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Richborough Estates Ltd

Project:
Greens Norton

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Transport Assessment

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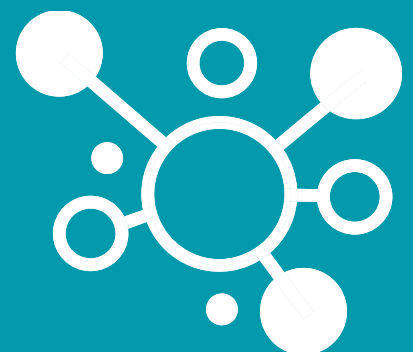


TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	POLICY CONTEXT	2
3.0	BASELINE CONDITIONS	5
4.0	DEVELOPMENT PROPOSALS	12
5.0	TRIP GENERATION AND ASSIGNMENT	14
6.0	TRAFFIC IMPACT AND ANALYSIS	16
7.0	SUMMARY AND CONCLUSIONS	20

FIGURES

1.1	Site Location
3.1 to 3.4	2020 Base Traffic Flows
3.5	Amended 2020 Base PM Peak Traffic Flows
3.6	Local Facilities
3.7	Local Walk and Cycle Routes
3.8	Bus Route
5.1 to 5.4	Development Traffic Assignment and Flows
5.5 & 5.6	2030 Base Traffic Flows
6.1 & 6.2	2030 Base + Development Traffic Flows

DRAWINGS

T20510.001 rev B	Proposed Site Access with Visibility Splays and Gateway
T20510.002 rev B	Proposed Site Access Longitudinal Cross Section
T20510.003 rev B	Proposed Site Access Refuse Vehicle Swept Paths 01

APPENDICES

Appendix A	Traffic Survey Data
Appendix B	Personal Injury Accident Data
Appendix C	MfS Speed & Visibility Calculations
Appendix D	Stage 1 RSA and Designer's Response
Appendix E	TRICS Output
Appendix F	2011 Census Travel to Work Analysis
Appendix G	Junctions 9 Output – Site Access
Appendix H	Junctions 9 Output – High St/Towcester Rd
Appendix I	Junctions 9 Output – High St/Bradden Rd

1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates Ltd to provide transport advice for a proposed residential development on land to the south of Blakesley Hill, Greens Norton, nr Towcester.
- 1.2 The greenfield site covers an area of approximately 2.7 Ha and will provide up to 69 dwellings, 50% of which are affordable; the site location is shown on **Figure 1.1**.

Structure of the Report

- 1.3 This report is intended to determine the relevant highway issues and indicate potential solutions, with reference to the impact of the proposed development site.
- 1.4 Following this introduction, the report is set out as follows:
 - Section 2.0 – Policy Context;
 - Section 3.0 – Baseline Conditions;
 - Section 4.0 – Development Proposals;
 - Section 5.0 – Trip Generation and Assignment;
 - Section 6.0 – Traffic Impact and Analysis;
 - Section 7.0 – Summary and Conclusions.

Limitations of the Report

- 1.5 This report has been undertaken at the request of Richborough Estates Ltd, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.6 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Policy Context

Introduction

2.1 This section summarises the relevant transport policy documents against which the development proposals are considered at a national, regional and local level. The most relevant policy documents relating to this study are detailed below:

- National Planning Policy Framework (February 2019)
- Northamptonshire Transportation Plan: Fit for Purpose (2012)
- Towcester Town Transport Strategy: Fit for Purpose (2013)
- West Northamptonshire Joint Core Strategy Local Plan (Part 1) (2014)

National Policy

2.2 The latest National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's Planning Policies and how these are expected to be applied.

2.3 In relation to transport, NPPF states that:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.4 When considering the transport effects of development, the NPPF states that:

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

- a) appropriate opportunities to promote transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

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

2.5 The NPPF further advises that:

"Within this context, applications for development should:

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

- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.6 In relation to parking policy, the NPPF states that:

“If setting local parking standards for residential and non-residential development, policies should take into account:

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

Regional Policy

- 2.7 The Northamptonshire Transportation Plan (NTP) (2012) aims to set out what the county of Northamptonshire needs, in terms of transport, to function and grow up until 2026; with the daughter document of Towcester Town Transport Strategy (TTTS) providing a more localised plan of the area.
- 2.8 The NTP sets out key objectives to achieve this functionality and growth.
- 2.9 Objectives one to five consider the future, community, choice, economic growth and the environment:
- 1. *“Creating a transport system that supports and encourages growth and plans for the future impacts of growth, whilst successfully providing benefits for the County.”*
 - 2. *“Through the transport system help to maintain a create safe, successful, strong, cohesive and sustainable communities where people are actively involved in shaping the places where they live.”*
 - 3. *“Ensuring that the people of Northamptonshire have the information and the options available to them to be able to choose the best form of transport for each journey that they make.”*
 - 4. *“Creating a transport system that supports economic growth, regeneration and a thriving local economy and successfully provides for population and business growth.”*
 - 5. *“To deliver a transport system that minimised and wherever possible reduces the effect of travel on the built, natural and historic environment.”*

2.10 Towcester Town Transport Strategy (TTTS) has its own specific aim for transportation:

“Support the delivery of transport services and highways infrastructure improvement which facilitate growth of residential and employment sites in Towcester.”

2.11 Regarding the public bus services, the NTP states:

“The bus strategy aim is to increase the attractiveness of bus travel to encourage a modal shift and allow the housing growth proposed in the county to be accommodated.”

2.12 The West Northamptonshire Joint Core Strategy Local Plan (Part 1) is a collection of local plans that will “guide the evolution of South Northamptonshire in the years that lie ahead.”, as well as provide an overall framework in which planning decisions can be made. There are multiple policies proposed to oversee this evolution.

2.13 Regarding sustainable development, the JCS policy SA states:

“The relevant council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals for sustainable development will be approved and to secure development that improves the economic, social and environmental conditions of the area.”

2.14 Regarding transportation in rural areas, the JCS policy R3 states:

“Improved accessibility and sustainable transport within rural areas and the avoidance of congestion and ‘rat running’ will be secured by:

- *Supporting improved public transport connections between villages and hamlets and their nearest services;*
- *Supporting improvements to the cycling network between villages and their nearest service centre; and*
- *Reviewing walking connections within villages to identify specific improvements required ensuring the safety of pedestrians.”*

3.0 Baseline Conditions

Site Location

- 3.1 The site is located within Greens Norton, nr Towcester, on the western side of the village, c.450m from the centre and c.3.2km northwest of Towcester.
- 3.2 The site is bounded by Blakesley Hill to the north, Bury Hill to the west, residential dwellings to the east and agricultural land to the south.
- 3.3 Northampton is the closest major town to the site, situated c.14km to the northeast of the site.

Local Highway Network

- 3.4 In the vicinity of the site, Blakesley Hill is a c.5.5m wide carriageway; the prevailing speed limit at the northwest corner of the site is 60mph, changing to 30mph (in an eastbound direction) around 30m to the east of the junction with Bury Hill.
- 3.5 At the northeast corner of the site, adjacent to the junction of Blakesley Hill with Benham Road, there is a Vehicle Activated Sign (VAS) warning motorists of the 30mph speed limit within Greens Norton.
- 3.6 Bury Hill on the western boundary, is a relatively narrow single track road; observations suggest that very little traffic uses this route.
- 3.7 Blakesley Hill heads eastward into the centre of Greens Norton, becoming High Street and subsequently Towcester Road at the High Street/Towcester Road junction. Towcester road then heads east out of Greens Norton, whilst High Street continues south and becomes Mill Lane as it approaches the southeast of the village.
- 3.8 Towcester Road continues for c.2.3km out of Greens Norton where it meets the Towcester Roundabout, which provides access to the A43 and A5.
- 3.9 Mill Lane runs through the centre of Greens Norton and southwards to the Abthorpe Roundabout, which provides access to the A43 as well as Brackley Road into Towcester.
- 3.10 Blakesley Hill goes westward c.4km from the site to Blakesley through open countryside.
- 3.11 Bury Hill forms a simple priority T-junction with Blakesley Hill and heads southwest towards Bradden and onto subsequent villages.
- 3.12 A site visit was undertaken in early March 2020 during the highway network morning peak period; limited queuing and delays were observed at both the Towcester Road/High Street junction as well as the Bradden Road/High Street junction.
- 3.13 Whilst on street parking is evident throughout the village, including along the eastern side of High Street (and opposite the Bradden Road junction), observations indicate that it doesn't cause any significant issues in respect of traffic flow through the village, with only minor delays observed when vehicles meet.
- 3.14 The Towcester Roundabout is part-signalised, with the major arms (the A5 and A43 arms) signal-controlled; the fifth arm (Towcester Road) operates under priority control. As would be expected for primary distributor roads

queuing was observed on the major arms throughout the peak period, with occasional, low levels of queuing observed on the Towcester Road arm.

- 3.15 At the Abthorpe Roundabout, queuing was observed on the (major) A43 approach arms, with limited queuing along Mill Lane.

