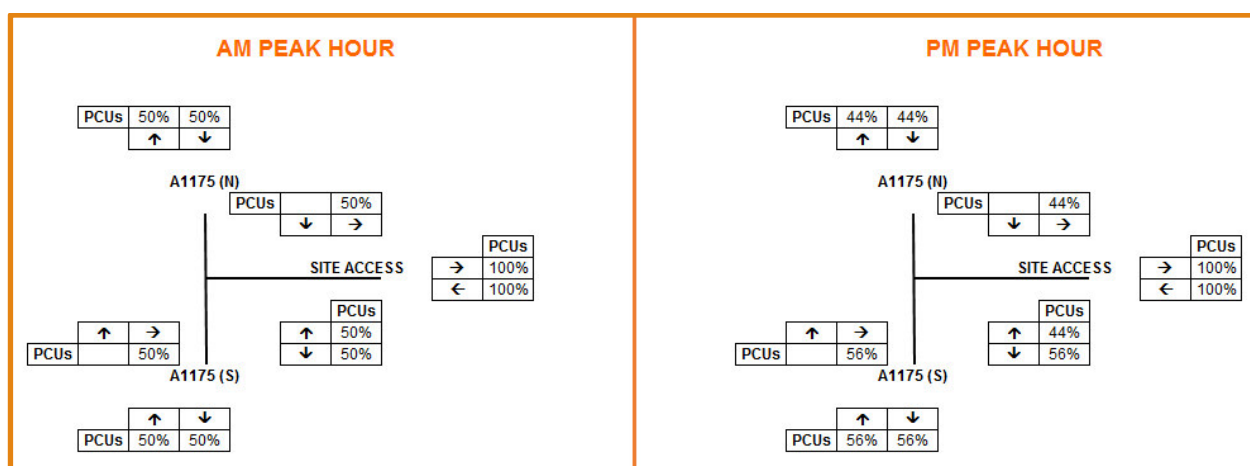


Figure 6: distribution pattern

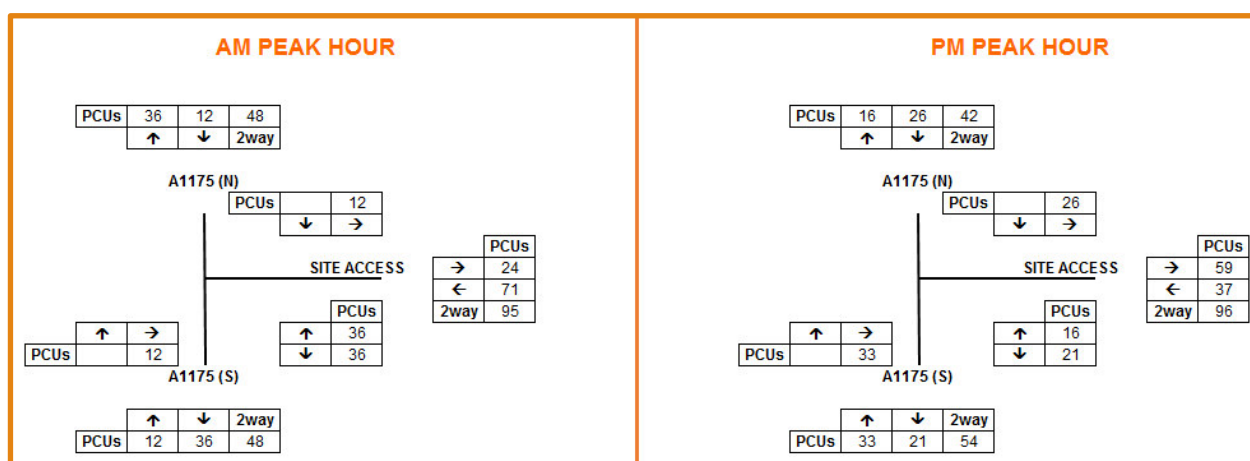


Figure 7: development traffic assignment

2022 with development traffic flows

- 5.6 The proposed development traffic flows were added to the 2022 background traffic flows. The robust ‘2022 with development’ traffic flows are shown below.

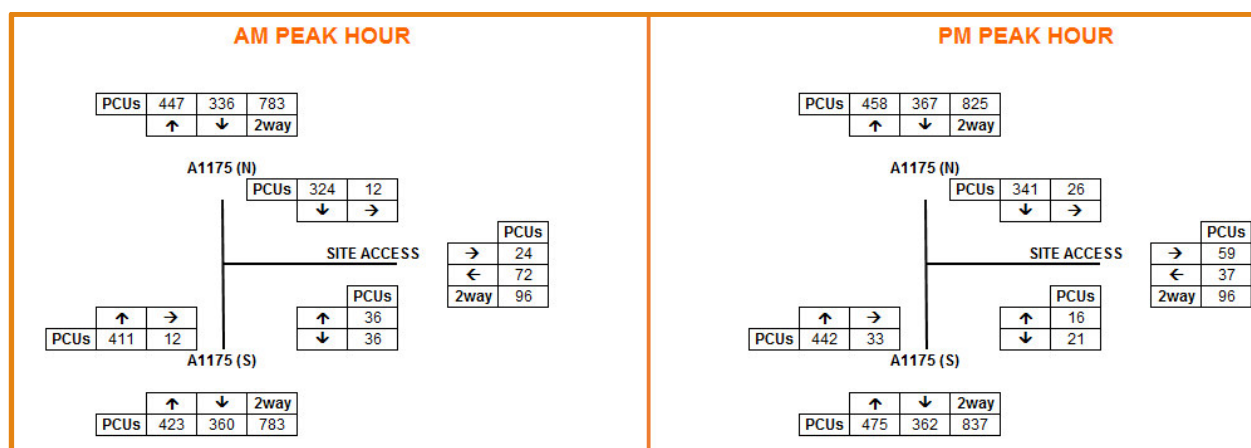


Figure 8: 2022 with development traffic flows

Proposed Littleworth Drove/site access T-junction

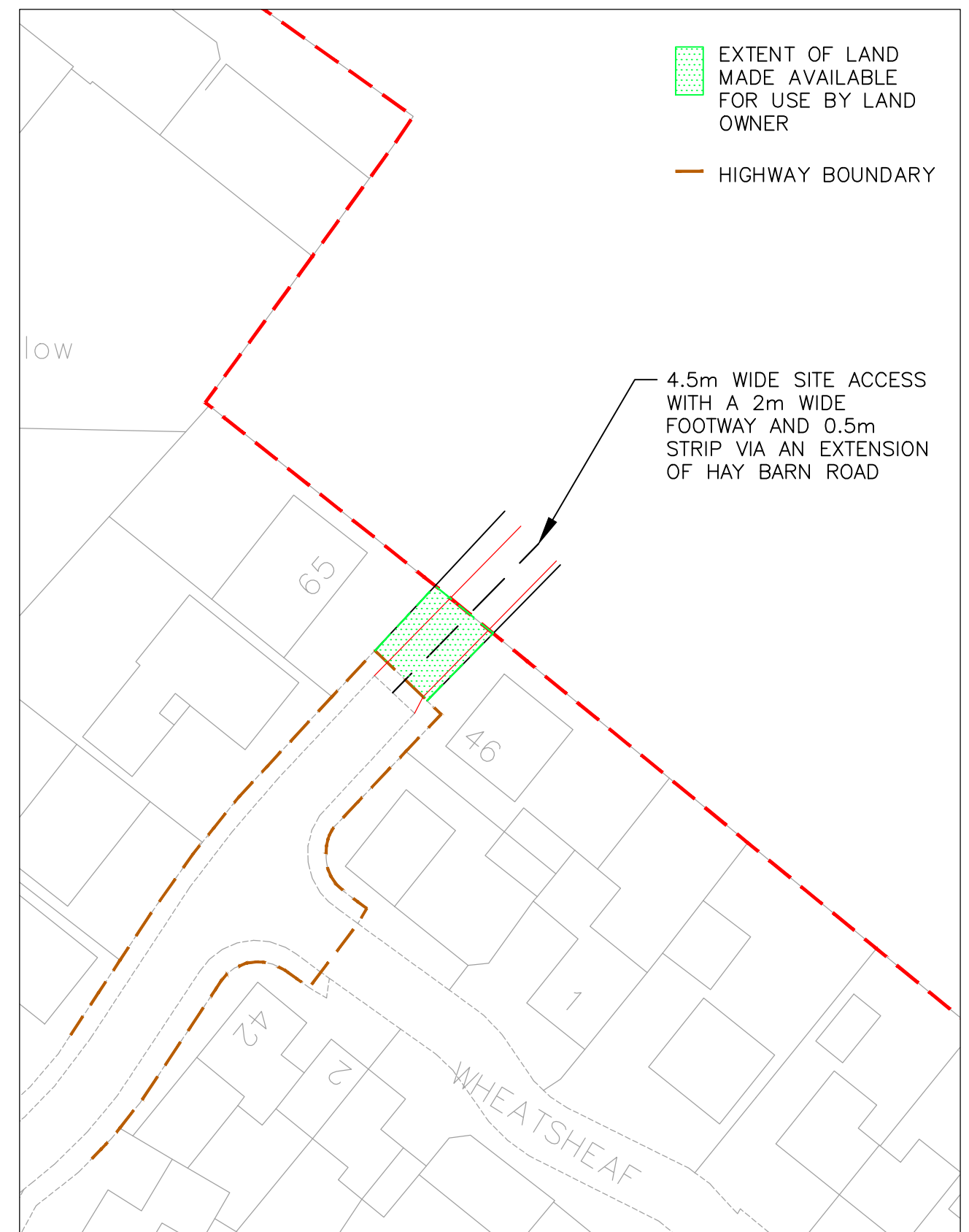
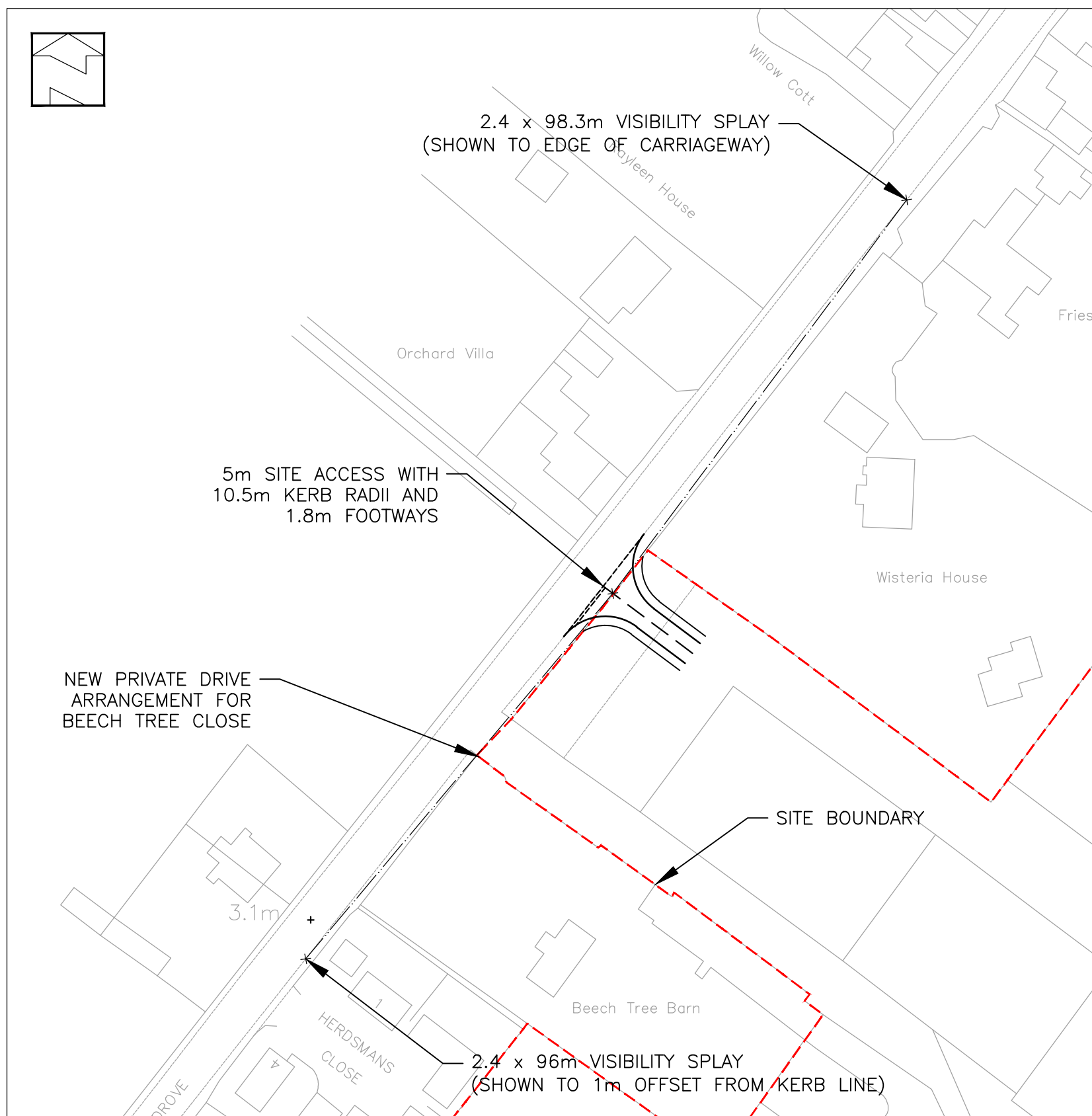
- 5.7 A model of the junction was created using PICADY and tested with the 2022 traffic flows. The results are summarised in the table below, and the PICADY measurements and outputs are in **Appendix F**.

	peak		Site access left turn (B-C)	Site access right turn (B-A)	A1175 (S) ahead and right (C-AB)
2022 with development	AM	RFC	6%	10%	2%
		max queue (PCU)	0.07	0.11	0.03
		max delay (secs)	5.93	10.40	6.63
	PM	RFC	4%	4%	7%
		max queue (PCU)	0.04	0.04	0.08
		max delay (secs)	6.59	8.93	6.86