Baseline Traffic Flows

- 3.16 Automatic Traffic Counts (ATCs) have been undertaken to collect flow, speed and vehicle classification data over a seven-day period on Blakesley Hill; the ATCs were collected each side of the junction with Benham Road and were undertaken between Wednesday 11th March and Tuesday 17th March 2020.
- 3.17 In addition to the ATC survey, manual turning count surveys were also undertaken at the High Street junctions with Towcester Road and Bradden Road, on Wednesday 11th March 2020; flow diagrams showing the surveyed turning counts during the morning and evening peaks are provided as **Figures 3.1 to 3.4**.
- 3.18 The observed peak hours on the highway network through Greens Norton were 7.45am to 8.45am for the morning peak, and 4.30pm to 5.30pm for the evening peak.
- 3.19 The ATC surveys also recorded vehicles speeds, with weekday average 85th percentile speeds at Benham Road (as traffic enters the urban area) of 37.4mph eastbound and 41.6mph westbound.
- 3.20 The weather for the surrounding area during the survey period was mixed, with some intermittent rainfall; therefore, in accordance with CA 185, there is a requirement to adjust the speed readings obtained. Further details are provided in Section 4.0 of this report.
- 3.21 The full traffic survey data can be found in **Appendix A**.
- 3.22 In terms of the potential impacts of the Covid-19 pandemic, it is important to note that the UK-wide lockdown started on 23rd March (some 10 days after the turning count surveys and six days after the ATC survey finished).
- 3.23 However, in order to provide further validation of the observed traffic flows on the network in March 2020, we have considered the September 2014 traffic flows that were submitted as part of the previous application for the site (the TA at the time assessed a development of up to 150 residential dwellings).
- 3.24 The 2014 traffic counts were undertaken at the same locations (Blakesley Hill and the junctions of High Street with Towcester Road/Bradden Road) and are thus directly comparable.
- 3.25 Table 1 sets out a comparison of the traffic flows at each location.

Table 1 – Traffic Flow Comparison (September 2014 vs March 2020)

Location	2014 Traffic Flow		2020 Traffic Flow		Difference (%)	
	AM peak	PM peak	AM peak	PM peak	AM peak	PM peak
Blakesley Hill	190	210	199	178	+4.7	-15.2
High Street/Towcester Road	382	453	429	400	+12.3	-11.7
High Street/Bradden Road	322	384	353	353	+9.6	-8.1

Note: All flows in PCUs

- 3.26 Table 1 indicates that there has been up to 12% growth during the AM peak hour on the highway network through Greens Norton since 2014; however, the PM peak hour has seen a fall of up to 15%.
- 3.27 Whilst it is feasible that this is simply a change in the evening peak profile between 2014 and 2020 (given that these are just two single days of survey data), in order to ensure that the traffic flows used for the analysis within this report are as robust as possible, we have factored the 2020 PM flows back up to the 2014 levels and then applied the same growth observed in the AM peak to those revised flows in order to derive the base 2020 PM peak traffic flows; further growth is then applied to the appropriate design year for testing.
- 3.28 The amended 2020 base traffic flows for the PM peak hour are shown on **Figure 3.5**.

Sustainable Transport Accessibility

- 3.29 It is generally accepted that walking and cycling provide important alternatives to the car, and should also be encouraged to form part of longer trips via public transport. Indeed, it is noteworthy that the Institute of highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested walking distances to common facilities is presented in Table 2 below.

Table 2 – Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 3.30 In addition to the IHT guidance, Manual for Streets (MfS) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 3.31 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 3.32 In addition to the above, it is pertinent to note that the National Travel Survey (published in July 2019), which provides a summary of results of travel survey data for 2018, reports that the average walk trip distance was approximately 1.28 kilometres.
- 3.33 Therefore, a range of between 800m and 2km represents an appropriate distance within which to consider the walk distance between the proposed development site and local facilities; whilst also being mindful of the 1.28km average distance.
- 3.34 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of a cycle and public transport trips; guidance suggests that 5km is a useful benchmark for a commutable distance by cycle.
- 3.35 The National Travel Survey 2019, highlights that the average cycle trip for 2018 was 6.13 kilometres.
- 3.36 It is considered that the site is well located to provide future residents with a real choice of travel modes; the following sections consider the opportunities for sustainable travel that are available in the vicinity of the site.

Accessibility by Foot

- 3.37 A footway of c.1.6m wide is located on the south side of Blakesley Hill along the frontage of the site. The footway widens to c.1.8m as it approaches Benham Road and provides a suitable walking route into the centre of Greens Norton.
- 3.38 The footway switches to the north side of Blakesley Hill past the Benham Road junction via a dropped kerb crossing with tactile paving.
- 3.39 The footway continues into Greens Norton along Blakesley Hill with a width of c.1.3m to c.1.4m, narrowing for a short distance (c.15m) to around 1.0m, then widening back out before narrowing again adjacent to 8 Blakesley Hill to c.0.8m for a distance of c.25m; it finally widens back out to c.1.4m as it approaches the centre of the village.
- 3.40 The walking route to Towcester Road, to access the primary school, community centre and medical centre, can be undertaken via New Road, which essentially operates as a 'quiet lane', providing access to some private residential dwellings.
- 3.41 Although this is a perfectly acceptable route to walk within the carriageway, due to the minimal traffic movements, a footway of c.1.4m width is in place on the northern side and extends for approximately half the length, connecting to the existing footway provision on the northern side of Towcester Road.
- 3.42 There is an alternative route into the village via Benham Road and through the existing residential area adjacent to the proposed development site; this has footways of c.1.8m in width, is overlooked along most of the route and is lit.
- 3.43 The proposed development site is close to a range of local services and facilities, which include a local primary school, medical centre and local post office/village store. The key local facilities in the vicinity of the site are listed in **Table 3** below and can be identified in **Figure 3.6**.

Table 3 – Local Facilities

Amenity	Distance 1	Distance 2
The Butchers Arms	500m	600m
Post Office and Village Store	550m	650m
Local Butchers	600m	700m
Church of St Bartholomew	630m	730m
Greens Norton Village Hall	730m	830m
Hedgehog Hill Nursery and Pre-School	730m	830m
Recreation Ground and Children's Park	770m	870m
Greens Norton Community Centre	850m	950m
Greens Norton Medical Centre	920m	1020m
Greens Norton C of E Primary School	930m	1030m
The Rocking Horse Day Nursery	950m	1050m

- 3.44 **Table 3** demonstrates that the site benefits from a range of facilities within walking distance of the site.

- 3.45 **Table 3** displays two different distance measurements; distance 1 represents the walk route along Blakeley Hill and into the village, whilst distance 2 is the walk route via Benham Road. As detailed above, the second route is c.100m longer but has wider footways, has streetlighting present and is overlooked. The routes can be seen in **Figure 3.7**.
- 3.46 The site is located within c.550m of the village centre where amenities such as the Post Office/Village Store, Butchers and Public House are located, whilst the nearest medical practice is just over 900m from the site.
- 3.47 All key services for residents of the proposed development site are within a comfortable walking distance.
- 3.48 All the facilities listed in **Table 3** are within the 2km walk distance referred to in the MfS guidance and the 1.28km average walking trip distance from the NTS, with several within the 800m walkable neighbourhoods' distance.
- 3.49 Therefore, it is considered that the site is suitably located for accessing a range of local facilities on foot.

Accessibility by Cycle

- 3.50 There are no formal cycle routes surrounding the site or local to Greens Norton, thus cycling trips will be undertaken on-road across the village.
- 3.51 Blakesley Hill is subject to a 30mph speed limit eastbound from the site, and the national speed limit of 60mph westbound out of the village; therefore, is considered suitable for use by cyclists to travel into the village along Blakesley Hill and onto High Street. The remainder of Greens Norton is all within the 30mph speed limit.
- 3.52 The facilities listed in **Table 3** are well within the recommended 5km cycle distance. In addition, the town of Towcester is within the 5km distance so would be a realistic option for Greens Norton residents to commute by bicycle.
- 3.53 The cycle route to Towcester would be east along Blakesley Hill into Greens Norton village centre, south along High Street and onto Mill Lane, following this until the Abthorpe Roundabout, at which point there is a signposted cycle route into Towcester.
- 3.54 Mill Lane becomes a 60mph speed limit as it leaves Greens Norton; this continues for c.1.65km until it meets a priority T-junction just to the southwest of the Abthorpe Roundabout. This section of the cycle route is along a relatively quiet rural lane that is consistently between 5.5m and 6m in width, with the narrowest section over the hump bridge being c.5m in width.
- 3.55 Mill Lane itself has very good forward visibility along the vast majority of its length and is of sufficient width for two vehicles to easily pass along the entire length, and thus easily pass a cyclist whilst giving significant passing room.
- 3.56 Mill Lane becomes 40mph just before the junction for Abthorpe Roundabout, for a distance of c.250m, before the designated cycle route into Towcester becomes available.
- 3.57 Cycling is encouraged to and from Towcester, with both Abthorpe and Greens Norton signed from the Abthorpe Roundabout.
- 3.58 The site is therefore suitably located for accessing the significant employment, leisure and shopping facilities in the centre of Towcester, by cycle.

Accessibility by Bus

- 3.59 The nearest bus stops are located on High Street in the centre of Greens Norton (School Lane), at c.550m from the site. Bus service number 87 runs from these stops and a summary of the frequency and destinations served by these services are provided in **Table 4**; the route is shown on **Figure 3.8**.

Table 4 – Local Bus Services

Service No.	Route	Frequency (approx.)		
		Mon - Fri	Sat	Sun
87	Northampton – Pattishall – Towcester – Silverstone – Brackley)	3 Services to Northampton (07:00-13:00)	3 Services to Northampton (07:00-13:00)	N/A
		3 Services to Towcester (10:00-19:00)	3 Services to Towcester (10:00-19:00)	

- 3.60 **Table 4** demonstrates that there is a bus service suitable for those residents commuting to work in Northampton with the no.87 bus service departing Greens Norton at 07:10; the return journey is also viable with the service departing Northampton at 18:00. The journey takes approximately 40 minutes.
- 3.61 Whilst there is no commuter bus service to Towcester, there are buses during the day that would be available for shopping and leisure trips.
- 3.62 It should be noted that we have had pre-application discussions with Northamptonshire County Council highways department regarding a financial contribution to the bus service in Greens Norton; further details are provided later in this report.