- 5.8 The proposed junction is forecast to operate well below the 85% ratio of flow to capacity (RFC) threshold in 2022. There would be minimal queuing and delay on all arms. Vehicles waiting to turn right into the site from the A1175 would not cause congestion for through traffic, and no queue would occur. Even with vehicle movements turning into and out of the access associated with the proposed village hall, the junction would still operate within capacity.
- 5.9 Furthermore, there is good forward visibility towards the junction, and from the site access arm, and therefore the turning movements at the junction would not introduce an accident problem. The proposed simple priority-controlled arrangement would therefore be safe and suitable to access the development, and should be found acceptable.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 Robert Doughty Consultancy commissioned ADC Infrastructure Ltd, on behalf of the applicants Kier Living Ltd, to produce a Transport Assessment and Travel Plan in support of an outline planning application for residential development on land to the east of the A1175 Littleworth Drove, in Deeping St Nicholas, Lincolnshire.
- 6.2 The site is currently occupied by Home Farm, and comprises agricultural buildings with a GFA of approximately 3,300sqm and part of a field. Home Farm is accessed via a simple priority-controlled T-junction on the A1175, and the adjacent dwellings at Wisteria House and Beech Tree Barn also use this access.
- 6.3 The development proposals comprise the demolition of the existing farm buildings, and the construction of up to 135 dwellings with associated parking. A new village hall and car park with 80 spaces is also proposed. The development would primarily be accessed via a simple priority-controlled T-junction on the A1175 to the east of the existing access, and designed to the relevant standards. Access to the adjacent Wisteria House would be via the new access road, whilst access to Beech Tree Barn would be retained in the existing location via a new private drive arrangement. In addition, access to some of the residential dwellings would be provided in a cul-de-sac arrangement via an extension to Hay Barn Road through the existing estate to the south.
- 6.4 The development site is relatively accessible by sustainable travel modes. The facilities within Deeping St Nicholas, including the primary school, are within acceptable walking and cycling distance of the site. There are also opportunities for bus and rail travel, with bus stops within walking distance of the site on Littleworth Drove.
- 6.5 As part of the proposed development, footways and shared space environments would be provided throughout the development to encourage pedestrian trips. These would connect to the existing off-site infrastructure on the A1175, Hay Barn Close and Haywain Drive, and would provide access to the nearest bus stops on Littleworth Drove. A Travel Plan, including targets and incentives to promote the use of sustainable travel modes amongst the new residents would also be promoted.
- 6.6 Based on existing Deeping St Nicholas residents' travel patterns from the 2011 Census, the residential development is forecast to generate 5 pedestrian journeys, 1 cycle journey and 3 public transport journeys during a peak hour. These additional trips can be accommodated by the existing infrastructure and the proposed measures.
- 6.7 The residential development would generate up to 96 two-way vehicle trips in a peak hour, and this would route approximately evenly to the north and south along the A1175. The proposed Littleworth Drove/site access junction would operate well within capacity, with minimal queuing and delay, and would not introduce an accident problem. The removal of the large, slow moving agricultural vehicles turning on and off Littleworth Drove would be a highway benefit.
- 6.8 The village hall would generate internal trips and trips by existing residents in the village. It will therefore primarily generate pedestrian and cycle trips. It is unlikely to generate a significant number of vehicle trips in the peak hours, and would largely be used in the daytime or in the evenings.
- 6.9 Overall, the proposed development would accord with the aims of the NPPF. The opportunities for sustainable travel would be improved as part of the proposals, and safe and suitable access can be achieved for all people. The development would not result in severe impacts on the operation or safety of the local highway network. Therefore, it would be unreasonable to prevent the development on transport grounds.



			Project: Proposed Residential Development Home Farm, Deeping St Nicholas	Client: Kier Living Ltd	ADC INFRASTRUCTURE		
C	Revised Access Layout	27/04/17	Title: Proposed Site Access Layouts		Drg Size: A3	Scale: 1:500	Date: 21/09/2016
B	Revised Access Layout	31/01/17					
A	Revised Access Layout	09/12/16					
Rev	Description	Date					

APPENDIX A

ILLUSTRATIVE DEVELOPMENT MASTERPLAN

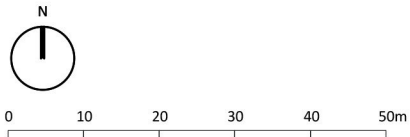


Notes

Measurements
All measurements should be checked against on site conditions and any discrepancies should be brought to the attention of the Robert Doughty Consultancy.

Ordnance Survey Map
© Crown Copyright 2017. OS Licence No: AR 100010613

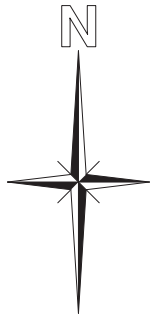
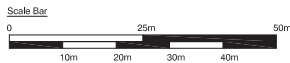
CDM 2015
This drawing is for illustrative purposes and/or obtaining the relevant planning permission only. It should not be used for construction and accordingly, risk identification under the Construction (Design & Management) Regulations 2015 has not been undertaken.



A	WW	Layout revised RE: Flood data	25.4.17
Rev	By	Notes	Date
rdc Robert Doughty Consultancy 32 High Street, Helpingham Sleaford, Lincolnshire NG34 0RA Tel: 01529 421646 Fax: 01529 421358 Email: admin@rdc-landplan.co.uk Web: www.rdc-landplan.co.uk			
Client Kier Living Ltd			
Project Home farm, Deeping St Nicholas			
Drawing title Site Plan			
Drawing No 739-19_OP_SP01		Rev A	Drawn WW
Scale 1:1000 @ A2		Date 13.04.17	Checked LMS

APPENDIX B

MASTERPLAN FOR H03-0331-16



Indicative Site Layout

Do not scale, use ignored dimensions only. All measurements to be notified to Artech Designs Limited. This drawing remains the copyright of Artech Designs Limited.

Schedule:

Dwelling Unit Mix:

2 Bed units = 14no (21%)
3 Bed units = 33no (50%)
4 Bed Units = 19no (29%)

Total Number of Dwelling Units = **66no**

Total Site Area = **31,900m² or 3.19ha**

Public Open Space:

14% of developable area
(Site area) - (pond area) = 31,900 - 3,700 = 28,200
 $(\frac{28,200}{100}) \times 14 = 3,948m^2$

Public Open Space Proposed = **4,050m²**

(Excludes the area allocated to the pond)

Developable Area:

Therefore, Site Density =
66units ÷ 2.82 = **23units/ha**

Parking Provision:

Each dwelling unit has a min. of **2no parking spaces**

Affordable Units:

30% of total number of units = **20no units**

Landscaping:

Existing hedges & trees to be retained where practical & protected. New trees planted as shown to be 2.75m high standards twice fed with rainbow ties to 63mm stakes & protected with plastic spiral guards. New hedges planted as shown in double rows at staggered 450mm centres. Plot boundaries to be Lincolnshire Post & Rail fence, Front Gardens to be turfed or grass seeded.

Existing Hedges to be retained.

Denotes new hedge planting as following specification:-
Mixed hedge of hawthorn 50%, hazel 15%, field maple 5%, native crab 5%, spindle 5%, guelder rose 5%, wild rose 5%, purging buckthorn 5%, wayfaring tree 5%. Plant random mixture with hawthorn as dominant species & other plants in 3 or 5 of same species together as groups between hawthorn.

Denotes New Tree planting of native mix

Indicates permeable paved areas

Indicates Grassed & Soft Landscaping areas

New low level underplanting / shrubbery in mass planting format in min. groups of 10 at max. 900mm cts. made up of the following species:
Honeysuckle - Lonicera Periclymenum
Colonneaster - C. Dammer
Guelder Rose - Viburnum Opulus
Box - Buxus Sempervirens

All beds excavated & filled with 400mm topsoil, subgrade well broken up. All beds covered in 50mm coarse bark mulch & maintained weed free. Hedgerows and shrubs to be irrigated to ensure establishment. Planting of trees, shrubs & hedgerows should be in accordance with BS 4428:1989 and amendment no1 (1991) 'Code of Practice' for general Landscaping Operations excluding hard landscaping. All failures are to be replaced within 5 year establishment period.

Close Boarded Fencing:
2.0m High comprising of 100 x 125mm pressure treated posts encased in lean mix concrete at max. 2.7m cts, ex. 25 x 125mm feather edge boarding with 20mm laps on 3no., ex. 75 x 75mm aris rails, 150 x 25mm gravel boards on 50 x 50 x 450mm stumps at both sides of posts & at mid panel locations.

Acoustic Barrier:
Formed at boundary position where indicated using solid close boarded fencing with gravel boards, to a min. height of 2.0m, all in line with the findings of the Noise Assessment report prepared by BSP Consulting Ref:15736/JAD.

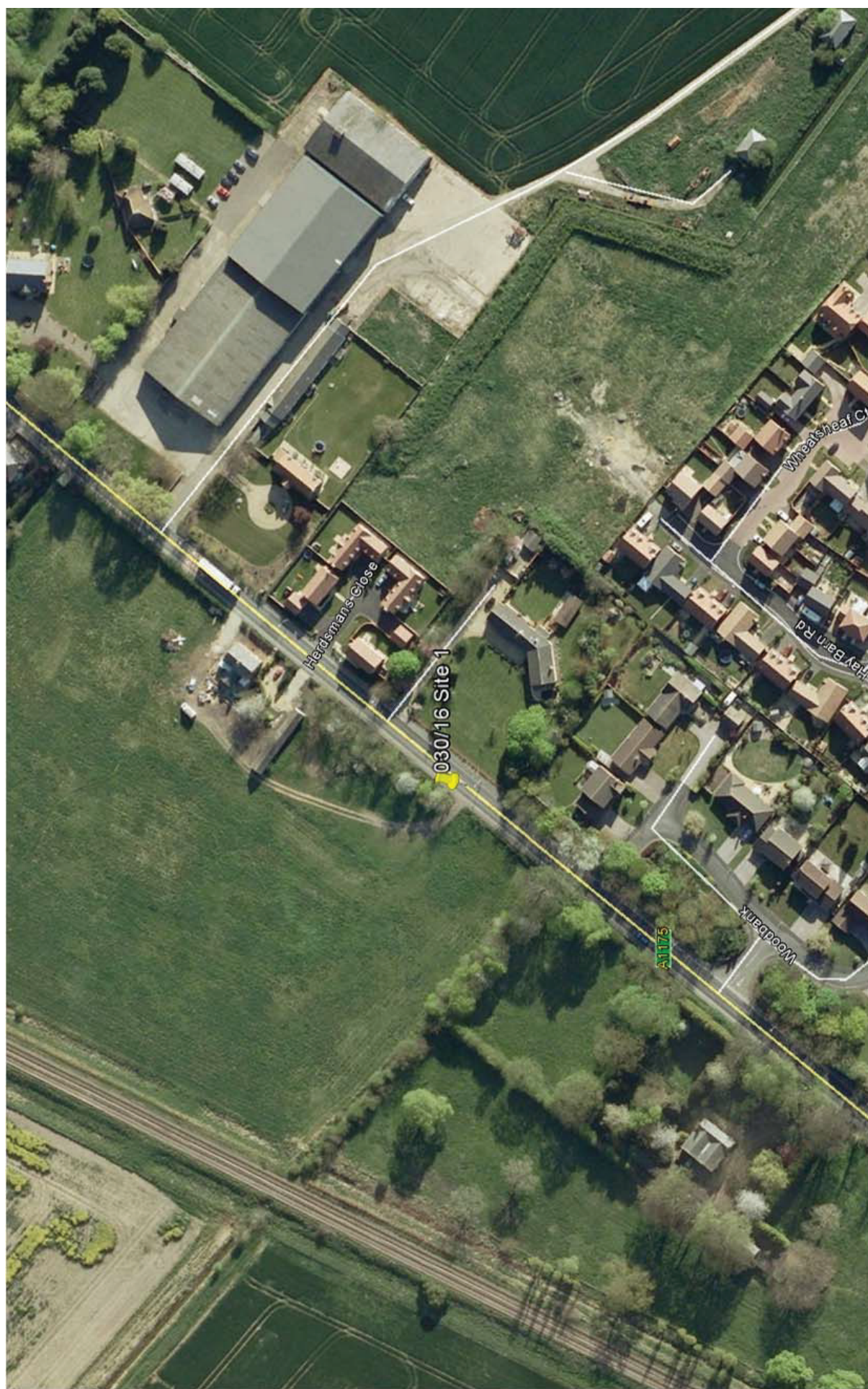
NB: Any dwellings considered affected by noise would include construction proposals relating to External Walls, Roofs, Glazing and Ventilation as set out in Section 5 of the Noise Assessment Report prepared by BSP Consulting Ref:15736/JAD.

Revised	Description	Date
Trustees of D W Dennis Settlement		
Caulton's Field, Littleworth Drive, Deeping Saint Nicholas Lincolnshire		
Drawing	Proposed Site Plan	
Status:	Planning	
Scale:	1:500 @ A1	
Date:	February 2016	
Dwg. No:	1429D/002	
Revised:		Drawn by: mdf



APPENDIX C

ATC RESULTS



Deeping St Nicholas, Lincolnshire

Report Id 02716-01
Site Name Site 1 of 1
Description A1175 Littlewroth Drive, 110m north of Woodbank
Direction Southbound

Monday 01 February 2016

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation				
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Train	Triple Train	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 <70mph		
0000 - 0100	11	2	5	3	1	0	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	3	2	1	0	55.7	48.3	9		
0100 - 0200	8	2	1	3	2	0	0	6	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	2	0	0	1	-	48.9	9.7		
0200 - 0300	4	1	0	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	1	-	48.6	11.7		
0300 - 0400	10	1	2	2	5	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	5	0	1	1	1	49.3	9.6		
0400 - 0500	18	2	5	6	5	0	0	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	4	5	2	4	0	0	54.8	48.2	8.3		
0500 - 0600	51	4	10	19	18	0	0	45	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	13	11	4	2	1	54.6	47.2	7.7	
0600 - 0700	127	16	30	33	48	0	3	110	0	13	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	24	46	31	13	5	3	1	50.3	44.5	6.6
0700 - 0800	278	51	64	83	80	0	0	240	2	27	2	4	0	1	0	0	0	0	0	0	0	0	0	4	26	103	76	41	19	6	1	2	47.4	41.4	6.3	
0800 - 0900	397	99	127	86	85	0	1	355	2	33	1	0	1	1	2	0	0	0	0	0	0	0	0	5	28	208	119	27	8	0	1	1	43.6	39.7	4.6	
0900 - 1000	194	71	48	38	37	0	1	141	3	34	2	4	1	3	4	1	0	0	0	0	0	0	0	23	101	56	9	4	0	0	0	42.3	39	4.4		
1000 - 1100	183	50	40	44	49	0	0	144	2	26	1	4	1	2	2	0	0	0	0	0	1	1	0	80	34	14	9	1	0	0	0	41.8	37	4.8		
1100 - 1200	188	37	52	44	55	0	0	151	2	19	5	5	1	2	1	2	0	0	0	0	0	0	0	3	32	100	36	12	2	2	1	0	42.5	38.4	5	
1200 - 1300	228	74	56	45	53	0	0	207	1	13	1	3	0	1	2	0	0	0	0	0	0	0	0	6	20	114	68	13	6	0	0	0	43.2	38.1	4.5	
1300 - 1400	207	62	49	61	46	1	1	165	0	23	4	8	1	2	1	1	0	0	0	0	0	0	0	14	109	68	14	1	0	0	0	42.7	38.4	4		
1400 - 1500	222	50	58	63	51	0	0	191	1	20	0	3	0	1	5	1	0	0	0	0	0	0	0	2	28	102	71	15	2	2	0	0	43.2	39.4	4.3	
1500 - 1600	247	60	48	63	76	0	0	211	1	27	1	0	0	2	3	2	0	0	0	0	0	0	0	2	21	119	60	30	11	3	1	0	45.9	40.5	5.3	
1600 - 1700	236	62	59	50	65	0	1	214	0	18	1	2	0	0	0	0	0	0	0	0	0	0	0	1	16	95	84	26	10	3	1	0	45.6	41	5.1	
1700 - 1800	286	54	83	72	77	2	0	261	2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	2	34	132	80	24	7	3	0	3	44.3	39.8	6.1	
1800 - 1900	207	65	50	45	47	0	1	197	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	75	68	31	11	3	0	1	47.9	41.5	5.8	
1900 - 2000	97	21	26	30	20	0	1	90	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	41	25	14	9	0	0	1	47.6	41.3	6.3
2000 - 2100	65	16	12	10	17	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	16	13	6	3	0	0	0	50.1	43.8	5.8	
2100 - 2200	44	11	12	10	11	0	0	43	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	17	4	5	5	3	2	2	55.7	47.4	8.7	
2200 - 2300	28	9	10	6	3	0	0	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	9	4	3	2	2	2	59.7	48.5	10.2	
2300 - 0000	18	4	7	3	4	0	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	2	0	3	2	0	0	56.6	44.6	11.4	
0700 - 1900	2873	725	734	694	720	3	5	2477	16	269	18	33	5	15	21	8	0	3	0	4	1	2	29	312	1338	820	251	82	22	5	7	44.3	38.8	5.2		
0600 - 2200	3196	789	814	777	816	3	9	2775	17	287	18	33	5	15	22	9	0	3	0	4	1	4	31	319	1428	924	313	115	35	11	11	45	40.2	5.6		
0600 - 0000	3242	802	831	786	823	3	10	2816	17	289	18	33	5	16	22	10	0	3	0	4	1	5	31	322	1438	935	317	121	40	15	13	45.2	40.3	5.7		
0000 - 0000	3344	814	854	820	856	3	10	2900	18	302	18	33	5	16	23	13	0	3	0	4	1	5	31	326	1456	950	343	142	49	19	19	45.6	40.5	6		

Tuesday 02 February 2016

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation						
			15-30	30-45	45-00					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	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 <70mph		
0000 - 0100	10	1	3	3	2	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	1	0	3	1	0	-	43.9	5.3			
0100 - 0200	11	1	3	5	2	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	0	3	1	0	56.1	46.8	9.9			
0200 - 0300	13	2	2	2	7	0	0	10	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3	3	4	1	1	0	0	54.4	49	6.6		
0300 - 0400	11	0	4	3	4	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	4	2	2	0	0	0	51.2	48.1	6.6		
0400 - 0500	16	1	2	4	9	0	0	16	1	13	0	0	0	0	0	1	0	0	0	0	0	0	1	2	3	5	1	3	0	1	58.6	48.5	9.8			
0500 - 0600	40	3	8	11	18	0	0	33	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	6	9	5	6	3	2	56.8	48.9	9.8		
0600 - 0700	133	14	39	32	48	0	3	112	0	13	0	1	0	0	0	3	0	0	0	0	0	0	1	2	2	33	37	27	19	6	4	2	51.9	45	7.6	
0700 - 0800	304	59	72	96	77	0	1	262	3	29	1	2	0	1	3	2	0	0	0	1	0	0	1	7	36	114	94	39	8	1	1	2	45.4	40.1	5.9	
0800 - 0900	371	109	106	87	69	1	1	323	1	28	2	3	2	4	5	1	0	0	0	0	0	0	0	4	47	186	107	19	7	1	0	0	42.5	39	4.2	
0900 - 1000	219	57	52	49	61	0	0	181	1	27	0	4	0	2	1	3	0	0	0	0	0	0	1	1	23	108	68	14	4	0	0	0	43.2	39.3	4.3	
1000 - 1100	162	36	46	39	41	0	4	131	1	16	3	2	0	0	4	1	0	0	0	0	0	0	1	11	74	53	20	3	0	0	0	44.7	40.1	4.4		
1100 - 1200	184	40	41	55	48	0	0	143	5	21	1	7	0	4	2	1	0	0	0	0	0	0	0	2	20	68	69	21	4	0	0	0	44.1	40.3	4.4	
1200 - 1300	181	47	47	51	36	0	2	151	1	15	4	3	1	3	0	1	0	0	0	0	0	0	0	0	18	91	51	15	2	3	1	0	44.1	40	4.7	
1300 - 1400	200	39	61	51	49	0	0	177	1	14	1	3	1	0	2	1	0	0	0	0	0	0	0	6	92	74	10	4	2	0	2	43.4	40.1	5.5		
1400 - 1500	212	39	65	52	56	0	0	163	0	20	1	4	0	0	2	2	0	0	0	0	0	0	4	2	13	111	69	12	1	0	0	0	42.9	39.1	4.3	
1500 - 1600	263	68	63	62	70	1	1	215	1	34	0	4	1	1	3	2	0	0	0	1	0	0	0	5	43	124	67	15	5	3	0	0	41.8	38.7	5	
1600 - 1700	255	61	72	64	58	0	1	228	1	21	0	0	0	0	2	2	0	0	0	0	0	0	1	3	12	105	91	28	7	1	0	0	45.4	41.1	5.3	
1700 - 1800	309	67	79	67	59	0	0	270	1	30	0	0	0	0	1	1	0	0	0	0	0	0	0	1	13	114	62	6	0	0	0	0	45.8	40.3	4.2	
1800 - 1900	199	72	47	51	29	0	0	183	0	13	0	0	0	0	2	1	0	0	0	0	0	0	0	1	1	6	88	62	26	13	2	0	0	45.9	41.3	5.2
1900 - 2000	91	24	32	19	16	0	0	85	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	36	32	13	7	2	0	0	0	47.2	42.3	5	
2000 - 2100	60	12	15	12	11	0	0	55	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	5	16	9	5	1	0	0	52.8	44.5	7.8	
2100 - 2200	100	17	18	15	20	0	0	67	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4	18	16	16	7	7	1	0	0	52.1	44.1	7.7	
2200 - 2300	330	4	8	12	9	0	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	5	7	3	6	1	0	0	55.5	45.7	8.8	
2300 - 0000	219	2	19	2	18	0	0	152	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3	5	1	1	0	0	56.1	48.9	9.5	
0700 - 1900	2859	694	751	752	682	2	10	2468	15	255	13	32	6	15	26	17	0	0	0	0	2	1	8	32	250	1314	919	241	64	19	4	5	44.1	39.9	4.9	
0600 - 2200	3208	761	860	830	757	2	13	2782	15	279	14	33	6	16	27	21	0	0	0	0	2	2	9	34	261	1419	1013	308	102	41	7	7	44.7	40.3	5.3	
1400 - 1900	1241	267	315	282	232	2	13	1268	15	176	14	33	6	16	29	21	0	0	0	0	2	2	10	34	2629	1418	1010	48	13	8	11	45.5	40.4	5.5		
0000 - 2300	3361	775	897	872	817	2	13	2905	15	301	14	33	6	17	32	23	0	0	0	0	2	2	10	34	266	1449	1041	341	123	64	18	11	45.4	40.7	5.7	

Description
Direction
Wednesday 03 February 2016

A1175 Littlewoth Drive, 110m north of Woodbank
Southbound

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation					
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	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								
0000 - 0100	7	2	4	1	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	-	49.7	9.5					
0100 - 0200	10	2	1	0	7	0	0	3	0	3	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	5	7	0	1	0	0	-	43.1	7					
0200 - 0300	8	1	1	3	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	2	1	0	-	49.1	10					
0300 - 0400	11	1	2	5	3	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	2	1	1	0	54.6	48	7.1				
0400 - 0500	13	2	3	3	5	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	1	1	0	57.7	50.9	12.6					
0500 - 0600	46	6	9	19	12	0	0	37	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	13	6	13	3	7	1	2	55.7	46.7	8.6			
0600 - 0700	120	17	28	30	45	0	4	98	0	14	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	1	6	27	33	25	19	6	2	1	52.3	44.8	7.5		
0700 - 0800	286	59	71	72	84	0	1	246	0	26	3	2	3	1	0	1	3	0	0	0	0	0	0	0	0	0	2	3	33	121	93	23	10	1	44.1	40	5		
0800 - 0900	367	62	125	92	68	0	0	328	2	30	2	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	32	178	98	40	13	3	45	0	44.5	39.9	4.3	
0900 - 1000	185	55	49	38	43	0	0	150	3	27	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	1	2	10	93	54	23	2	0	0	44.5	39.9	4.3		
1000 - 1100	201	41	58	50	52	0	1	163	2	22	2	9	0	1	1	0	1	0	0	0	0	0	0	0	0	1	16	117	54	7	3	0	0	41.4	38.9	4.6			
1100 - 1200	212	42	58	55	57	0	1	162	0	35	3	3	0	2	3	3	0	0	0	0	0	0	0	0	0	3	14	116	62	11	2	1	0	43.2	39.7	5.5			
1200 - 1300	196	40	55	54	47	0	1	157	0	21	6	5	0	1	3	2	0	0	0	0	0	0	0	0	0	1	0	13	113	50	17	1	1	0	43.2	39.6	4.2		
1300 - 1400	234	66	60	54	54	0	0	181	1	35	2	5	1	3	5	0	0	0	0	0	0	0	0	0	0	3	1	4	4	28	123	51	16	6	1	0	42.7	38.9	5.4
1400 - 1500	230	54	60	57	57	0	0	205	1	10	0	7	0	4	2	1	0	0	0	0	0	0	0	0	0	0	4	15	20	96	19	10	3	2	0	45	39.2	6.6	
1500 - 1600	247	71	57	51	68	0	1	219	0	20	0	1	0	2	3	1	0	0	0	0	0	0	0	0	0	1	30	128	70	10	5	3	0	0	43.2	39.3	4.5		
1600 - 1700	273	73	71	56	73	1	0	245	0	24	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14	91	121	33	8	2	0	1	45.2	41	5.2	
1700 - 1800	327	72	92	90	73	0	0	305	1	16	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	15	182	98	24	4	2	0	0	43.6	39.7	3.9	
1800 - 1900	206	70	55	47	34	0	2	190	0	11	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	19	99	45	23	12	6	0	0	47.2	40.8	5.9	
1900 - 2000	110	35	26	27	22	0	0	104	0	4	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	26	47	15	11	4	1	2	50.8	44.1	7.4		
2000 - 2100	62	19	21	7	15	0	0	59	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	6	24	7	6	1	0	48.3	42.9	6.2		
2100 - 2200	51	11	22	9	9	0	0	50	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	16	6	7	6	0	1	53.2	44.8	7.6		
2200 - 2300	27	7	8	9	3	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	7	5	2	5	4	0	59.1	48.9	9.4		
2300 - 0000	16	0	3	8	5	0	1	12	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5	8	1	3	2	0	1	55.5	45.2	11			
0700 - 1900	2964	725	813	716	710	1	7	2551	10	277	19	40	4	20	23	11	0	1	1	2	4	8	36	253	1457	848	246	76	23	6	4	44.1	39.8	5.1					
0600 - 2200	3307	807	910	789	801	1	11	2862	10	299	19	40	4	5	21	24	13	0	1	1	2	4	8	37	266	1545	968	299	119	40	9	9	44.7	40.2	5.5				
0600 - 0600	3350	814	921	806	809	1	12	2900	10	299	19	41	5	5	22	25	14	1	1	1	2	4	9	37	268	1553	974	305	124	47	13	10	45	40.3	5.6				
0600 - 0600	3445	828	941	837	839	1	12	2977	10	311	19	42	5	23	28	15	1	1	1	2	4	9	37	269	1577	997	324	135	58	19	13	45.2	40.5	5.9					

Thursday 04 February 2016

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation				
			00-15	15-30						30-45	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	5 Axle Artic	6 Axle Artic			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			
0000 - 0100	10	6	0	0	4	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	49.2	12.4			
0100 - 0200	7	4	2	0	1	0	0	3	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	45.2	11.4			
0200 - 0300	16	5	1	3	7	0	0	14	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5	3	1	0	2	3	68.5	51.9	12.9			
0300 - 0400	10	1	2	4	3	0	0	8	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	4	0	0	0	0	1	1	48.9	10.6			
0400 - 0500	14	3	2	4	5	0	0	11	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.2	45.6	5.4		
0500 - 0600	46	5	5	16	20	0	0	36	1	7	0	1	0	0	1	0	0	0	0	0	0	0	0	1	6	7	8	12	7	2	2	58.4	49.1	8.8		
0600 - 0700	113	9	29	25	50	0	2	96	0	19	1	0	0	2	2	1	0	0	0	0	0	0	1	3	23	42	24	9	8	1	2	51	44.7	7.4		
0700 - 0800	297	55	65	90	87	0	1	254	3	28	0	4	2	3	0	2	0	0	0	0	0	0	1	33	122	95	29	7	5	1	1	48.7	40.3	5.6		
0800 - 0900	383	100	119	106	58	0	3	341	1	31	0	2	0	3	2	0	0	0	0	0	0	0	0	1	3	47	199	101	27	4	1	0	0	42.9	39.1	4.1
0900 - 1000	219	52	62	40	65	0	1	188	2	19	4	3	0	1	0	1	0	0	0	1	1	0	0	0	44	101	49	17	4	2	0	0	42.7	38.7	5.2	
1000 - 1100	187	48	37	55	47	0	0	163	2	13	4	4	0	0	1	0	0	0	0	0	0	0	0	3	11	111	46	10	3	0	1	1	42.5	39.4	5	
1100 - 1200	221	40	50	74	57	0	0	168	1	40	4	3	0	1	2	2	0	0	0	0	0	0	0	0	38	120	48	13	2	0	0	0	41.6	38.5	3.6	
1200 - 1300	195	42	55	48	50	0	1	166	1	17	1	1	0	1	4	1	2	0	0	0	0	0	0	1	27	98	52	13	4	0	0	0	42.7	39	4.1	
1300 - 1400	213	61	38	61	53	0	1	185	3	16	1	1	0	2	3	1	0	0	0	0	0	0	0	6	26	127	40	9	4	0	1	0	42.1	38.5	4.5	
1400 - 1500	245	47	64	68	66	0	0	202	2	31	0	0	1	2	4	3	0	0	0	0	0	0	1	14	29	135	48	13	5	0	0	0	41.4	38.1	4.8	
1500 - 1600	309	89	62	75	83	0	1	266	1	27	4	1	0	0	4	5	0	0	0	0	0	0	4	9	8	61	51	21	4	0	0	0	41.6	37.5	5.5	
1600 - 1700	309	80	72	72	85	0	1	283	2	20	1	0	0	0	0	0	0	0	0	0	0	0	0	3	36	142	58	3	2	0	0	0	44.3	38.6	4.8	
1700 - 1800	258	67	68	67	64	0	0	230	0	54	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15	127	38	8	0	0	0	44.5	40.2	4.6	
1800 - 1900	229	57	69	49	54	0	1	213	0	13	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	8	89	84	24	14	6	2	0	47.4	41.7	5.5
1900 - 2000	141	41	34	32	34	1	1	131	0	6	0	0	0	0	1	1	0	0	0	0	0	0	1	0	65	38	13	6	6	1	0	0	46.1	40.9	6.2	
2000 - 2100	69	25	19	14	11	0	0	69	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	1	25	24	10	10	5	0	0	0	48.5	42.7	6.2	
2100 - 2200	53	10	19	14	10	0	0	51	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	12	8	8	6	0	1	53.9	45	8.1	
2200 - 2300	46	16	7	12	11	0	0	44	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	11	7	8	2	3	0	0	54.4	45.3	8.1	
2300 - 0000	28	7	10	7	10	0	0	25	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	10	7	2	3	7	7	0	56.8	47.7	9.3	
0700 - 1900	3066	723	749	825	769	0	11	2679	18	262	19	20	3	14	22	15	2	1	0	2	6	13	43	375	1521	780	234	67	17	6	2	43.4	39.2	5		
0600 - 2200	3442	808	850	910	874	1	14	3012	18	293	20	20	3	16	25	17	2	1	0	0	0	6	13	44	395	1647	896	289	96	38	9	6	44.1	39.6	5.4	
0500 - 0900	3517	831	867	917	871	1	14	3018	18	293	20	20	3	16	25	17	2	1	0	0	0	6	13	44	395	1647	896	289	96	38	9	6	44.1	39.6	5.5	
0400 - 0800	3619	855	879	954	931	1	14	3163	20	308	20	21	3	19	30	18	2	1	0	3	6	13	45	400	1682	937	321	123	57	17	15	44.7	40.8	5.9		