Accessibility by Rail

- 3.63 Northampton Rail Station is situated approximately 17km northeast of the site and can be accessed via the no.87 bus service or a car journey taking 20-25 minutes.
- 3.64 The station benefits from 866 car parking spaces with 12 accessible spaces, as well as providing 85 secure cycle parking stands. The car park is open 24 hours a day, 7 days a week.
- 3.65 Northampton provides services to local and national destinations, with many being within reasonable commuting distance. Services to Milton Keynes, Coventry and Birmingham are every 20 minutes and services to London Euston are every 30 minutes.

Personal Injury Accident Data

- 3.66 In order to establish highway safety conditions on the local highway network, Personal Injury Accident (PIA) data has been obtained from Northamptonshire County Council for the most recent 5-year period available (2015-2019).
- 3.67 The accident data search covered Blakesley Hill, Towcester Road, Mill Lane and the junctions between these including High Street; this is provided as **Appendix B**.
- 3.68 Two PIAs, classed as slight in severity, were recorded west of the site on Blakesley Road beyond the Bury Hill junction.

- 3.69 One PIA, classed as slight, was recorded on Mill Lane at the entrance to Mill Farm.
- 3.70 The remaining six PIAs were recorded on Towcester Road; one being classed as serious and the other five being slight in severity.
- 3.71 The only PIA that occurred within Greens Norton itself was outside the church.
- 3.72 The results demonstrate that the PIAs are spread out across the study area with no significant clustering; it is also apparent that none of the accidents relate to highway defects that would require addressing to accommodate the development proposals.
- 3.73 Although all personal injury accidents are regrettable, the volume and severity of accidents in the vicinity of the site does not give any undue cause for concern.
- 3.74 As a result, the proposed development will not have a material impact on highway safety in the vicinity of the development.

Summary of Baseline Conditions

- 3.75 The development site benefits from a range of local facilities within walking and cycling distance; these include a local primary school, a medical practice and post office/village store. In addition, Towcester is within cycling distance, providing access to further facilities and employment opportunities.
- 3.76 The site benefits from the no.87 bus service to Northampton for commuting and leisure purposes, and to Towcester for other trip purposes. In addition, Northampton provides rail links further afield to London, Birmingham and Liverpool.
- 3.77 The site is therefore is a sustainable location for residents to access areas of employment, education and leisure.
- 3.78 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF.

4.0 Development Proposals

Introduction

- 4.1 The development proposal seeks permission for up to 69 residential dwellings, of which 50% will be affordable.

Proposed Vehicular Access

- 4.2 The proposed access junction will take the form of a priority T-junction on the southern side of Blakesley Hill and is shown on **Drawing T20510.001 rev B**.
- 4.3 As part of the access design, it is proposed that the existing 30mph speed limit is relocated further west, to a point just beyond the junction with Bury Hill; the 30mph speed limit will also be reinforced/supported with a new gateway entry feature and appropriate road markings to assist with traffic speed reduction on entry into the village, including white lining at the edge of the carriageway to (visually) narrow the width to 5.5m (from 5.9m).
- 4.4 In addition, it is proposed that the existing VAS is relocated west and sited between the new gateway entry into the village and the site access junction, as the proposed development will extend the urban edge up to Bury Hill.
- 4.5 On the basis of these proposals, it is a reasonable contention that at the very least, the current speeds observed on entry into the built-up area to the east of the site will also be observed on entry into the village to the west of the site.
- 4.6 In respect of the impact on traffic speeds, the visual impact of the urban edge and presence of the VAS is clearly demonstrated by the fact that there is a 6.8mph reduction in the eastbound 85th percentile speed between the two ATC sites, which were positioned just 150m apart.
- 4.7 In reality, it is considered likely that the speeds at the new gateway entry feature will be slightly lower than those to the east of the site, given the enhanced visual calming of the new feature, the slight uphill gradient (the eastern ATC is on a downhill gradient for eastbound traffic into the village), the right-hand bend and the further support provided by the relocated VAS.
- 4.8 However, notwithstanding the above, the speed data from both ATC sites has been used for the visibility splay calculations; the western site providing a very much worst-case assessment, and the eastern site providing what is considered to be the realistic assessment.
- 4.9 **Drawing T20510.001 rev B** details the visibility splays which have been calculated in line with recorded vehicle speeds and MfS2 guidance; whilst **drawing T20510.002 rev B** details the longitudinal cross section to the west of the site access junction, as the site access location is just prior to the crest in Blakesley Hill, demonstrating that the highest visibility splay is available in the vertical plane over the distance required, in accordance with the requirements detailed in section 10.2 of MfS2.
- 4.10 The 85th percentile speeds have been calculated from the speed data collected between Wednesday 11th March and Tuesday 17th March 2020; free-flowing traffic was observed past the proposed site access during the peak periods and therefore we consider it appropriate to use 24-hour weekday data to calculate the 85th percentile speeds.
- 4.11 As the prevailing weather conditions were mixed during the survey period, in line with CA 185, we have adjusted the speed data by adding 4kph (2.5mph) to the recorded speeds.

- 4.12 At the eastern site, the weekday average 85th percentile speeds are 37.4mph eastbound and 41.6mph westbound past the site; thus the adjusted speeds are 39.9mph and 44.1mph respectively.
- 4.13 In accordance with MfS2 and CA 185, the calculated stopping distances are 76.1m and 90.9m to the west and east respectively; these can be provided within the adopted highway boundary.
- 4.14 At the western site, the weekday average 85th percentile speeds are 44.2mph eastbound and 44.8mph westbound past the site; thus the adjusted speeds are 46.7mph and 47.3mph respectively.
- 4.15 In accordance with MfS2 and CA 185, the calculated stopping distances are 96.3m and 101.2m to the west and east respectively; again, these can be provided within the adopted highway boundary.
- 4.16 The adopted highway boundary, speed calculations, weather data and visibility calculations are provided as **Appendix C**.

Proposed Pedestrian Access

- 4.17 **Drawing T20510.001 rev B** shows that the existing pedestrian provision along the southern side of Blakesley Hill will be widened from the current c.1.6m to a width of 2.0m; it will also be resurfaced and will connect to the new provision along both sides of the site access road.
- 4.18 To the east of the site, the upgraded footway will tie into the existing provision at the junction of Benham Road with Blakesley Hill.

Servicing and Deliveries

- 4.19 The proposed site access junction can accommodate a large refuse vehicle; the swept paths for each of the turning movements into and out of the access are provided in **Drawing T20510.003 rev B**.

Stage 1 Road Safety Audit (RSA)

- 4.20 A Stage 1 RSA for the site access proposals has been commissioned; the RSA and Designer's Response is provided as **Appendix D** to this report.
- 4.21 The RSA raised three issues in respect of the site access, and all have either been partly accepted or accepted in full, as detailed in the Designer's Response.
- 4.22 The site access drawings have subsequently been updated to address the issues raised.

5.0 Trip Generation and Assignment

TRICS Assessment

- 5.1 The traffic generation for the proposed development has been derived using the TRICS database 7.7.1 and has been carried out in accordance with the TRICS Good Practice Guide 2016.
- 5.2 Within the TRICS assessment work, the following parameters have been used:
- Land Use – Private Housing
 - Regions – United Kingdom (excluding Greater London and Northern Ireland)
 - Units – 5 to 250
 - Date Range – 01/01/12 to 19/11/19
 - Selected Days – Weekdays
 - Selected Locations – Neighbourhood Centre (Village only)

Table 5 – TRICS Trip Rates

Peak Period	Trip Rate (per dwelling)		Trips (69 dwellings)		Total
	In	Out	In	Out	
AM	0.184	0.401	13	28	41
PM	0.452	0.190	31	13	44

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded

- 5.3 On the basis that the site is located within a village, we have utilised 85th percentile trip rates for the morning and evening peak hours.
- 5.4 We have also used private housing trip rates; the combination of this with the 85th percentile rates is considered to provide a very robust assessment of the development traffic generation, particularly given the 50% affordable provision on the site.
- 5.5 **Table 5** indicates that the proposed development is forecast to generate 41 two-way trips in the AM peak and 44 two-way trips in the PM peak.
- 5.6 Therefore, the proposed development will result in less than one additional vehicle every minute on the highway network during the AM and PM peak periods.
- 5.7 The TRICS output is provided as **Appendix E** to this report.

Traffic Distribution and Assignment

- 5.8 The development traffic has been distributed across the highway network based on the 2011 Census origin/destination Travel to Work data (using South Northamptonshire 004 as the place of residence); full details are provided in **Appendix F**.

- 5.9 Traffic has been assigned to the network using appropriate online mapping tools in conjunction with knowledge of the existing highway network.
- 5.10 The analysis indicates that 66.9% of traffic is likely to head east down Blakesley Hill, and onto Towcester Road out of Greens Norton through the Towcester Road/High Street junction. Of this 66.9%, 59.7% continues along Towcester Road to/from the Towcester Roundabout, whilst 7.2% routes to/from the north via Duncote.
- 5.11 A further 32.0% of the development traffic assigns via Mill Lane, thus through the Towcester Road/High Street and High Street/Bradden Road junctions.
- 5.12 Finally, 1.0% assigns to/from the west of the site on Blakesley Hill.
- 5.13 The development traffic assignment and flow diagrams can be seen in **Figures 5.1 to 5.4**.

Traffic Growth

- 5.14 Traffic growth rates for the local highway network have been obtained from TEMPro for South Northamptonshire 004 for the period of 10 years (2020 to 2030). The traffic growth rates are set out below:
- 2020-2030 Weekday AM peak – 1.0789
 - 2020-2030 Weekday PM peak – 1.0811
- 5.15 The TEMPro factors above have been applied to the 2020 base traffic flows and used to calculate 2030 baseline flows on the local highway network.
- 5.16 The resulting 2030 flows are shown on **Figures 5.5 and 5.6**.