Friday 05 February 2016

Saturday 06 February 2016

Time	Hourly Totals	00-15				15-30				30-45				45-60				Number Vehicle Classes ARX Speed												P-Tile 85%	Average Speed	Standard deviation
		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <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 <70mph					
0000 - 0100	14	3	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	2	2	0	0	1	1	52.1	47.1	12			
0100 - 0200	10	3	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	1	1	0	0	0	0	42.2	53.3	5.3			
0200 - 0300	7	3	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	1	0	-	54.1	9.6			
0300 - 0400	5	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	-	50.5	11.6			
0400 - 0500	10	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	1	1	2	-	53.4	10.9			
0500 - 0600	16	4	8	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	2	6	0	1	2	-	50.2	8.9			
0600 - 0700	44	4	12	15	13	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	11	11	8	2	1	2	-	57.7	10.1			
0700 - 0800	76	12	16	25	23	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23	22	13	9	1	2	0	-	50.3	42.9	7.1		
0800 - 0900	34	142	34	142	34	11	130	34	36	1	1	0	0	0	0	0	0	0	7	72	30	174	114	6	8	0	-	47.4	6.8			
0900 - 1000	173	29	43	48	53	0	1	157	1	12	1	0	0	0	0	0	0	0	1	0	8	67	49	3	3	3	1	-	47.6	6.3		
1000 - 1100	212	47	57	54	56	0	200	4	9	0	0	0	0	0	0	0	0	0	21	111	58	19	3	1	0	1	-	43.6	39.8	4.7		
1100 - 1200	202	43	202	43	50	0	202	191	2	7	0	0	0	0	0	0	0	0	2	29	82	63	2	1	0	0	-	44.1	39.7	5.2		
1200 - 1300	279	66	82	71	60	1	268	0	8	0	0	0	0	0	0	0	0	0	33	155	58	15	5	0	2	2	-	42.3	38.8	5.4		
1300 - 1400	266	51	92	52	71	0	250	0	14	0	0	0	0	0	0	0	0	0	2	51	134	62	12	2	3	0	-	42.1	38.4	4.4		
1400 - 1500	262	63	262	63	63	0	262	251	6	0	0	0	0	0	0	0	0	0	0	0	147	70	1	0	0	0	-	42.1	38.8	4.2		
1500 - 1600	207	52	55	47	53	0	200	0	6	0	0	0	0	0	0	0	0	0	1	28	91	56	13	0	0	0	-	44.3	40.9	5.0		
1600 - 1700	193	53	47	44	49	0	182	0	9	0	0	0	0	0	0	0	0	0	4	14	89	62	17	6	0	0	-	43.2	40.0	4.7		
1700 - 1800	190	54	4	4	4	0	184	0	5	0	0	0	0	0	0	0	0	0	0	25	87	55	10	1	1	0	-	44.1	39.5	5.5		
1800 - 1900	157	54	36	32	35	0	1	153	0	2	0	0	0	0	0	0	0	0	10	64	56	20	4	2	0	0	-	45.2	40.9	5.0		
1900 - 2000	101	30	23	24	24	0	0	96	0	5	0	0	0	0	0	0	0	0	2	12	41	29	7	6	2	1	-	45.6	40.8	6.5		
2000 - 2100	70	18	22	14	16	0	0	70	0	6	0	0	0	0	0	0	0	0	2	19	22	12	9	3	1	0	-	51.9	44.3	7.7		
2100 - 2200	49	15	49	15	12	14	0	46	0	2	0	0	0	0	0	0	0	0	0	16	9	4	2	1	0	0	-	49.2	42.9	6.6		
2200 - 2300	38	11	10	11	6	0	0	38	0	0	0	0	0	0	0	0	0	0	0	6	11	5	5	4	0	0	-	51.4	44.1	7.9		
2300 - 0000	4	27	4	7	6	0	0	608	1	2	0	0	0	0	0	0	0	0	0	1	10	5	4	5	1	0	-	52.8	44.6	8.9		
0000 - 0100	2343	598	638	561	51	4	2225	12	102	2	688	4	79	19	256	1122	643	199	7	21	282	1235	735	119	11	0	0	-	54.3	39.8	5.3	
0600 - 0700	2627	625	705	628	669	1	5	2464	12	124	2	2	2	1	0	2	1	6	21	275	1205	719	238	106	28	17	9	-	45	40.2	5.7	
0800 - 0900	2692	640	722	646	688	0	1	5	2525	13	126	2	3	1	0	11	4	0	1	0	21	282	1221	735	247	116	33	17	-	45	40.3	5.8
0900 - 1000	2734	656	737	660	697	0	1	5	2572	13	126	2	3	1	0	11	4	0	1	0	21	282	1221	735	247	116	33	17	-	45	40.4	6.1

Description
Direction
Sunday 07 February 2016

A1175 Littlewoth Drive, 110m north of Woodbank
Southbound

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation			
			15-30	30-45						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	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	
0000 - 0100	16	1	8	3	4	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	4	0	0	0	1	47	44.8	10	
0100 - 0200	12	5	1	2	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	1	2	0	0	0	49.4	43	5.5	
0200 - 0300	11	6	3	1	1	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	4	1	2	0	0	53.9	45.7	9.9	
0300 - 0400	7	1	4	1	1	0	0	3	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	-	43.1	7.2		
0400 - 0500	6	1	6	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	46.7	10.4			
0500 - 0600	11	1	2	5	3	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	2	0	0	1	52.8	48.8	8.1	
0600 - 0700	23	3	6	6	8	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	4	1	10	2	0	0	52.6	46.5	7.3
0700 - 0800	39	7	15	6	11	0	0	35	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	7	4	9	2	1	2	53.7	46.4	9.3	
0800 - 0900	53	9	8	13	23	0	0	49	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5	18	11	9	5	3	0	0	48.5	42	7.3
0900 - 1000	108	28	25	30	25	0	1	105	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	39	38	15	7	1	1	2	47.6	42.2	6.5
1000 - 1100	171	37	46	46	42	0	0	169	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	69	51	17	6	1	0	0	44.5	40.7	4.4
1100 - 1200	235	61	60	51	63	1	5	216	3	8	0	0	0	0	1	0	1	0	0	0	0	0	1	8	27	112	65	20	0	1	0	0	43.6	38.8	5
1200 - 1300	228	49	63	65	51	0	2	218	3	4	1	0	0	0	0	0	0	0	0	0	0	0	2	8	36	94	61	21	3	2	1	0	44.1	39	5.5
1300 - 1400	248	60	58	63	67	0	3	236	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	105	73	35	12	2	0	1	46.3	41.1	5.2
1400 - 1500	235	61	52	62	60	0	1	224	2	7	0	0	0	0	0	1	0	0	0	0	0	0	1	0	8	99	81	34	9	3	0	0	45.6	41.2	4.7
1500 - 1600	200	51	49	51	49	0	1	190	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15	97	66	16	4	0	1	0	43.4	40.1	4.4
1600 - 1700	206	40	49	62	55	0	1	195	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15	95	66	20	4	3	2	0	44.5	40.5	4.8
1700 - 1800	161	37	45	52	27	0	2	155	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	74	55	11	5	1	0	0	44.1	40.4	5.1
1800 - 1900	199	25	27	28	29	0	0	107	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	41	36	14	8	2	1	0	47.4	41.7	5.5
1900 - 2000	97	30	24	26	17	0	1	91	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	37	31	15	3	4	1	2	47.4	42.9	7
2000 - 2100	56	20	11	14	11	0	0	50	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	14	16	8	2	0	0	51.7	43.3	7.9
2100 - 2200	40	7	13	10	10	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	13	9	8	0	2	0	51.2	45.6	6.7
2200 - 2300	22	8	9	5	0	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	12	1	0	1	0	0	44.3	41.2	5.3
2300 - 0000	15	6	2	15	6	0	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	2	3	1	0	0	1	53	45.4	6.9
0700 - 1900	1993	465	497	529	502	1	16	1899	12	56	1	0	2	3	2	1	0	0	0	1	0	1	5	21	157	866	618	216	72	23	8	5	45.4	40.6	5.4
0800 - 2200	2209	525	551	585	548	1	17	2102	12	68	1	0	2	3	2	1	0	0	0	1	0	1	5	23	168	929	682	249	99	32	13	7	45.9	40.9	5.7
0600 - 0800	2246	539	565	592	550	1	17	2136	12	71	1	0	2	3	2	1	0	0	1	0	1	5	24	170	937	700	252	102	34	13	7	45.9	40.9	5.7	
0600 - 0600	2309	554	584	607	564	1	17	2190	12	77	1	0	2	3	5	1	0	0	0	1	0	1	5	25	172	949	722	267	108	36	13	10	46.3	41	5.8

Virtual Day (7.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation				
			00-15	15-30						30-45	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	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	
0000 - 0100	11	2	4	2	2	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	1	0	0	56.4	46.8	10.4		
0100 - 0200	10	3	1	2	4	0	0	5	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	4	4	3	1	1	1	0	-	45.1	9.5		
0200 - 0300	10	3	1	2	4	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	1	1	1	-	49.9	10.1		
0300 - 0400	10	2	2	3	3	0	0	7	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	3	3	1	1	1	1	-	48.5	8.7	
0400 - 0500	14	3	3	4	4	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	1	0	0	1	56.4	48.5	8.9		
0500 - 0600	36	4	6	13	13	0	0	29	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	6	9	6	5	2	2	57	48.5	8.7	
0600 - 0700	99	11	25	25	38	0	2	80	0	13	0	0	0	1	1	1	1	0	0	0	0	0	0	2	3	20	33	22	12	5	2	1	51.2	44.7	7.5	
0700 - 0800	222	42	63	63	83	0	1	191	2	21	1	2	1	1	1	1	0	0	0	0	0	0	0	1	4	22	87	68	26	10	3	1	1	45.9	40.6	6
0800 - 0900	299	76	91	71	60	0	1	265	1	24	1	2	0	2	2	1	0	0	0	0	0	0	0	1	4	34	148	78	24	8	2	1	0	44.1	39.5	5
0900 - 1000	186	51	46	41	47	0	1	156	2	20	1	3	0	1	1	1	0	0	0	0	0	0	1	0	18	87	55	17	5	1	1	0	44.3	39.9	5.1	
1000 - 1100	191	44	51	49	47	0	1	164	2	16	2	3	0	0	0	0	0	0	0	0	0	0	1	0	2	98	52	13	3	0	0	0	42.7	39.1	4.8	
1100 - 1200	207	44	52	55	57	0	1	171	2	22	3	4	0	2	2	2	0	0	0	0	0	0	0	0	3	26	101	57	16	2	1	1	0	43.4	39.2	4.8
1200 - 1300	224	55	59	58	51	0	2	198	1	14	2	2	0	1	1	1	0	0	0	0	0	0	1	5	25	115	58	15	3	1	0	0	42.9	39.1	4.8	
1300 - 1400	228	54	61	57	50	0	1	197	2	19	1	3	0	1	2	0	0	0	0	0	0	0	0	3	23	115	64	16	5	2	0	1	43.4	39.4	4.9	
1400 - 1500	238	63	62	62	60	0	1	213	2	15	0	2	0	2	2	1	0	0	0	0	0	0	2	6	23	116	68	17	5	1	1	0	43.2	39.2	4.9	
1500 - 1600	251	67	59	59	66	0	1	221	1	21	1	1	0	1	2	2	0	0	0	0	1	1	1	3	32	122	64	18	7	2	0	0	43.4	39.2	5.2	
1600 - 1700	253	64	63	62	63	0	1	230	0	18	0	0	0	0	0	1	0	0	0	0	0	0	5	24	106	83	25	7	3	1	0	44.5	40.1	5.1		
1700 - 1800	262	58	71	69	68	0	1	247	1	20	1	2	0	0	0	0	0	0	0	0	0	0	2	12	127	89	22	19	3	1	0	43.7	39.9	5.1		
1800 - 1900	188	58	48	44	39	0	1	176	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	1	11	79	60	23	10	3	0	0	46.5	41.2	5.4	
1900 - 2000	109	31	28	27	23	0	0	102	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	6	41	35	13	8	3	1	1	47.9	41.9	6.5		
2000 - 2100	63	19	18	14	4	0	0	59	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	20	10	6	2	0	0	51.2	40.7	7.2		
2100 - 2200	51	13	15	12	11	0	0	49	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	13	14	9	6	5	1	1	53	44.9	7.6			
2200 - 2300	33	9	10	9	9	0	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	7	10	5	4	3	2	1	55.7	46.6	8.8			
2300 - 0000	4	21	4	4	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	2	1	0	0	94	66.4	16.4		
0700 - 1900	2750	669	716	693	672	1	10	2430	16	211	13	25	3	11	17	10	0	0	2	3	7	37	37	282	1300	786	228	72	21	6	4	44.1	39.7	5.1		
0600 - 2200	3072	742	803	769	757	2	13	2721	16	234	13	26	3	12	19	11	0	0	2	3	7	40	297	1394	886	282	104	36	11	8	44.7	40.1	5.5			
0700 - 2300	2755	819	878	819	788	2	14	2770	19	237	13	26	3	13	23	14	0	0	2	3	8	47	307	1409	902	289	111	42	14	9	44.7	40.2	5.7			
0800 - 0000	3217	772	837	810	799	2	14	2842	17	249	13	26	3	13	23	14	1	0	2	3	8	41	302	1423	920	308	125	52	18	14	45.2	40.4	5.9			

Description
Direction
Virtual Week (1.00)

A1175 Littlewoth Drive, 110m north of Woodbank
Southbound

Time	Hourly Totals	00-15 15 Minute Bin 15:30-30:45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed																P-Tile 85%	Average Speed	Standard deviation
								3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	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								
Mon	3344	814	854	820	856	3	10	2900	18	302	18	33	5	16	23	13	0	3	0	4	1	5	31	326	1456	950	343	142	49	19	18	45.6	40.5	6		
Tue	3361	775	897	872	817	2	13	2905	15	301	14	33	6	17	32	23	0	0	0	2	2	10	34	266	1449	1041	341	123	64	18	11	45.4	40.7	5.7		
Wed	3445	828	941	837	839	1	12	2977	10	311	19	42	5	23	28	15	1	1	1	2	4	9	37	269	1577	997	324	135	58	19	13	45.2	40.5	5.9		
Thu	3619	855	879	954	931	1	14	3163	20	308	20	21	3	18	30	18	2	1	0	3	6	13	45	400	1682	937	321	123	57	17	15	44.7	40	5.9		
Fri	3690	919	974	911	886	2	25	3185	29	312	17	53	2	14	29	21	1	0	0	4	6	9	94	399	1616	1042	309	119	56	19	17	44.5	40	6.1		
Sat	2754	656	733	668	697	1	5	2572	13	135	3	3	1	3	13	4	0	1	0	2	1	6	21	282	1235	751	252	124	42	21	17	45.4	40.5	6.1		
Sun	2309	554	584	607	564	1	17	2190	12	77	1	0	2	3	5	1	0	0	1	0	1	5	25	172	949	722	267	108	36	13	10	46.3	41	5.8		
22522		5401	5862	5669	5590	11	96	19892	117	1746	92	185	24	94	160	95	4	6	2	17	21	57	287	2114	9964	6440	2157	874	362	126	101	45.2	40.4	5.9		

Total

Time	Hourly Totals	00-15 15 Minute Bin Drops	30-45	45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Title 85%	Average Speed	Standard deviation			
					Cycles	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	MPH 0	MPH 1	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55				MPH 60	MPH 65	MPH 70
																		<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph				<65mph	<140mph	
22522	5401	5862	5669	5590	11	96	18992	117	1746	92	185	24	94	160	95	4	6	2	17	21	57	287	2114	9964	6440	2157	874	362	126	101	45.2	40.4	5.9	

Deeping St Nicholas, Lincolnshire

Report Id 02716-01
 Site Name Site 1 of 1
 Description A1175 Littlewroth Drive, 110m north of Woodbank
 Direction Northbound

Monday 01 February 2016

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme																P-Tile 85%	Average Speed	Standard deviation							
			15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	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		
0000 - 0100	5	1	0	2	2	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	46.2	5.9			
0100 - 0200	5	3	0	1	1	0	0	4	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	45.9	7.5			
0200 - 0300	7	2	1	3	1	0	0	1	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	1	3	3	0	0	0	-	43.3	4.2			
0300 - 0400	3	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	-	46.3	6.2			
0400 - 0500	12	0	3	3	6	0	0	10	0	1	0	0	0	3	0	1	0	0	0	0	0	0	0	3	5	1	1	2	0	0	53.9	44.8	7.2		
0500 - 0600	35	8	7	5	15	0	0	31	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	7	6	7	9	3	1	0	53	46.4	7.4	
0600 - 0700	79	8	17	27	27	0	0	68	0	8	0	1	0	0	0	2	0	0	0	0	0	0	0	1	19	24	19	10	3	1	2	51.2	44.9	6.8	
0700 - 0800	244	37	64	68	75	0	1	217	1	16	1	2	0	1	2	3	0	0	0	0	0	0	1	22	114	70	28	9	0	0	0	45	40.3	4.6	
0800 - 0900	358	67	89	107	75	0	0	323	0	30	1	1	0	2	1	0	0	0	0	0	0	0	0	15	43	158	108	28	6	0	0	43.2	39.1	4.6	
0900 - 1000	225	40	70	59	56	0	0	184	1	33	0	2	1	0	1	3	0	0	0	0	0	0	1	9	57	101	38	14	5	0	0	41.6	37.6	4.8	
1000 - 1100	202	47	48	63	44	0	0	160	2	34	2	3	0	0	1	0	0	0	0	0	0	2	4	9	37	100	36	11	3	0	0	41.4	37.2	5.3	
1100 - 1200	197	49	51	47	50	0	0	162	1	17	5	6	0	0	5	1	0	0	0	0	0	0	0	10	36	94	44	13	0	0	0	41.8	37.6	4.4	
1200 - 1300	165	38	46	40	41	0	0	140	0	15	3	2	0	0	4	1	0	0	0	0	0	0	2	24	92	31	13	1	2	0	0	43.4	38.8	4.3	
1300 - 1400	215	58	57	61	57	0	1	184	0	17	3	5	1	1	1	2	0	0	0	0	0	0	1	2	31	117	53	7	4	0	0	42.3	38.4	4.1	
1400 - 1500	192	29	53	60	50	1	0	165	1	14	0	5	1	0	4	1	0	0	0	0	0	0	1	1	4	39	102	35	9	1	0	0	40.9	37.6	4.4
1500 - 1600	242	44	65	83	50	0	0	208	5	24	0	0	0	2	1	2	0	0	0	0	0	0	1	2	30	121	65	21	2	0	0	43.2	39.1	4.3	
1600 - 1700	326	90	77	78	81	1	3	283	2	27	0	0	0	3	3	3	0	0	0	3	24	0	37	138	97	17	7	1	0	0	42.9	37.4	7.5		
1700 - 1800	378	86	97	107	88	0	1	348	2	25	0	0	0	0	1	1	0	0	0	0	0	1	5	8	33	187	115	25	3	0	1	0	42.9	38.9	4.7
1800 - 1900	197	59	56	43	39	0	1	191	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	5	13	76	65	22	12	3	0	0	45.9	40.9	5.5
1900 - 2000	104	25	33	27	19	1	1	95	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	29	33	20	11	6	0	0	50.3	43.6	6.3
2000 - 2100	78	20	21	17	20	0	1	71	0	5	0	0	0	0	0	1	0	0	0	0	0	0	1	2	23	16	14	12	8	1	1	53.2	45.1	7.7	
2100 - 2200	59	11	17	12	19	0	0	57	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3	22	15	10	6	1	2	0	48.8	43.2	6.4	
2200 - 2300	45	13	21	7	4	0	0	43	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4	15	11	4	4	3	1	3	54.1	45	10.1	
2300 - 0000	19	7	3	3	6	0	0	15	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	1	6	2	4	2	1	1	2	55	47	10.9	
0700 - 1900	2941	664	773	798	796	2	7	2565	16	256	15	27	3	9	24	17	0	0	0	3	28	16	67	402	1400	757	208	53	6	1	0	42.9	38.6	3.2	
0600 - 2200	3261	728	861	881	791	3	9	2856	18	274	16	28	3	9	24	21	0	0	0	3	28	16	69	412	1493	845	271	92	24	5	3	43.8	39.1	5.6	
0600 - 0000	3325	748	885	891	801	3	9	2914	18	276	16	28	3	9	27	22	0	0	0	3	28	16	69	417	1514	858	279	98	28	7	8	44.1	39.3	5.8	
0000 - 0000	3392	763	898	905	826	3	9	2965	18	283	16	28	3	10	33	24	0	0	0	3	28	16	69	419	1528	872	296	110	35	8	8	44.3	39.4	5.9	

Tuesday 02 February 2016

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed														P-Tile 85%	Average Speed	Standard deviation					
		00-15	15-30	30-45	45-00					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	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								
0000 - 0100	7	2	2	2	1	0	0	4	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3	3	4	0	0	51.9	45.8	5.9				
0100 - 0200	12	5	3	1	3	0	0	8	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	45.5	4.1				
0200 - 0300	6	2	3	1	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	47.9	9.5				
0300 - 0400	12	2	0	7	3	0	0	7	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	2	3	1	1	1	1	1	56.4	47.1	9.5				
0400 - 0500	17	2	3	6	6	0	0	10	0	4	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	6	7	2	0	1	1	0	46.1	43.3	6.9			
0500 - 0600	44	13	8	6	17	0	0	32	0	8	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	1	4	15	11	7	4	2	52.6	41.1	6.8		
0600 - 0700	84	16	24	21	24	0	0	71	0	9	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	18	21	25	9	7	2	52.1	46.1	7.8		
0700 - 0800	256	46	52	72	86	0	2	229	3	14	1	5	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	21	100	91	32	9	0	0	45.2	40.6	4.8		
0800 - 0900	93	99	99	69	69	0	0	335	1	13	1	3	0	1	2	4	0	0	0	0	0	0	0	0	0	0	2	9	61	148	102	34	3	1	0	43.8	39	5	
0900 - 1000	220	68	64	44	44	0	0	182	2	30	2	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	2	37	132	36	11	2	0	0	41.4	38	3.7	
1000 - 1100	194	59	39	41	55	0	0	160	3	20	3	1	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	1	15	111	55	8	1	3	0	42.1	39.2	3.9	
1100 - 1200	197	48	54	48	47	0	1	167	0	18	4	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	110	56	6	5	0	1	42.3	39.1	4.7	
1200 - 1300	208	63	62	46	37	0	0	158	2	31	4	8	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	21	124	46	10	4	2	1	42.9	39.1	4.5	
1300 - 1400	209	59	57	51	42	0	0	177	1	19	2	6	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	56	92	39	12	5	1	42.7	38	4.9		
1400 - 1500	223	45	58	49	71	0	0	188	2	22	2	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	2	22	39	90	55	13	1	0	41.8	37.1	5.3
1500 - 1600	281	54	51	96	80	1	0	236	1	32	2	5	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	30	143	83	17	4	0	1	43.4	39.2	4.2
1600 - 1700	335	79	83	90	83	0	3	303	3	22	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	25	155	133	3	2	1	43.6	40.1	4	
1700 - 1800	381	96	104	101	80	0	1	344	5	27	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	6	38	218	89	25	3	0	0	42.1	38.8	4.2
1800 - 1900	175	46	53	35	41	0	0	167	1	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	34	32	15	3	3	0	0	45	40.4	5.3
1900 - 2000	112	34	29	28	21	0	1	105	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	34	32	15	3	3	2	51.4	43.9	7.1	
2000 - 2100	1	81	16	19	23	0	2	73	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	7	0	1	0	48.5	42.3	7.7		
2100 - 2200	65	15	22	15	13	0	0	61	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	17	19	12	7	3	3	0	50.8	43.9	7.7	
2200 - 2300	51	5	23	11	12	0	0	48	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	23	11	9	3	2	1	0	49.9	42.3	6.4	
2300 - 0000	6	21	6	9	19	0	2	19	5	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	1	7	5	9	1	0	0	49.5	40.5	7.6	
0700 - 1900	3039	756	776	772	735	1	7	2646	24	254	21	38	2	12	16	17	1	0	0	1	1	2	5	50	371	1500	831	214	48	12	4	0	43.2	39.1	4.6				
0600 - 2200	3381	837	869	898	816	1	10	2956	25	271	22	39	2	13	19	22	1	0	1	1	1	2	6	51	382	1601	929	280	82	32	12	2	44.1	39.6	5.2				
0600 - 0900	840	840	829	829	829	0	10	3062	25	274	23	39	2	51	382	1601	929	280	82	32	12	2	6	51	382	1601	929	280	82	32	12	2	44.3	39.7	5.3				
0000 - 0000	3551	874	916	902	815	1	10	3085	25	293	23	39	2	14	28	30	1	0	1	1	1	2	6	51	382	1640	974	318	107	42	17	5	44.5	39.8	5.2				