6.0 Traffic Impact and Analysis

Introduction

- 6.1 This section sets out the results of the junction modelling undertaken to assess the impact of the proposed development across the local highway network.
- 6.2 Capacity assessments have been carried out for the following scenarios:
- 2020 Base;
 - 2030 Base; and,
 - 2030 Base + Development.
- 6.3 The traffic flow diagrams for the 2030 Base + Development scenarios are shown on **Figures 6.1 and 6.2**.
- 6.4 It should be noted that the analysis combined the highway network peak hours (07:45-08:45 and 16:30-17:30) with the development traffic peak hours (08:00-09:00 and 17:00-18:00) to provide a robust assessment of the impacts.
- 6.5 In addition, although the base traffic flows indicate a relatively flat traffic profile through the village during both the morning and evening peak hours, all of the analysis has been undertaken using the 'One Hour' (peaked) profile.

Proposed Site Access Junction

- 6.6 The proposed site access junction has been modelled using Junctions 9 software (PICADY module) for the 2030 Base + Development scenario only.
- 6.7 The full output files for the junction, showing the geometry and capacity results, are provided as **Appendix G**.
- 6.8 **Table 6** summarises the operation of the proposed site access junction for the full development scenario.

Table 6 – Site Access Capacity Results

Approach	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Site Access	0.06	0	8	0.03	0	8
Blakesley Hill	0.00	0	6	0.00	0	6

- 6.9 The results in Table 6 demonstrate that the site access junction will operate well within capacity and will have a negligible impact on through traffic movements along Blakesley Hill.

High Street/Towcester Road Junction

- 6.10 The priority junction of High Street/Towcester Road has been modelled using Junctions 9 software (PICADY module), with geometric parameters taken from measurements acquired during the site visit.

6.11 The full output files for the junction, showing the geometry and capacity results, are provided as **Appendix H**.

6.12 **Table 7** summarises the capacity results for the base and development scenarios.

Table 7 – High Street/Towcester Road Capacity Results

Approach	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2020 Base						
High Street	0.28	0	9	0.45	1	11
Towcester Road	0.14	0	6	0.06	0	6
2030 Base						
High Street	0.30	0	10	0.49	1	12
Towcester Road	0.15	0	7	0.07	0	7
2030 Base + Development						
High Street	0.31	1	10	0.52	1	13
Towcester Road	0.17	0	7	0.07	0	7

6.13 The results in Table 7 demonstrate that the High Street/Towcester Road junction operates well within capacity under existing conditions and will continue to do so in the 2030 design year; the additional traffic associated with the proposed development will have a negligible impact on the operation of the junction during peak hours.

High Street/Bradden Road Junction

6.14 The priority junction of High Street/Bradden Road has been modelled using Junctions 9 software (PICADY module), with geometric parameters taken from measurements acquired during the site visit.

6.15 The full output files for the junction, showing the geometry and capacity calculations, are provided as **Appendix I**.

6.16 **Table 8** summarises the capacity results for the base and development scenarios.

Table 8 – High Street/Bradden Road Capacity Results

Approach	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2020 Base						
Bradden Road Right-Turn	0.09	0	6	0.06	0	6
Bradden Road Left-Turn	0.10	0	9	0.05	0	9
High Street	0.03	0	6	0.10	0	6
2030 Base						
Bradden Road Right-Turn	0.09	0	7	0.07	0	7
Bradden Road Left-Turn	0.11	0	9	0.06	0	10
High Street	0.04	0	6	0.10	0	6

2030 Base + Development						
Bradden Road Right-Turn	0.09	0	7	0.07	0	7
Bradden Road Left-Turn	0.11	0	9	0.06	0	10
High Street	0.04	0	6	0.11	0	6

- 6.17 The results in Table 8 demonstrate that the High Street/Bradden Road junction operates well within capacity under existing conditions and will continue to do so in the 2030 design year; the additional traffic associated with the proposed development will have a negligible impact on the operation of the junction during peak hours.

Analysis Summary

- 6.18 The analysis set out above demonstrates that the proposed development will have a negligible impact on the local highway network through Greens Norton. It is evident that the junctions within the vicinity of the development site will continue to operate with minimal queues and delays for the 2030 future development scenario.
- 6.19 It is important to note that this is the case despite significant robustness being included within the capacity assessments undertaken; namely 85th percentile trip rates, no account taken of 50% affordable provision, combined development and highway network peak hours tested, and use of peaked traffic flow profiles rather than flat (as observed).

Mitigation

- 6.20 The capacity analysis undertaken above demonstrates that the proposed development traffic can be accommodated across the local highway network without the need for any mitigation.
- 6.21 However, as detailed in section 4.0 and shown on **Drawing T20510.001 rev B**, the site access junction proposals incorporate improved footway provision along Blakesley Hill, widening the existing footway to 2.0m and resurfacing along length of the site frontage.
- 6.22 In addition, as detailed in section 3.0, preliminary discussions have been held with Northamptonshire Highways regarding a financial contribution towards public transport; at this stage, it has been agreed with the local authority that a contribution of £1,000 per dwelling (£69,000 in total) towards enhancements to the existing No.87 service will be made (via Section 106 agreement).
- 6.23 The contribution will be pooled with other development contributions along the route of the No.87 service and used to deliver enhancements to the daytime service, Monday to Saturday, between Northampton and Towcester.
- 6.24 Further to the above, the proposed development will also provide bus 'taster' passes for each dwelling, which will provide three months of unlimited travel across Northampton and the surrounding villages; each 4-week 'Megarider Plus' ticket costs £89, which therefore represents a further financial contribution of up to £18,423 (should all 69 dwellings take up the full three month ticket option).

Wider Highway Network Impacts

- 6.25 A previous planning application for the site was supported by a Transport Assessment (TA) undertaken in April 2016, albeit including the land to the south for a development of up to 150 residential dwellings.

-
- 6.26 The TA report included discussions in the autumn of 2014 with Highways England (HE) regarding the impact of the larger development proposal on the A5/A43 roundabout and the A43 Abthorpe roundabout.
 - 6.27 At the time, HE concluded that a development traffic impact of 64 AM peak trips and 71 PM peak trips was acceptable at the A5/A43 roundabout; with 15 AM peak trips and 17 PM peak trips deemed acceptable at the A43 Abthorpe roundabout.
 - 6.28 Both junctions have been significantly upgraded since 2014.
 - 6.29 The latest development proposal is for 69 residential dwellings, which will result in 24 AM peak trips and 26 PM peak trips at the (now improved) A5/A43 roundabout; with 13 AM peak trips and 14 PM peak trips at the (now improved) A43 Abthorpe roundabout.
 - 6.30 The revised development traffic impacts of less than one vehicle movement (two-way) every two minutes at the A5/A43 roundabout, and one vehicle movement (two-way) every four to five minutes at the A43 Abthorpe roundabout, are negligible; on the basis of the previously agreed position with HE in regard to these two junctions, it is not considered necessary to undertake formal analysis.

7.0 Summary and Conclusions

Summary

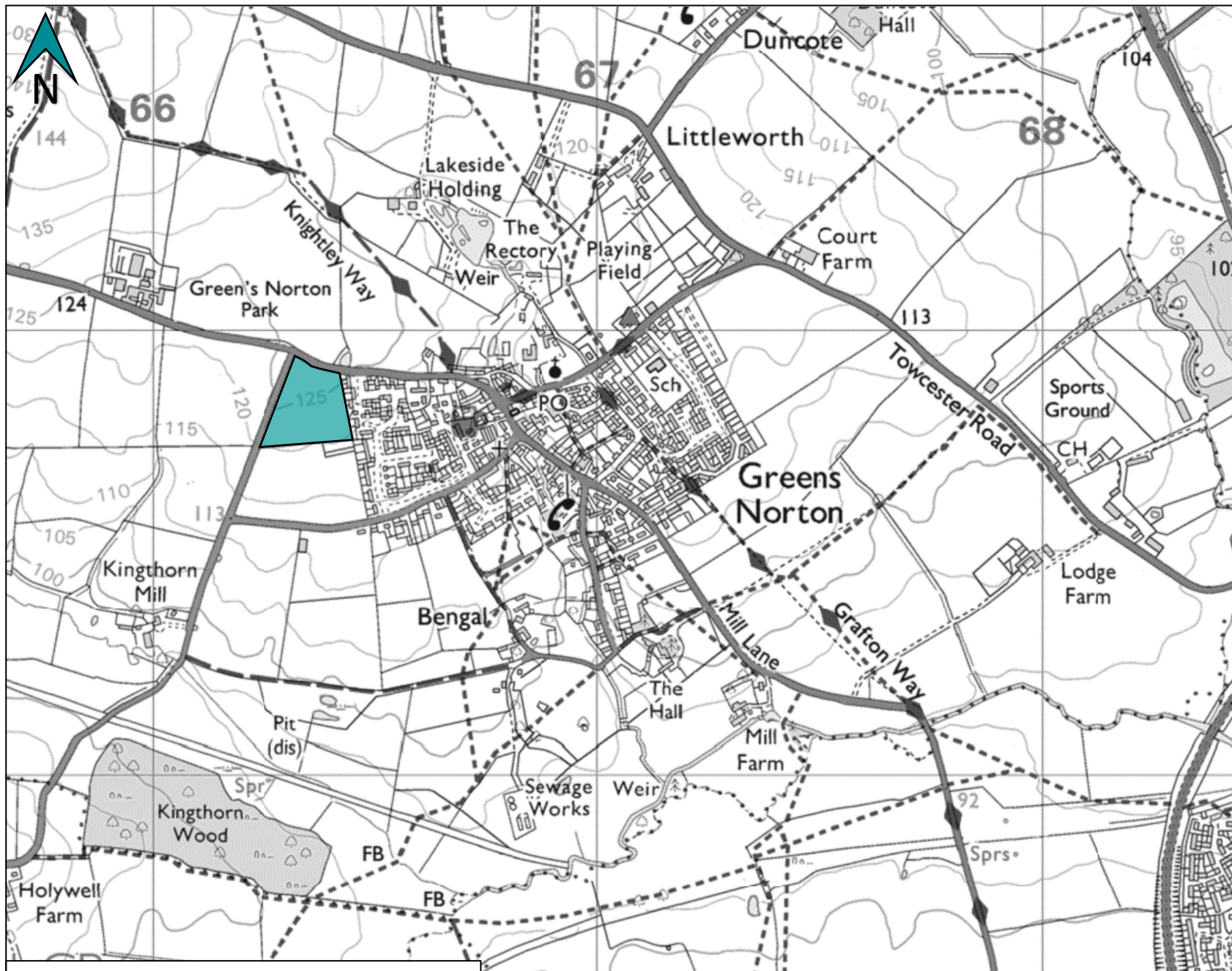
- 7.1 Hub Transport Planning has been commissioned by Richborough Estates Ltd to provide transport advice for a proposed residential development of up to 69 dwellings off Blakesley Hill, Greens Norton.
- 7.2 This report demonstrates that the site is sustainably located with a number of local facilities within a comfortable walking and cycling distance of the site, that would be used by residents on a daily basis; these include a primary school, post office/village store and medical centre.
- 7.3 The site is also within a comfortable cycling distance of Towcester and benefits from access to a bus service to/from Northampton, which will be further enhanced via an agreed Section 106 contribution and bus 'taster' tickets for each dwelling.
- 7.4 A review of PIA data has indicated that there are no specific accident clusters recorded across the local highway network and the proposed development will not have a material impact on the quantity or severity of accidents on the local network.
- 7.5 Safe and suitable access is provided from Blakesley Hill, and the access junction can accommodate all required vehicle movements safely.
- 7.6 It is estimated that the development proposals have the potential to generate 41 two-way vehicle movements during the morning peak hour and 44 two-way vehicle movements during the evening peak hour; the capacity analysis set out in this report demonstrates that the proposed development will not have a material impact on the local highway network.