Description
Direction
Wednesday 03 February 2016

A1175 Littlewoth Drive, 110m north of Woodbank
Northbound

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation	
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	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				
0000 - 0100	18	5	5	6	2	0	0	12	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	2	4	2	6	0	1	3	61.5	52.6	12.4		
0100 - 0200	8	2	2	3	1	0	0	5	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	47.3	40	0		
0200 - 0300	8	0	1	6	1	0	0	6	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	4	0	0	0	-	50.5	7.3			
0300 - 0400	11	1	3	6	1	0	0	7	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	5	4	1	0	1	0	0	44.3	41.9	5.5		
0400 - 0500	17	1	3	9	3	0	0	9	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	2	0	0	0	53	47	7.9			
0500 - 0600	39	8	5	9	17	0	0	34	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	14	4	2	4	1	56.8	45.6	9.1		
0600 - 0700	88	11	24	20	33	0	0	70	0	13	0	2	0	1	1	1	0	0	0	0	0	0	1	20	33	12	16	4	1	1	52.6	45.1	7.1		
0700 - 0800	238	33	61	73	71	0	2	209	0	18	0	4	0	2	1	2	0	0	0	0	0	0	15	98	73	43	8	1	0	0	46.3	41.2	4.7		
0800 - 0900	375	89	110	101	75	0	0	336	3	28	3	1	2	1	0	0	0	0	0	0	0	0	1	7	43	183	108	30	2	1	42.7	39	4.2		
0900 - 1000	219	70	37	63	49	0	0	181	0	29	1	6	0	0	1	1	0	0	0	0	0	0	1	4	38	109	52	14	0	0	1	42.3	38.4	5.2	
1000 - 1100	214	55	54	63	42	0	0	179	2	21	1	6	0	1	2	2	0	0	0	0	0	0	1	1	27	112	55	16	2	0	0	42.9	38.9	4.1	
1100 - 1200	217	63	47	61	46	0	0	178	2	23	1	7	0	1	3	2	0	0	0	0	0	0	1	26	97	83	9	0	1	0	42.5	39.1	3.6		
1200 - 1300	204	54	37	73	40	0	1	163	0	21	6	4	1	3	3	2	0	0	0	0	0	1	1	27	116	49	8	1	1	0	41.4	38.4	3.7		
1300 - 1400	201	47	58	48	48	0	2	185	2	14	3	5	0	1	6	3	0	0	1	0	2	0	28	115	40	10	5	0	0	41.4	38.5	4.6			
1400 - 1500	209	43	70	55	41	0	0	175	0	20	2	6	1	4	0	1	0	0	0	0	0	0	3	24	109	50	18	5	0	0	43.4	39.3	4.5		
1500 - 1600	284	71	57	92	64	1	0	248	2	22	1	2	1	0	2	4	1	0	0	0	12	3	59	135	53	12	5	2	0	0	41.6	37.1	6.2		
1600 - 1700	341	76	86	82	97	1	4	301	1	26	0	1	0	3	1	3	0	0	0	0	1	0	22	20	170	101	20	3	3	1	42.9	38.9	5.2		
1700 - 1800	363	89	97	96	81	0	1	329	3	23	1	0	0	0	3	3	0	0	0	0	0	0	5	40	196	102	13	4	3	0	42.3	39	4		
1800 - 1900	214	60	58	47	49	0	0	201	1	9	1	0	0	0	1	1	0	0	0	0	0	0	3	18	86	76	20	7	2	1	1	44.7	40.5	6.2	
1900 - 2000	112	32	34	21	25	0	0	104	0	5	0	0	0	0	1	1	0	0	0	0	0	0	2	42	39	17	5	5	1	1	47	42.8	6.3		
2000 - 2100	80	14	21	20	25	0	2	76	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	2	28	29	12	10	2	0	0	49.7	42.8	5.9	
2100 - 2200	65	17	13	13	22	0	0	62	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	27	14	13	8	0	0	0	49.2	42	5.9	
2200 - 2300	53	12	23	10	8	0	1	50	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	7	14	16	5	4	1	3	2	52.6	43	9
2300 - 0000	21	5	9	2	5	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10	4	2	1	0	1	51.2	45.8	6.9		
0700 - 1900	3079	790	772	854	703	2	10	2665	16	254	20	42	5	16	23	24	2	0	0	0	1	13	9	50	365	1526	842	213	42	14	1	3	42.9	39	4.8
0800 - 2200	3424	824	864	928	808	2	12	2977	16	275	20	44	5	18	27	26	2	0	0	0	1	13	9	51	373	1639	957	267	81	25	3	5	43.6	39.4	5.2
0600 - 0800	3498	841	896	940	821	2	13	3046	16	278	20	44	5	18	27	27	2	0	0	0	1	13	10	51	380	1656	983	276	87	27	6	8	43.8	39.5	5.3
0600 - 0600	3999	858	895	915	874	2	13	3119	17	294	20	44	5	20	32	31	2	0	0	0	1	13	10	51	383	1677	1011	291	100	37	11	14	44.1	39.7	5.8

Thursday 04 February 2016

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	4 Axle Artic	5 Axle Artic	6 Axle Artic	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						
0000 - 0100	15	5	4	2	4	0	0	9	0	4	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	2	4	3	1	0	58.8	48.9	8.9		
0100 - 0200	8	3	1	3	1	0	1	4	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	3	1	1	0	0	-	45.8	10.2		
0200 - 0300	8	1	0	4	3	0	0	3	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	2	1	2	0	0	-	43.5	5.8	
0300 - 0400	11	1	4	4	2	0	0	9	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	6	0	2	0	0	0	44.3	41.9	7.3	
0400 - 0500	12	1	2	3	6	0	0	7	0	3	0	0	0	0	6	3	0	0	0	0	0	0	0	2	3	0	3	0	1	2	0	0	49.2	44.7	8.8	
0500 - 0600	41	14	4	10	13	0	0	32	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	1	5	7	9	10	3	4	2	57	49.6	8.9		
0600 - 0700	87	19	20	19	29	0	0	71	1	8	1	1	0	1	2	2	0	0	0	0	0	0	0	3	19	12	23	16	9	2	3	55	46.9	8		
0700 - 0800	225	40	60	53	72	0	2	198	0	16	1	6	0	0	1	1	0	0	0	0	0	0	1	6	100	70	29	13	4	0	2	47	41.7	5.8		
0800 - 0900	400	100	99	113	88	0	0	359	2	34	0	2	1	2	0	0	0	0	0	0	0	0	5	45	215	98	26	10	1	0	0	42.9	39.1	4.4		
0900 - 1000	236	49	72	54	61	0	0	196	4	27	0	3	0	1	2	3	0	0	0	0	0	0	13	137	70	14	1	1	0	0	0	43.2	39.4	3.6		
1000 - 1100	215	54	52	58	51	0	1	180	1	25	3	3	0	1	0	0	1	0	0	0	0	1	26	132	39	9	7	1	0	0	0	41.8	38.6	4.2		
1100 - 1200	249	64	60	53	72	0	0	215	1	20	7	1	0	1	2	2	0	0	0	0	0	1	37	129	64	13	4	0	0	0	0	42.3	38.6	4.2		
1200 - 1300	209	42	52	68	47	0	0	176	1	18	3	3	0	4	1	2	1	0	0	0	0	2	7	29	117	43	10	0	1	0	0	41.8	37.9	4.5		
1300 - 1400	221	47	51	63	60	0	2	189	1	22	1	1	2	1	1	1	0	0	0	0	1	2	21	131	52	11	3	0	0	0	0	41.8	36.8	4		
1400 - 1500	250	71	58	57	64	0	0	213	3	26	0	1	1	1	3	2	0	0	0	0	0	1	24	137	71	14	3	0	0	0	0	42.9	39.2	3.7		
1500 - 1600	269	54	63	86	66	0	0	237	3	25	1	0	1	0	1	1	0	0	0	0	0	3	1	50	150	51	12	1	0	0	0	41.4	37.7	4.3		
1600 - 1700	324	70	87	84	83	0	3	293	3	19	0	0	0	1	3	1	0	0	0	0	0	5	6	146	91	27	5	4	0	0	0	44.1	39.2	5.4		
1700 - 1800	384	98	122	107	102	0	2	381	2	48	2	0	0	0	1	0	0	0	0	0	0	1	21	161	214	62	2	0	0	0	0	44.1	38.4	4.8		
1800 - 1900	235	61	65	66	43	0	2	224	2	5	1	0	0	0	1	0	0	0	0	0	0	2	5	7	25	84	79	23	7	1	2	0	44.7	39.6	6.3	
1900 - 2000	146	32	50	31	33	0	1	140	0	5	0	0	0	0	0	0	0	0	0	0	0	11	40	56	33	4	1	1	0	0	46.8	42.1	4.9			
2000 - 2100	84	24	84	24	16	0	0	80	3	3	0	0	0	0	1	0	0	0	0	0	0	1	7	37	17	8	13	8	1	0	0	47.4	41.1	5.6		
2100 - 2200	72	14	24	27	7	0	1	67	0	0	0	0	0	0	0	1	0	0	0	0	0	4	23	20	10	7	6	1	1	1	52.1	44	7.9			
2200 - 2300	65	15	29	12	9	0	1	63	0	1	0	0	0	0	0	0	0	0	0	0	0	2	17	17	14	9	5	0	0	0	51.4	44.6	6.9			
2300 - 0000	28	36	6	17	2	0	2	38	0	2	0	0	0	0	1	0	0	0	0	0	0	6	4	0	5	3	1	7	3	0	0	51.7	42.9	9.6		
0700 - 1900	3251	751	841	862	797	0	12	2861	23	262	18	21	5	13	19	15	2	0	1	0	6	14	43	384	1692	827	60	15	2	3	42.9	39.8	4.8			
0600 - 2200	3640	840	951	964	885	0	14	3219	24	281	19	22	5	14	21	19	2	0	1	0	6	14	44	409	1811	933	283	95	31	6	7	43.8	39.4	5.2		
0600 - 2000	3601	891	991	997	894	0	15	3315	24	284	19	22	5	14	24	20	2	0	1	0	6	14	44	409	1811	933	283	95	31	6	7	44.1	39.6	5.3		
0600 - 2000	3636	886	1012	1008	930	0	16	3379	24	302	19	22	5	17	30	24	2	0	1	0	6	14	45	419	1853	975	318	124	46	13	12	44.3	39.8	5.6		

Description
Direction
Friday 05 February 2016

A1175 Littlewoth Drive, 110m north of Woodbank
Northbound

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation			
			00-15	15-30						30-45	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			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		
0000 - 0100	14	3	2	5	4	0	0	9	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	4	2	4	0	0	3	67.8	51.2	11		
0100 - 0200	10	6	0	2	2	0	0	5	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	-	48	6		
0200 - 0300	8	4	1	3	0	0	0	4	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	2	0	2	0	0	-	47.7	7	
0300 - 0400	13	2	4	5	2	0	0	6	0	5	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	3	2	5	0	1	0	48.3	43.3	6.3		
0400 - 0500	16	3	3	6	3	0	0	8	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	4	1	0	0	1	54.8	43.7	11.7			
0500 - 0600	41	10	6	8	17	0	0	29	0	9	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	1	2	15	11	8	2	0	53.2	47.2	8.5		
0600 - 0700	90	19	22	20	29	0	0	73	0	9	0	2	1	0	1	4	0	0	0	0	0	0	0	0	0	1	5	28	17	13	15	6	2	3	52.8	44.7	8.5
0700 - 0800	223	37	46	59	81	0	1	192	0	18	0	8	0	2	0	2	0	0	0	0	0	0	0	0	0	18	85	66	32	13	7	1	47.4	41.8	6.3		
0800 - 0900	399	92	121	106	80	0	1	357	3	24	0	7	0	4	2	1	0	0	0	0	0	0	1	12	62	175	125	18	6	0	0	0	42.7	38.6	4.5		
0900 - 1000	245	63	50	63	69	0	0	205	3	26	2	4	0	1	3	0	0	1	0	0	0	0	0	6	30	133	58	15	2	1	0	0	42.7	38.7	4.4		
1000 - 1100	238	53	61	60	64	0	0	195	2	30	3	6	0	1	0	1	0	0	0	0	0	0	0	1	33	135	58	10	1	0	0	0	42.1	38.4	3.6		
1100 - 1200	246	76	78	57	35	1	1	210	1	19	5	5	0	0	2	2	0	0	0	0	0	0	1	7	30	142	44	16	2	2	0	0	42.3	38.5	5		
1200 - 1300	246	80	60	64	42	0	2	205	0	30	0	6	0	0	2	1	0	0	0	0	0	0	3	2	4	31	139	55	10	2	0	0	0	41.6	38	4.6	
1300 - 1400	274	65	85	60	64	0	5	232	1	20	1	8	0	2	3	2	0	0	0	0	0	0	0	2	8	38	126	75	21	4	0	0	42.9	38.8	4.8		
1400 - 1500	276	59	80	61	76	0	1	238	1	22	1	6	0	2	2	3	0	0	0	0	0	0	0	11	33	127	79	19	7	0	0	0	43.2	38.9	4.8		
1500 - 1600	348	70	80	108	90	0	0	310	4	26	1	2	1	1	3	0	0	0	0	0	0	0	0	1	11	69	172	76	15	4	0	0	0	42.1	37.9	4.4	
1600 - 1700	346	84	102	77	83	0	3	305	4	31	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	36	177	93	30	7	0	0	0	43.6	39.3	4.3	
1700 - 1800	341	69	91	108	73	0	1	316	0	20	1	0	0	0	1	2	0	0	0	0	0	0	0	1	1	36	165	99	28	7	4	0	0	43.6	39.8	4.6	
1800 - 1900	199	66	55	34	44	0	0	195	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	7	3	2	6	81	58	24	11	5	0	1	46.5	40.4	7.8
1900 - 2000	135	46	34	33	22	0	0	128	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	11	62	38	18	3	3	0	0	0	45.6	40.7	5.2		
2000 - 2100	63	30	17	16	18	0	1	80	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25	27	14	10	3	1	1	51	43.9	7.4			
2100 - 2200	78	27	17	20	14	0	0	74	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	5	27	31	9	3	0	2	1	46.1	42.2	6.3		
2200 - 2300	58	14	19	10	15	0	0	54	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	19	15	11	5	3	0	2	50.1	44	7.4		
2300 - 0000	37	12	7	8	10	0	0	34	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	8	9	7	1	1	1	53.2	45.7	7.8			
0700 - 1900	3381	814	909	857	801	1	15	2960	19	270	14	52	1	14	20	14	0	1	0	1	0	1	10	11	66	422	1657	886	238	66	19	3	2	43.4	39	5	
0800 - 2200	3767	936	999	948	884	1	16	3315	19	289	14	54	2	14	23	19	0	1	0	1	0	1	10	11	67	445	1799	999	292	97	31	8	7	43.8	39.4	5.3	
0600 - 0000	3862	962	1025	966	909	1	16	3403	19	293	14	54	2	15	24	20	0	1	0	1	0	1	10	11	68	446	1626	1023	312	109	35	9	10	44.1	39.5	5.5	
0600 - 0000	3964	990	1041	993	949	1	16	3464	19	316	14	55	2	17	31	26	0	1	0	1	0	1	10	12	69	452	1836	1053	340	124	41	12	14	44.3	39.7	5.7	

Saturday 06 February 2016

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation				
			00-15	15-30						30-45	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	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	
0000 - 0100	31	6	14	6	5	0	0	26	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5	9	4	6	5	1	0	55.3	46.7	7.9	
0100 - 0200	14	2	7	3	2	0	0	11	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	4	1	1	3	0	1	57.3	47.5	9.8	
0200 - 0300	9	4	0	3	2	0	0	5	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4	4	1	0	0	0	-	44.9	3	
0300 - 0400	7	1	0	5	1	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	1	0	0	0	-	43.4	5.5	
0400 - 0500	6	0	1	1	4	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	1	0	-	48.1	8.2	
0500 - 0600	17	5	1	6	5	0	0	14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4	4	3	0	0	54.4	47.4	8.1	
0600 - 0700	43	10	9	10	14	0	0	31	0	9	0	0	1	0	0	2	0	0	0	0	0	0	0	0	4	9	8	12	6	3	0	1	51.9	44.7	7.9	
0700 - 0800	71	10	15	20	26	0	1	57	0	9	0	1	0	0	0	2	0	1	0	0	0	0	0	0	1	19	23	13	9	6	0	0	52.6	44.4	6.6	
0800 - 0900	125	22	22	28	53	0	0	114	2	5	1	0	0	0	1	2	0	0	0	0	0	0	0	0	7	62	32	18	5	0	0	1	45.6	41	5.6	
0900 - 1000	187	43	39	54	51	0	0	173	0	10	0	0	0	0	0	2	2	0	0	0	0	0	0	2	42	80	44	13	3	3	0	0	43.6	38.7	4.9	
1000 - 1100	238	62	59	57	60	0	1	219	1	16	1	0	0	0	0	0	0	0	0	0	0	0	9	30	124	64	7	2	2	0	0	42.3	38.4	4.3		
1100 - 1200	284	55	64	93	72	0	0	271	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	30	160	65	18	6	0	0	0	42.9	38.8	4.4
1200 - 1300	254	58	55	64	77	0	0	247	2	4	0	0	1	0	0	0	0	0	0	0	0	0	0	6	49	121	52	21	5	0	0	0	43.2	38.4	4.7	
1300 - 1400	292	81	52	82	77	0	0	280	1	10	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	56	150	67	12	3	0	1	0	42.3	38.4	4.4
1400 - 1500	266	71	71	62	62	1	0	254	2	7	0	0	1	0	0	0	0	0	0	0	0	0	0	5	35	152	59	10	4	1	0	0	41.6	38.5	4	
1500 - 1600	231	60	53	66	52	0	0	224	1	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	34	123	56	11	3	4	0	0	43.6	39.2	4.6
1600 - 1700	225	52	60	65	46	0	0	214	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	32	116	58	15	2	1	0	0	43.2	36.9	4.3
1700 - 1800	187	46	50	46	50	0	0	180	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17	80	47	18	2	0	0	0	44.7	40	5	
1800 - 1900	138	37	32	33	36	0	0	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	55	45	16	9	3	0	0	0	46.8	41.2	5.4
1900 - 2000	92	18	29	22	23	0	0	83	1	6	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	33	30	15	3	2	0	1	46.3	41.3	6.3	
2000 - 2100	74	20	14	20	17	0	0	71	0	15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	28	15	17	6	0	0	0	47.9	41.2	6.3	
2100 - 2200	57	16	15	16	10	0	0	54	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23	17	5	3	3	1	0	0	48.1	41.4	6.6
2200 - 2300	55	8	14	15	10	0	0	52	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25	16	4	5	3	0	0	0	49.2	42	6.3
2300 - 0000	22	38	12	38	12	0	0	34	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	11	6	3	3	1	0	0	52.1	44.9	8.8	
0700 - 1900	5901	597	572	676	656	1	3	2368	15	94	2	1	2	1	11	2	1	0	0	0	0	0	2	1	30	348	1248	618	171	59	22	1	1	43.6	39.2	4.8
0600 - 2200	2767	661	642	746	719	1	3	2607	17	112	2	1	3	2	14	4	1	0	0	0	0	2	3	33	373	1339	688	220	77	30	2	3	43.8	39.4	5.1	
0600 - 2000	2681	660	641	745	718	1	3	2603	17	115	2	1	3	3	14	4	1	0	0	0	0	2	3	33	374	1340	689	220	77	31	4	3	44.1	39.5	5.2	
0600 - 2000	2944	699	688	795	762	1	5	2756	17	131	2	1	3	3	18	6	1	0	0	0	0	2	3	33	378	1387	736	245	104	47	4	5	44.5	39.7	5.5	

Description
Direction
Sunday 07 February 2016

A1175 Littlewoth Drive, 110m north of Woodbank
Northbound

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation			
			15-30	30-45						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	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	
0000 - 0100	32	4	11	10	7	0	1	30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10	8	6	3	1	1	2	52.1	44.7	8.5			
0100 - 0200	21	4	8	5	3	0	1	16	0	1	21	0	0	0	0	0	0	0	0	0	0	3	8	33	0	8	3	1	0	8	54.8	43.5	6.6		
0200 - 0300	14	7	4	3	0	0	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	2	4	3	2	0	0	54.8	47.4	7.5			
0300 - 0400	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	41.4	8.1			
0400 - 0500	5	0	1	1	3	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	64.2	6.4				
0500 - 0600	14	3	1	5	5	0	0	11	0	2	0	0	0	0	0	0	0	1	0	0	0	3	2	3	1	3	0	1	1	53.2	45.8	12.2			
0600 - 0700	20	1	6	5	8	0	0	17	0	1	1	0	0	0	0	1	0	0	0	0	0	1	1	1	5	6	2	3	1	0	55.5	46.3	8.1		
0700 - 0800	48	9	9	19	11	1	0	43	0	3	0	0	0	0	0	0	0	0	0	0	0	3	11	13	6	6	3	1	2	52.8	44.8	8.8			
0800 - 0900	65	7	16	20	22	0	0	58	1	4	0	0	0	0	1	1	0	0	0	0	0	3	6	20	15	12	7	1	1	0	49.7	42.4	7.2		
0900 - 1000	129	18	24	38	49	0	2	119	0	7	0	0	0	0	0	1	0	0	0	0	0	7	40	46	22	9	4	1	0	48.5	42.5	5.7			
1000 - 1100	197	35	38	65	59	0	1	189	1	6	0	0	0	0	0	0	0	0	0	0	0	2	17	104	52	18	3	0	1	0	43.2	39.6	4.3		
1100 - 1200	222	57	52	51	62	0	1	213	0	7	0	0	0	0	0	1	0	0	0	0	0	1	6	42	114	44	11	4	0	0	42.3	38	4.6		
1200 - 1300	226	48	47	65	66	0	0	220	1	3	0	0	0	0	0	1	0	0	0	0	0	1	4	26	123	53	13	2	2	0	42.1	38.6	4.8		
1300 - 1400	271	73	73	71	54	0	1	263	2	4	0	0	0	0	0	0	0	0	0	0	0	2	30	160	50	21	7	1	0	0	42.5	39	4.5		
1400 - 1500	212	52	59	49	52	0	2	198	2	7	0	0	0	0	1	2	0	0	0	0	0	0	11	129	49	19	4	0	0	0	42.9	39.6	3.8		
1500 - 1600	218	65	59	44	50	0	2	209	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	22	112	58	17	5	3	0	43.6	39.5	4.5		
1600 - 1700	62	62	40	51	0	0	0	209	0	4	0	1	0	0	0	0	0	0	0	0	0	2	11	78	83	34	6	1	0	0	45.4	41.1	4.3		
1700 - 1800	161	37	51	36	37	0	0	156	0	4	0	0	0	0	0	0	0	0	0	0	0	2	3	8	73	48	20	5	2	0	45.4	40.2	5.5		
1800 - 1900	108	22	34	30	22	0	2	98	1	6	0	0	0	1	0	0	0	0	0	0	0	2	5	48	25	19	6	3	0	0	47.4	41.4	5.7		
1900 - 2000	88	25	16	28	19	0	0	86	0	2	0	0	0	0	0	0	0	0	0	0	0	4	23	37	15	5	1	3	0	0	47	42.7	6.1		
2000 - 2100	66	20	16	19	11	0	1	61	0	4	0	0	0	0	0	0	0	0	0	0	0	1	4	23	18	8	6	2	4	0	52.1	43.3	8		
2100 - 2200	52	20	17	5	10	0	1	48	0	2	0	0	0	0	0	0	1	0	0	0	0	2	15	15	10	6	3	0	1	51	43.8	6.9			
2200 - 2300	41	9	10	12	10	0	0	40	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11	12	9	4	3	1	1	53.7	45.9	8.7			
2300 - 0000	7	2	2	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	2	0	0	0	46.9	8			
0700 - 1900	2072	485	524	528	535	1	11	1975	11	60	0	0	1	1	3	8	1	0	0	0	0	0	1	8	23	188	1012	536	214	64	20	4	44.7	39.9	5.1
0600 - 2200	2298	551	579	585	583	1	13	2187	11	69	1	1	1	3	9	2	0	0	0	0	0	1	8	25	199	1074	611	253	83	29	12	3	45.4	40.2	5.4
0600 - 0600	2346	562	591	599	598	1	13	2234	11	70	1	1	1	3	9	2	0	0	0	0	0	1	8	25	203	1087	625	262	88	34	13	4	45.4	40.4	5.6
0600 - 0600	2434	580	617	625	612	1	15	2308	11	77	1	1	1	3	13	3	0	0	0	0	0	1	8	25	203	1113	645	278	101	38	15	7	45.9	40.5	5.8

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation							
		00-15	15-30	30-45					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	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		
0000 - 0100	17	4	5	5	4	0	0	13	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	4	3	3	1	1	0	56.8	48	9.6		
0100 - 0200	11	4	3	3	2	0	0	7	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	2	2	1	0	0	53.2	46.2	7.9		
0200 - 0300	9	3	1	3	1	0	0	5	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	2	1	1	0	0	-	46.3	6.2		
0300 - 0400	8	1	2	4	1	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	2	1	0	0	43.8	7.1			
0400 - 0500	12	1	2	3	6	0	0	7	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	3	1	1	2	53.9	44.9	8.4		
0500 - 0600	33	9	5	7	13	0	0	26	0	5	0	0	0	1	0	1	0	0	0	0	0	0	0	2	4	9	7	6	2	2	1	54.8	47.2	8.1	
0600 - 0700	70	12	17	17	23	0	0	57	0	8	0	1	0	0	0	1	2	0	0	0	0	0	0	2	16	17	16	11	5	1	2	52.8	45.5	7.7	
0700 - 0800	186	30	44	52	69	0	1	164	1	13	0	4	0	1	1	1	0	0	0	0	0	0	1	12	75	58	26	10	3	0	1	47	41.4	5.6	
0800 - 0900	297	70	79	82	66	0	0	269	2	20	1	2	0	2	1	1	0	0	0	0	0	0	1	7	38	137	84	24	6	1	0	0	43.4	39.2	4.8
0900 - 1000	209	50	51	54	54	0	0	177	1	23	1	2	0	0	2	1	0	0	0	0	0	0	3	32	105	49	15	3	1	0	0	43.2	38.8	4.8	
1000 - 1100	214	52	50	58	54	0	0	183	2	22	2	3	0	1	1	1	0	0	0	0	0	1	3	26	117	51	11	3	1	0	0	42.3	38.6	4.3	
1100 - 1200	230	59	58	59	55	0	0	202	1	16	3	3	0	0	2	1	0	0	0	0	0	0	4	31	121	57	12	3	0	0	0	42.3	38.5	4.5	
1200 - 1300	216	55	51	60	50	0	0	187	1	17	2	3	0	1	2	1	0	0	0	0	1	1	3	30	119	47	12	2	1	0	0	42.3	38.4	4.5	
1300 - 1400	240	61	62	60	57	0	2	213	1	15	1	4	1	1	2	1	0	0	0	0	1	3	37	127	54	13	4	0	0	0	42.5	38.6	4.5		
1400 - 1500	233	53	64	56	59	0	0	204	2	17	1	3	1	1	2	2	0	0	0	0	0	0	7	29	121	57	15	4	0	0	0	42.7	38.6	4.5	
1500 - 1600	268	60	61	82	65	0	0	239	3	20	1	1	1	1	1	1	0	0	0	0	2	1	3	42	137	63	15	3	1	0	0	42.5	38.4	4.8	
1600 - 1700	302	73	80	74	75	0	2	273	2	19	0	1	0	1	1	1	0	0	0	0	0	0	4	29	148	74	18	4	0	0	0	43.2	38.2	5.3	
1700 - 1800	319	75	87	87	70	0	1	253	2	19	0	0	0	0	2	1	0	0	0	0	0	1	5	35	163	86	21	5	2	0	0	43.2	39.1	4.6	
1800 - 1900	181	50	50	41	39	0	0	173	1	5	0	0	0	0	0	0	0	0	0	0	0	1	1	3	13	72	58	21	8	3	0	0	45.9	40.5	6.2
1900 - 2000	113	30	32	27	23	0	0	106	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6	38	38	20	7	3	1	0	0	47.6	42.4	6.1	
2000 - 2100	78	21	18	18	18	0	0	73	0	1	0	0	0	0	0	0	0	0	0	0	0	7	12	37	33	12	8	0	0	0	50.3	40.8	7		
2100 - 2200	64	17	18	15	14	0	0	60	0	2	0	0	0	0	0	0	0	0	0	0	0	4	22	19	10	6	2	1	0	0	49.9	42.9	6.8		
2200 - 2300	53	11	20	11	11	0	0	50	0	1	0	0	0	0	0	0	0	0	0	0	0	3	18	14	8	5	3	1	1	0	51.9	43.8	7.9		
2300 - 0000	26	7	7	7	6	0	0	23	0	5	0	0	0	0	0	0	0	0	0	0	0	6	5	7	6	5	2	0	0	0	53.5	45.6	8.7		
0700 - 1900	2895	688	738	764	705	1	9	2577	18	207	13	26	3	10	17	13	1	0	0	1	9	9	47	354	1434	757	209	56	15	2	2	43.4	39.1	4.9	
0600 - 2200	3220	768	824	844	784	1	11	2874	19	224	13	27	3	10	20	16	1	0	0	1	10	49	370	1537	852	267	87	29	7	4	44.1	39.5	5.3		
0400 - 0900	786	801	801	801	801	1	12	2847	18	247	14	27	27	12	27	17	1	0	0	1	9	10	48	374	1501	798	96	33	8	9	44.3	39.6	5.4		
0000 - 2000	3389	807	870	886	826	1	12	3011	19	243	14	27	3	12	26	20	1	0	0	1	9	10	49	377	1578	895	288	110	41	11	9	44.5	39.8	5.4	

Description
Direction
Virtual Week (1.00)

A1175 Littlebroth Drive, 110m north of Woodbank
Northbound

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation	
			00-15	15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	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
Mon	3392	763	898	905	826	3	9	2965	18	283	16	28	3	10	33	24	0	0	0	3	28	16	69	419	1528	872	296	110	35	8	8	44.3	39.4	5.9
Tue	3551	874	916	902	859	1	10	3085	25	293	23	39	2	14	28	30	1	0	1	1	2	6	51	387	1640	974	318	107	42	17	5	44.5	39.9	5.5
Wed	3599	858	915	974	852	2	13	3119	17	294	20	44	5	20	32	31	2	0	0	1	13	10	51	383	1677	1011	291	100	37	11	14	44.1	39.7	5.6
Thu	3836	886	1012	1008	930	0	16	3379	24	302	19	22	5	17	30	20	2	0	1	0	6	14	45	419	1863	975	318	124	46	13	12	44.3	39.8	5.6
Fri	3964	990	1041	993	940	1	16	3464	19	318	14	55	2	17	31	26	0	1	0	1	10	12	69	452	1836	1053	340	124	41	12	14	44.3	39.7	5.7
Sat	2944	699	688	795	762	1	5	2750	17	131	2	1	3	3	18	6	1	0	0	0	2	3	33	378	1387	736	245	104	47	4	5	44.5	39.7	5.5
Sun	2434	580	617	625	612	1	15	2308	11	77	1	1	1	3	13	3	0	0	0	0	1	8	25	203	1113	645	278	101	38	15	7	45.9	40.5	5.8
23720		5650	6087	6202	5781	9	84	21076	131	1698	95	190	21	84	185	140	6	1	2	6	62	69	343	2641	11044	6266	2086	770	286	80	65	44.5	39.8	5.6

Total

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation			
			00-15	15-30							30-45	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	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
23720	5650	6087	6202		5781	9	84	21076	131	1698	95	190	21	84	185	140	6	1	2	6	62	69	343	2641	11044	6266	2086	770	286	80	65	44.5	39.8	5.6

APPENDIX D

TRICS OUTPUTS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

02 SOUTH EAST	
EX ESSEX	1 days
SC SURREY	1 days
WS WEST SUSSEX	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
08 NORTH WEST	
CH CHESHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 71 to 237 (units:)
 Range Selected by User: 65 to 260 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

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:

Tuesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	6
--------------	---

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

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	2

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

Filtering Stage 3 selection:Use Class:

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

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	1 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	2 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	1 days
No	5 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.