Conclusions

- 7.7 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site should be achievable for all users.
- 7.8 The development is located to make use of existing infrastructure and services and is sustainable in transport terms.
- 7.9 Bearing the above in mind, the NPPF states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 7.10 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the development will have a negligible impact on both the operation of the highway network and highway safety.
- 7.11 On the basis of the above, it can be concluded that there are no transport or traffic reasons why the development site should not be granted planning permission.

Figures



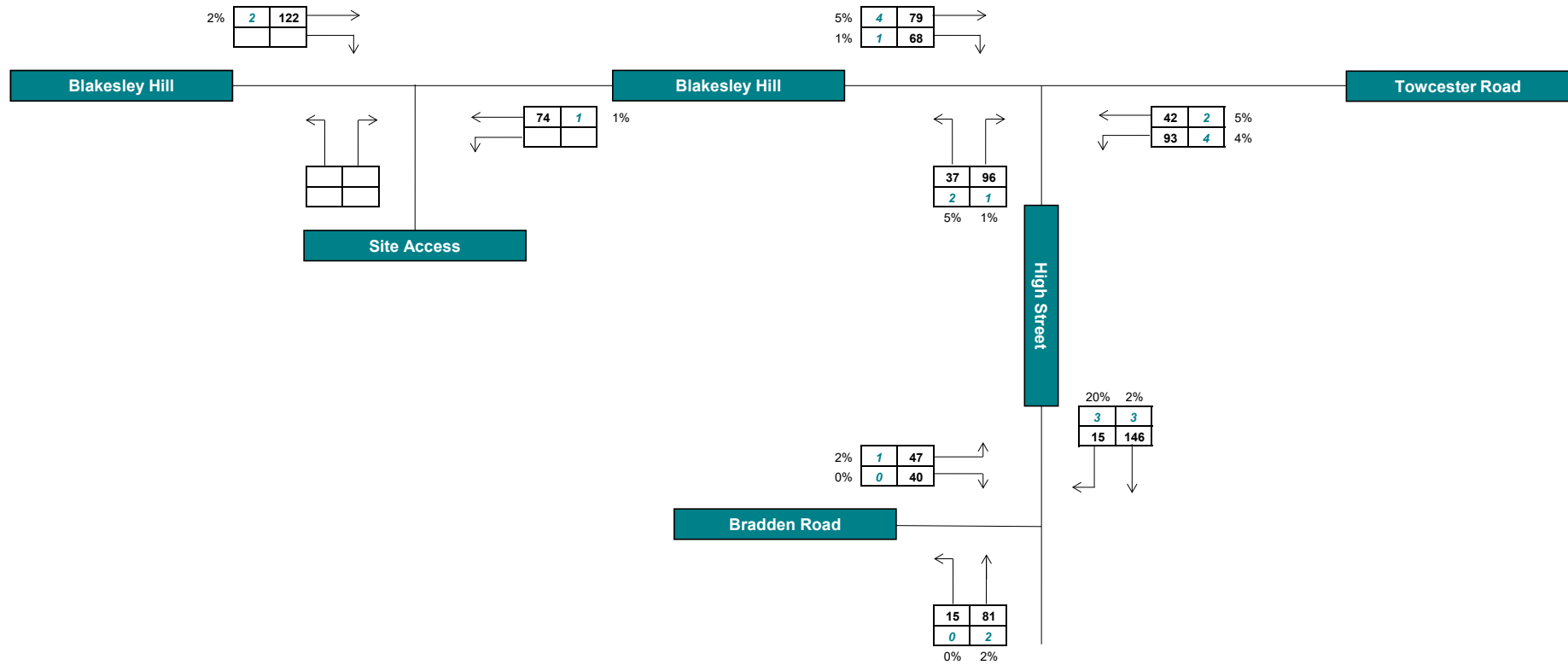
Legend




Not to Scale
Greens Norton

Figure 1.1 - Site Location

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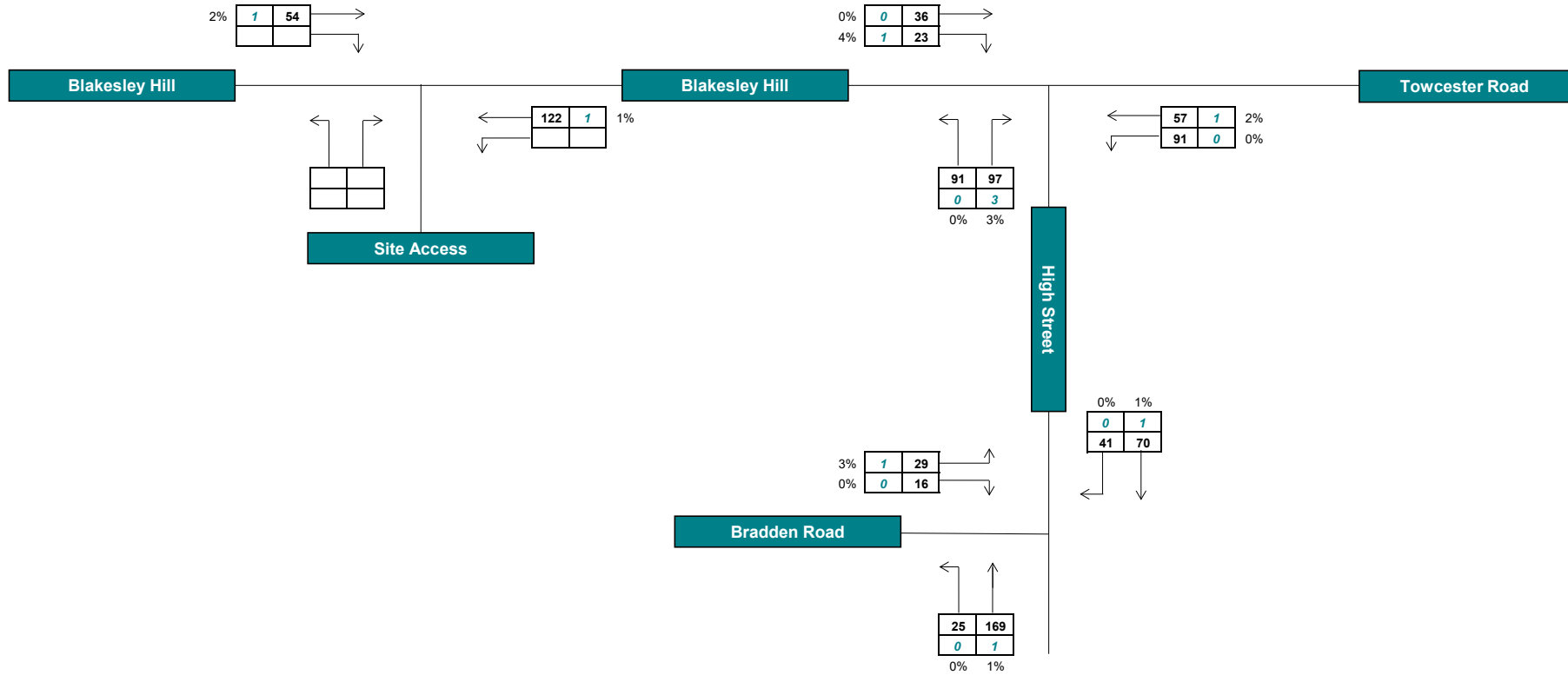


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123	Number of HGVs

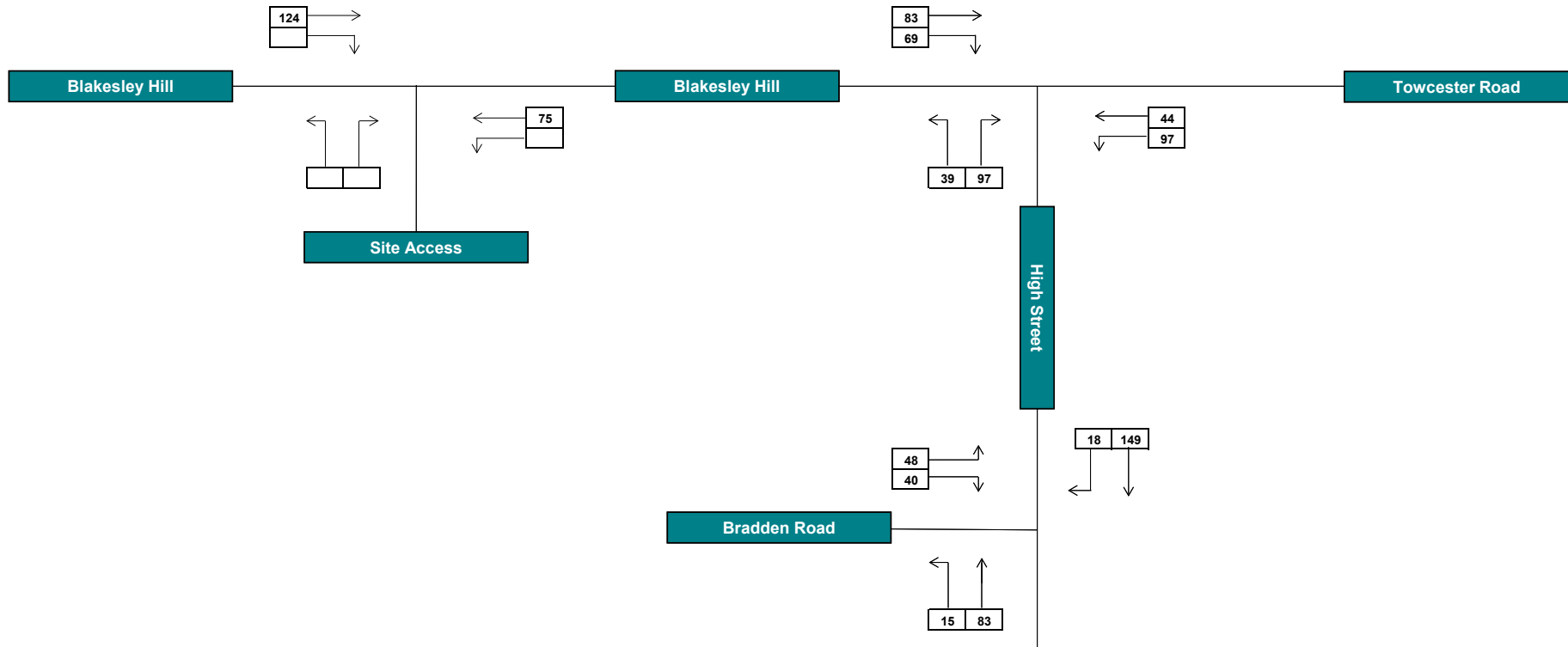


hub
TRANSPORT PLANNING LTD


T20510
Greens Norton
Figure 3.1
2020 Surveyed Base
AM Peak Hour: 07:45 - 08:45

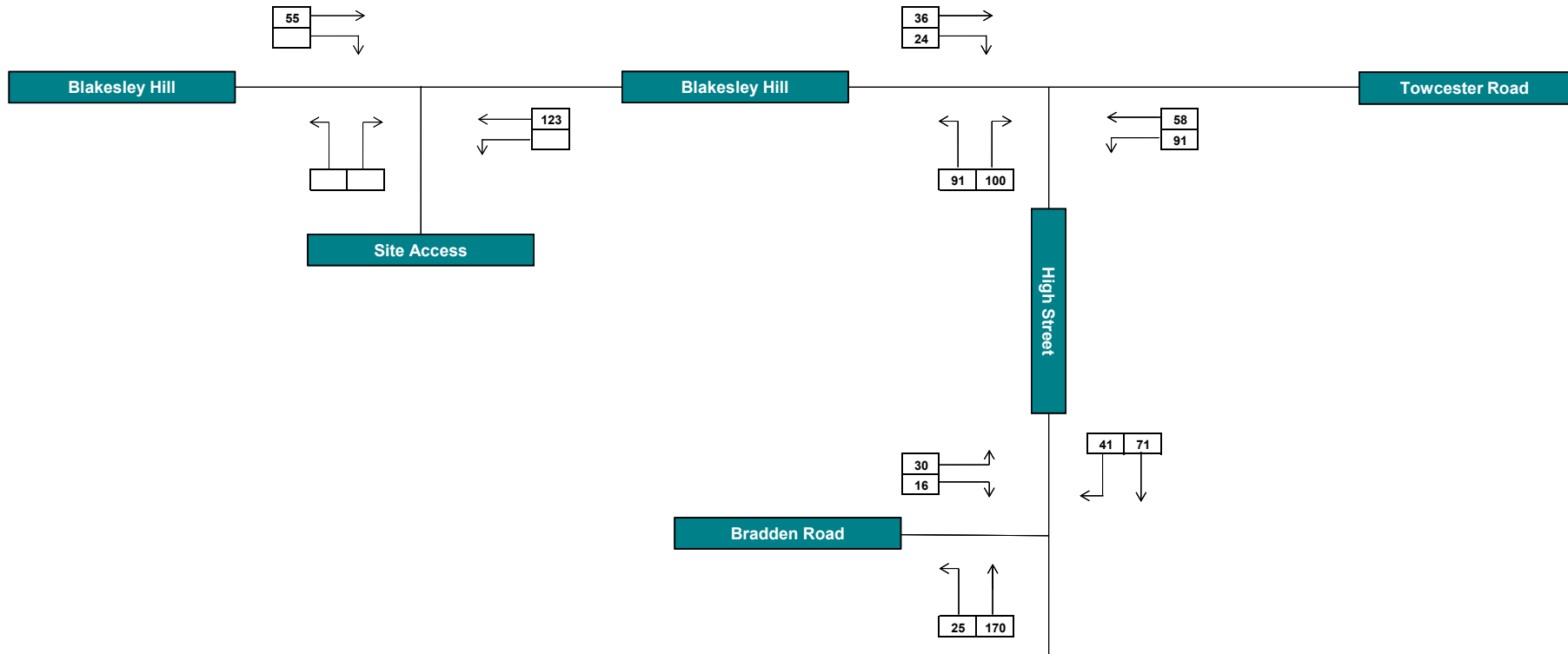


123	Total Vehicles
123	Number of HGVs




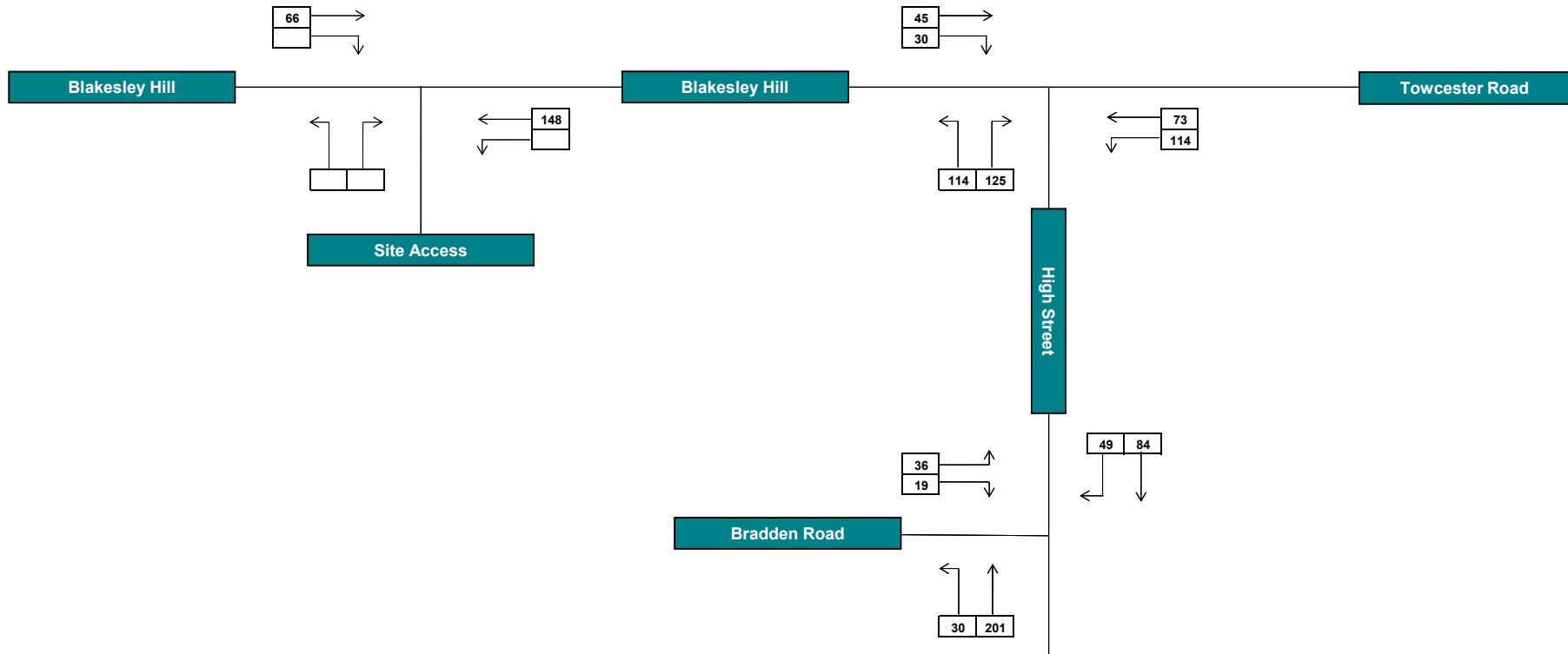
123	Total PCUs
-----	------------

 TRANSPORT PLANNING LTD	T20510
	Greens Norton
	Figure 3.3
	2020 Surveyed Base (PCUs) AM Peak Hour: 07:45 - 08:45