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Ranking Type: **TOTALS** Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **5** CH-03-A-02 Tot: 0.477
85th Percentile = No. **2** EX-03-A-01 Tot: 0.700

Median Values		Mean Values	
Arrivals:	0.162	Arrivals:	0.154
Departures:	0.359	Departures:	0.402
Totals:	0.521	Totals:	0.557

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	0.83
2	EX-03-A-01	SEMI -DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/ 05/ 08	0.177	0.523	0.700	2.53
3	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	1.74
4	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	2.49
5	CH-03-A-02	HOUSES/ FLATS	CREWE	CHESHI RE	174	Tue	14/ 10/ 08	0.103	0.374	0.477	2.81
6	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.139	0.278	0.417	2.28

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

02 SOUTH EAST	
EX ESSEX	1 days
SC SURREY	1 days
WS WEST SUSSEX	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
08 NORTH WEST	
CH CHESHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 71 to 237 (units:)
 Range Selected by User: 65 to 260 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

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:

Tuesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	6
--------------	---

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

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	2

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

Filtering Stage 3 selection:Use Class:

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

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	1 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	2 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	1 days
No	5 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.

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Ranking Type: **TOTALS** Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **5** SC-03-A-04 Tot: 0.465

85th Percentile = No. **2** NY-03-A-10 Tot: 0.578

Median Values

Arrivals: 0.338

Departures: 0.221

Totals: 0.560

Mean Values

Arrivals: 0.369

Departures: 0.172

Totals: 0.541

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.439	0.274	0.713	2.53
2	NY-03-A-10	HOUSES AND FLATS	RIPON	NORTH YORKSHIRE	71	Tue	17/ 09/ 13	0.479	0.099	0.578	0.83
3	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	1.74
4	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.322	0.236	0.558	2.81
5	SC-03-A-04	DETACHED & TERRACES	BYFLEET	SURREY	71	Thu	23/ 01/ 14	0.366	0.099	0.465	2.49
6	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.252	0.119	0.371	2.28

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m² GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

APPENDIX E

2011 CENSUS MODAL SPLIT

Original URL: <http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=11122651&c=deeping+st+nicholas&d=16&e=61&f=32084&q=6446957&i=1001x1003x1032x1004x1005&l=2567&o=362&m=0&r=1&s=1474468073031&>

Method of Travel to Work, 2011 (QS701EW)

Period: Mar11

Area: Deeping St Nicholas (Parish)

Variable	Measure	Deeping St Nicholas	South Holland (Non-Metropolitan District)	East Midlands	England
All Usual Residents Aged 16 to 74 (Persons) ¹	Count	1,480 ²	63,920	3,336,532	38,881,374
Work Mainly at or From Home (Persons) ¹	Count	97 ²	2,510	108,977	1,349,568
Underground, Metro, Light Rail, Tram (Persons) ¹	Count	0 ²	33	6,537	1,027,625
Train (Persons) ¹	Count	17 ²	385	28,777	1,343,684
Bus, Minibus or Coach (Persons) ¹	Count	10 ²	639	132,073	1,886,539
Taxi (Persons) ¹	Count	0 ²	82	8,823	131,465
Motorcycle, Scooter or Moped (Persons) ¹	Count	6 ²	245	15,557	206,550
Driving a Car or Van (Persons) ¹	Count	846 ²	29,275	1,409,030	14,345,882
Passenger in a Car or Van (Persons) ¹	Count	54 ²	2,778	129,471	1,264,553
Bicycle (Persons) ¹	Count	7 ²	1,755	58,995	742,675
On Foot (Persons) ¹	Count	43 ²	3,564	236,719	2,701,453
Other Method of Travel to Work (Persons) ¹	Count	3 ²	224	11,582	162,727
Not in Employment (Persons) ¹	Count	397 ²	22,430	1,189,991	13,718,653

Last Updated: 30 January 2013
Source: Office for National Statistics

Notes

¹ National Statistics

² Value derived by aggregating data supplied using the Neighbourhood Statistics Geography Hierarchy

This material is Crown Copyright. You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit www.nationalarchives.gov.uk/doc/open-government-licence Information Policy Team, The National Archives, Kew, London TW9 4DU, or email: psi@nationalarchives.gsi.gov.uk. When reproducing this material, the source should be acknowledged.

APPENDIX F

SITE ACCESS PIADY

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: ADC1500 site access PICADY v4.arc8

Path: C:\Users\ADCteam\Dropbox\~ JN8 TEMP

Report generation date: 31/01/2017 09:26:23

» Proposed junction layout - 2022 with development, AM

» Proposed junction layout - 2022 with development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Proposed junction layout - 2022 with development						
Stream B-C	0.07	5.93	0.06	0.04	6.59	0.04
Stream B-A	0.11	10.40	0.10	0.04	8.93	0.04
Stream C-AB	0.03	6.63	0.02	0.08	6.86	0.07
Stream C-A	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-

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

"D1 - 2022 with development, AM " model duration: 07:45 - 09:15

"D2 - 2022 with development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 31/01/2017 09:26:22

File summary

Title	(untitled)
Location	
Site Number	
Date	28/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	David
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Proposed junction layout - 2022 with development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	336.00	100.000
B	ONE HOUR	✓	72.00	100.000
C	ONE HOUR	✓	423.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	12.000	324.000
	B	36.000	0.000	36.000
	C	411.000	12.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.04	0.96
	B	0.50	0.00	0.50
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.06	5.93	0.07	A	33.03	49.55	4.69	5.67	0.05	4.69	5.67
B-A	0.10	10.40	0.11	B	33.03	49.55	7.89	9.56	0.09	7.89	9.56
C-AB	0.02	6.63	0.03	A	11.17	16.75	1.83	6.54	0.02	1.83	6.54
C-A	-	-	-	-	376.98	565.47	-	-	-	-	-
A-B	-	-	-	-	11.01	16.52	-	-	-	-	-
A-C	-	-	-	-	297.31	445.96	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	27.10	6.78	26.94	0.00	685.06	0.040	0.00	0.04	5.468	A
B-A	27.10	6.78	26.84	0.00	433.71	0.062	0.00	0.07	8.842	A
C-AB	9.11	2.28	9.05	0.00	578.36	0.016	0.00	0.02	6.323	A
C-A	309.35	77.34	309.35	0.00	-	-	-	-	-	-
A-B	9.03	2.26	9.03	0.00	-	-	-	-	-	-
A-C	243.92	60.98	243.92	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	32.36	8.09	32.33	0.00	669.28	0.048	0.04	0.05	5.651	A
B-A	32.36	8.09	32.29	0.00	413.63	0.078	0.07	0.08	9.440	A
C-AB	10.92	2.73	10.91	0.00	568.87	0.019	0.02	0.02	6.451	A
C-A	369.35	92.34	369.35	0.00	-	-	-	-	-	-
A-B	10.79	2.70	10.79	0.00	-	-	-	-	-	-
A-C	291.27	72.82	291.27	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	39.64	9.91	39.58	0.00	647.15	0.061	0.05	0.06	5.925	A
B-A	39.64	9.91	39.52	0.00	385.86	0.103	0.08	0.11	10.391	B
C-AB	13.47	3.37	13.45	0.00	556.32	0.024	0.02	0.02	6.630	A
C-A	452.26	113.06	452.26	0.00	-	-	-	-	-	-
A-B	13.21	3.30	13.21	0.00	-	-	-	-	-	-
A-C	356.73	89.18	356.73	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	39.64	9.91	39.64	0.00	647.09	0.061	0.06	0.07	5.925	A
B-A	39.64	9.91	39.63	0.00	385.86	0.103	0.11	0.11	10.397	B
C-AB	13.47	3.37	13.47	0.00	556.32	0.024	0.02	0.03	6.630	A
C-A	452.26	113.06	452.26	0.00	-	-	-	-	-	-
A-B	13.21	3.30	13.21	0.00	-	-	-	-	-	-
A-C	356.73	89.18	356.73	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	32.36	8.09	32.42	0.00	669.19	0.048	0.07	0.05	5.655	A
B-A	32.36	8.09	32.48	0.00	413.62	0.078	0.11	0.09	9.447	A
C-AB	10.92	2.73	10.94	0.00	568.87	0.019	0.03	0.02	6.451	A
C-A	369.35	92.34	369.35	0.00	-	-	-	-	-	-
A-B	10.79	2.70	10.79	0.00	-	-	-	-	-	-
A-C	291.27	72.82	291.27	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	27.10	6.78	27.14	0.00	684.91	0.040	0.05	0.04	5.474	A
B-A	27.10	6.78	27.18	0.00	433.69	0.062	0.09	0.07	8.858	A
C-AB	9.11	2.28	9.13	0.00	578.36	0.016	0.02	0.02	6.323	A
C-A	309.35	77.34	309.35	0.00	-	-	-	-	-	-
A-B	9.03	2.26	9.03	0.00	-	-	-	-	-	-
A-C	243.92	60.98	243.92	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.60	0.04	5.468	A	A
B-A	0.95	0.06	8.842	A	A
C-AB	0.24	0.02	6.323	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.75	0.05	5.651	A	A
B-A	1.23	0.08	9.440	A	A
C-AB	0.29	0.02	6.451	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.95	0.06	5.925	A	A
B-A	1.65	0.11	10.391	B	B
C-AB	0.38	0.03	6.630	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.97	0.06	5.925	A	A
B-A	1.70	0.11	10.397	B	B
C-AB	0.38	0.03	6.630	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.78	0.05	5.655	A	A
B-A	1.32	0.09	9.447	A	A
C-AB	0.30	0.02	6.451	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.63	0.04	5.474	A	A
B-A	1.03	0.07	8.858	A	A
C-AB	0.24	0.02	6.323	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Proposed junction layout - 2022 with development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	367.00	100.000
B	ONE HOUR	✓	37.00	100.000
C	ONE HOUR	✓	475.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	26.000	341.000
	B	16.000	0.000	21.000
	C	442.000	33.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.07	0.93
	B	0.43	0.00	0.57
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.04	6.59	0.04	A	19.27	28.90	3.05	6.34	0.03	3.05	6.34
B-A	0.04	8.93	0.04	A	14.68	22.02	3.03	8.25	0.03	3.03	8.25
C-AB	0.07	6.86	0.08	A	31.60	47.40	5.43	6.87	0.06	5.43	6.87
C-A	-	-	-	-	404.27	606.41	-	-	-	-	-
A-B	-	-	-	-	23.86	35.79	-	-	-	-	-
A-C	-	-	-	-	312.91	469.36	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	15.81	3.95	15.70	0.00	600.72	0.026	0.00	0.03	6.154	A
B-A	12.05	3.01	11.94	0.00	482.09	0.025	0.00	0.03	7.654	A
C-AB	25.48	6.37	25.29	0.00	579.66	0.044	0.00	0.05	6.492	A
C-A	332.13	83.03	332.13	0.00	-	-	-	-	-	-
A-B	19.57	4.89	19.57	0.00	-	-	-	-	-	-
A-C	256.72	64.18	256.72	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	18.88	4.72	18.85	0.00	587.61	0.032	0.03	0.03	6.329	A
B-A	14.38	3.60	14.36	0.00	456.37	0.032	0.03	0.03	8.144	A
C-AB	30.79	7.70	30.74	0.00	572.19	0.054	0.05	0.06	6.648	A
C-A	396.22	99.06	396.22	0.00	-	-	-	-	-	-
A-B	23.37	5.84	23.37	0.00	-	-	-	-	-	-
A-C	306.55	76.64	306.55	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	23.12	5.78	23.09	0.00	569.39	0.041	0.03	0.04	6.589	A
B-A	17.62	4.40	17.57	0.00	420.89	0.042	0.03	0.04	8.924	A
C-AB	38.53	9.63	38.46	0.00	563.57	0.068	0.06	0.08	6.855	A
C-A	484.46	121.11	484.46	0.00	-	-	-	-	-	-
A-B	28.63	7.16	28.63	0.00	-	-	-	-	-	-
A-C	375.45	93.86	375.45	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	23.12	5.78	23.12	0.00	569.37	0.041	0.04	0.04	6.589	A
B-A	17.62	4.40	17.62	0.00	420.86	0.042	0.04	0.04	8.927	A
C-AB	38.53	9.63	38.53	0.00	563.57	0.068	0.08	0.08	6.855	A
C-A	484.46	121.11	484.46	0.00	-	-	-	-	-	-
A-B	28.63	7.16	28.63	0.00	-	-	-	-	-	-
A-C	375.45	93.86	375.45	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	18.88	4.72	18.91	0.00	587.58	0.032	0.04	0.03	6.330	A
B-A	14.38	3.60	14.43	0.00	456.33	0.032	0.04	0.03	8.148	A
C-AB	30.79	7.70	30.86	0.00	572.19	0.054	0.08	0.06	6.650	A
C-A	396.22	99.06	396.22	0.00	-	-	-	-	-	-
A-B	23.37	5.84	23.37	0.00	-	-	-	-	-	-
A-C	306.55	76.64	306.55	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	15.81	3.95	15.83	0.00	600.67	0.026	0.03	0.03	6.157	A
B-A	12.05	3.01	12.07	0.00	482.00	0.025	0.03	0.03	7.660	A
C-AB	25.48	6.37	25.52	0.00	579.66	0.044	0.06	0.05	6.499	A
C-A	332.13	83.03	332.13	0.00	-	-	-	-	-	-
A-B	19.57	4.89	19.57	0.00	-	-	-	-	-	-
A-C	256.72	64.18	256.72	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.39	0.03	6.154	A	A
B-A	0.37	0.02	7.654	A	A
C-AB	0.69	0.05	6.492	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.49	0.03	6.329	A	A
B-A	0.47	0.03	8.144	A	A
C-AB	0.87	0.06	6.648	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.62	0.04	6.589	A	A
B-A	0.63	0.04	8.924	A	A
C-AB	1.14	0.08	6.855	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.63	0.04	6.589	A	A
B-A	0.65	0.04	8.927	A	A
C-AB	1.14	0.08	6.855	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.51	0.03	6.330	A	A
B-A	0.50	0.03	8.148	A	A
C-AB	0.88	0.06	6.650	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.42	0.03	6.157	A	A
B-A	0.40	0.03	7.660	A	A
C-AB	0.71	0.05	6.499	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-