123	Total PCUs
-----	------------

 TRANSPORT PLANNING LTD	T20510
	Greens Norton
	Figure 3.4 2020 Surveyed Base (PCUs) PM Peak Hour: 16:30 - 17:30



123	Total PCUs
-----	------------

 TRANSPORT PLANNING LTD	T20510
	Greens Norton
	Figure 3.5 Amended 2020 Surveyed Base (PCUs) PM Peak Hour: 16:30 - 17:30

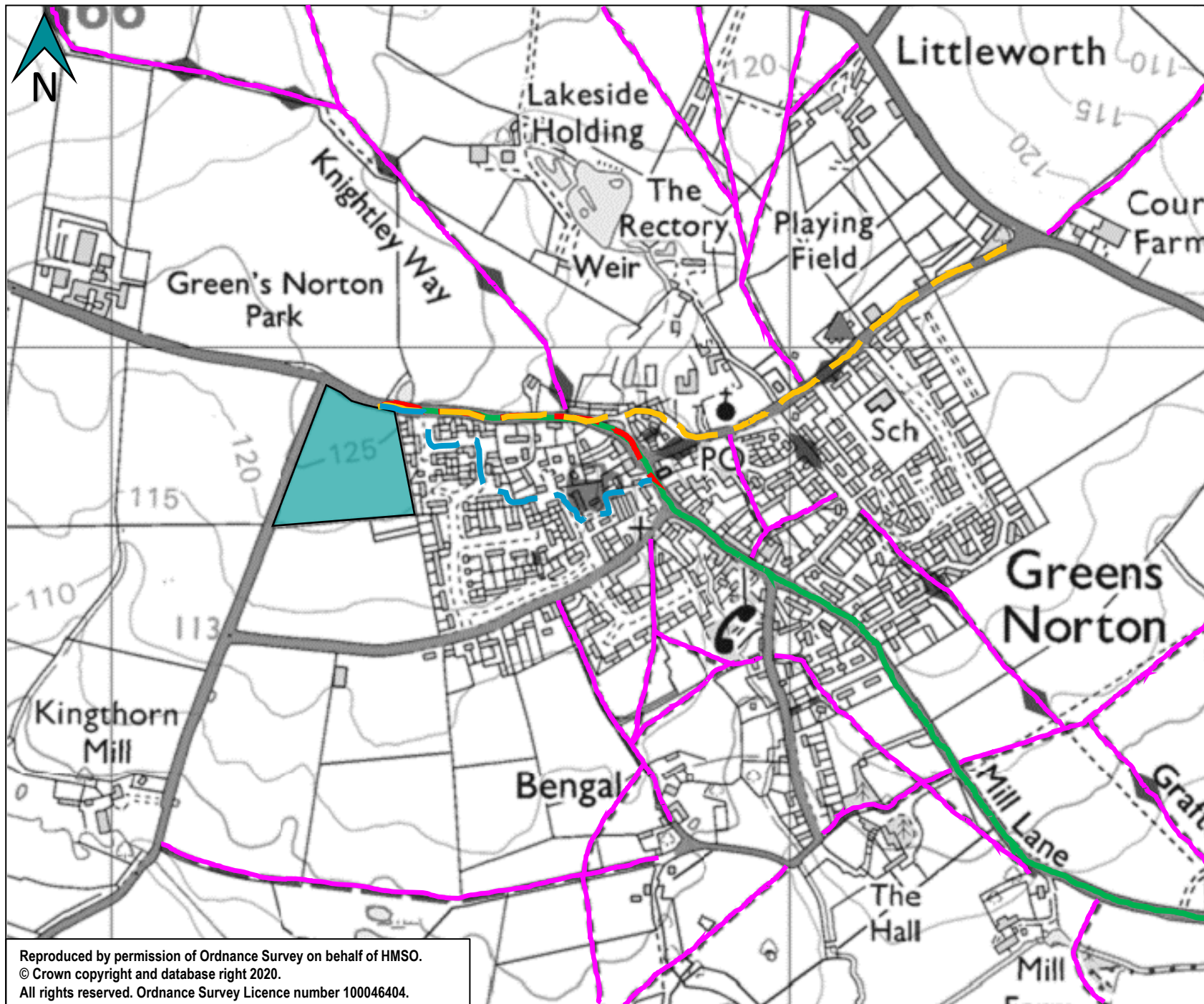


- Legend**
-  Site
 -  Bus Stops
 -  1 Greens Norton C of E Primary School
 -  2 Hedgehog Hill Nursery and Pre-School
 -  3 The Rocking Horse Day Nursery
 -  4 Greens Norton Medical Centre
 -  5 The Butchers Arms
 -  6 Recreation Ground and Children's Park
 -  7 Towcestians Sports Club
 -  8 Church of St Bartholomew
 -  9 Greens Norton Village Hall
 -  10 Greens Norton Community Centre
 -  11 Post Office and Village Store
 -  12 Local Butchers



Not to Scale
 Greens Norton
Figure 3.6 – Local Facilities

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Legend



Site

— Walking Route for Primary School, Community Centre and Medical Centre

— Walking Route into Village Centre along Blakeley Hill

— Alternative Walking Route into Village through Residential Area.

— Cycle Route towards Towcester

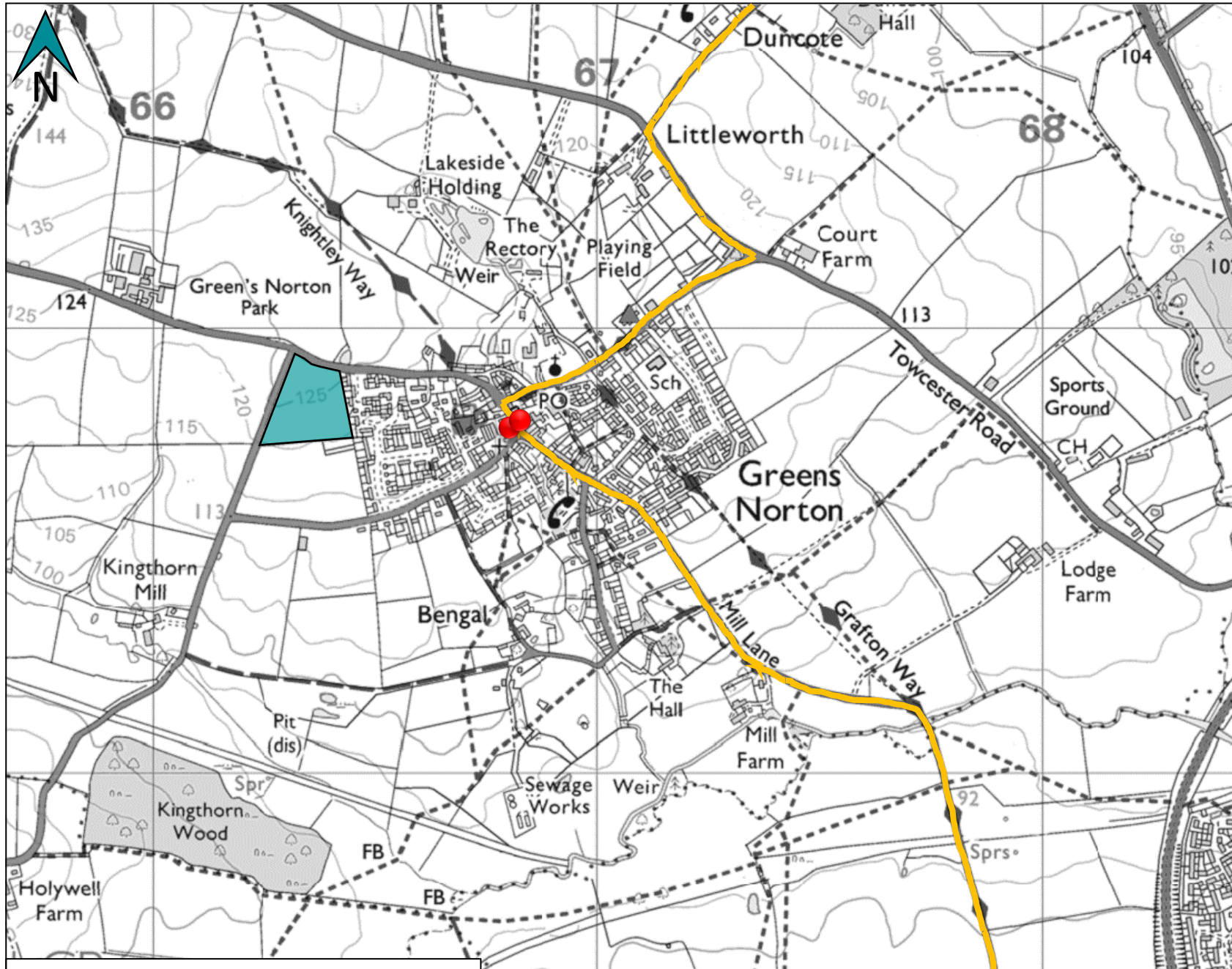
— Other Footpaths/Bridleways






Not to Scale

Greens Norton

Figure 3.7 – Local Walk & Cycle Routes



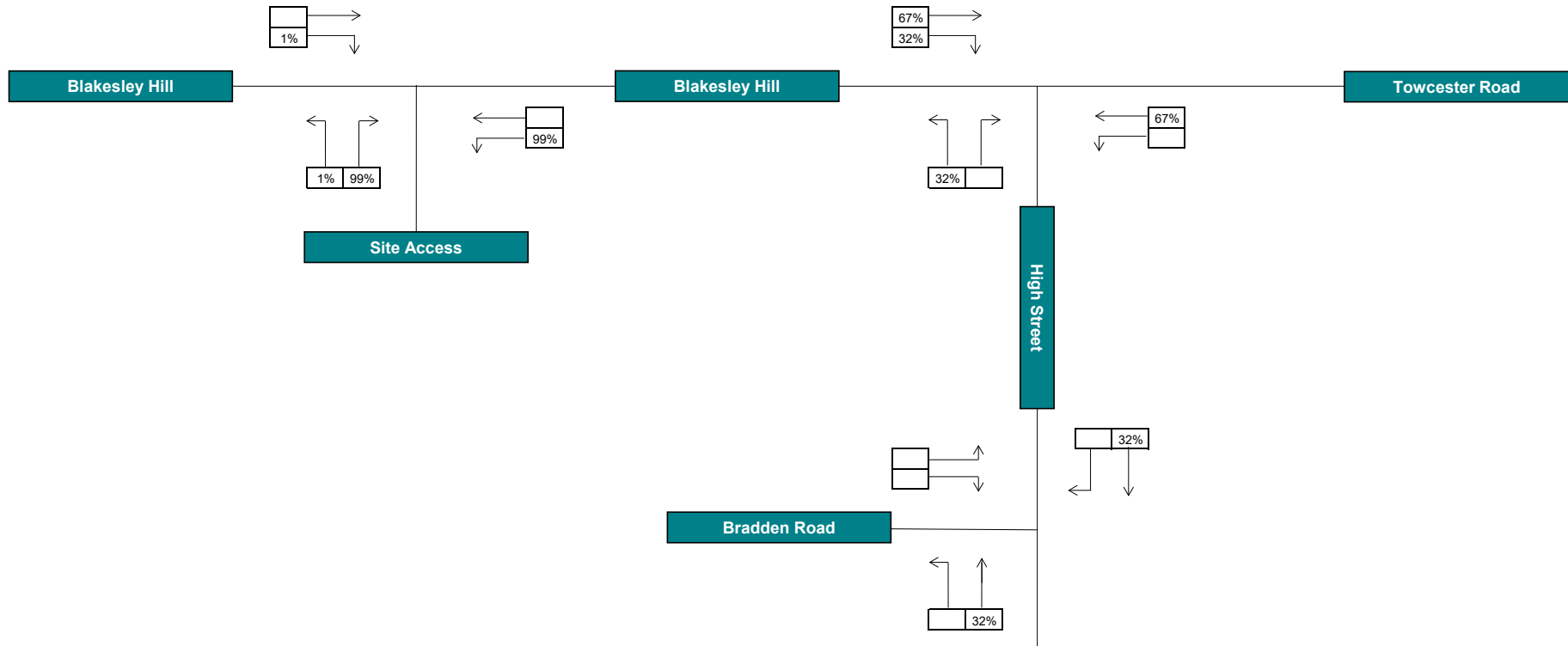
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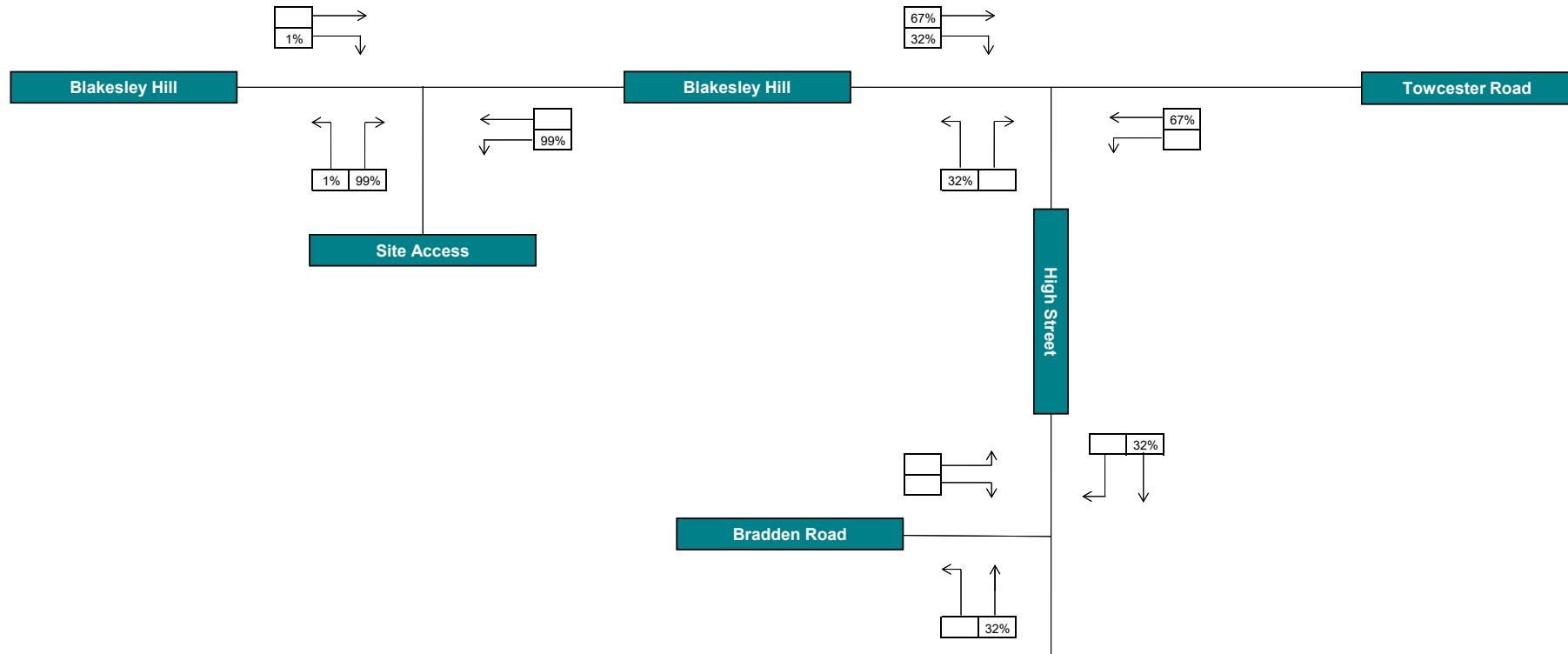
-  Site
-  Bus Stops
-  Bus Route 87 (Northampton to Towcester via Greens Norton)

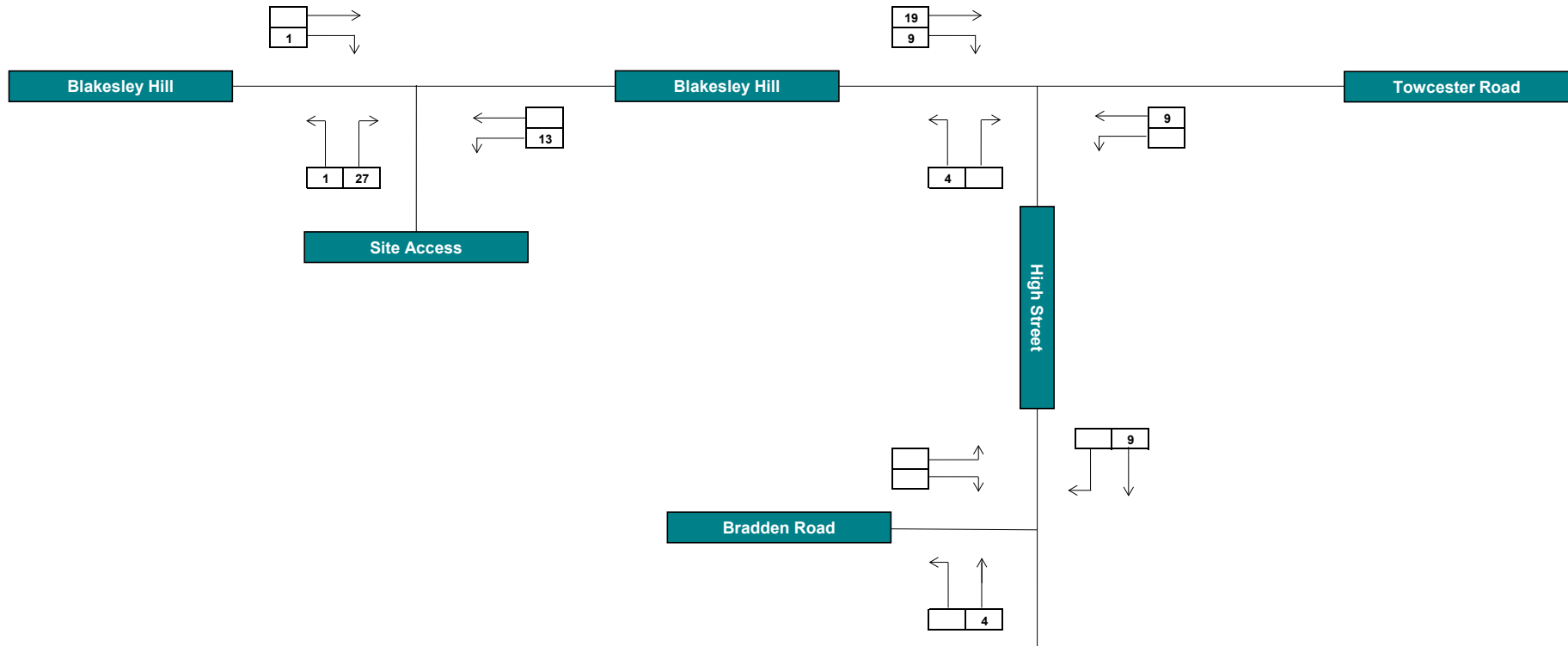

hub
TRANSPORT PLANNING LTD

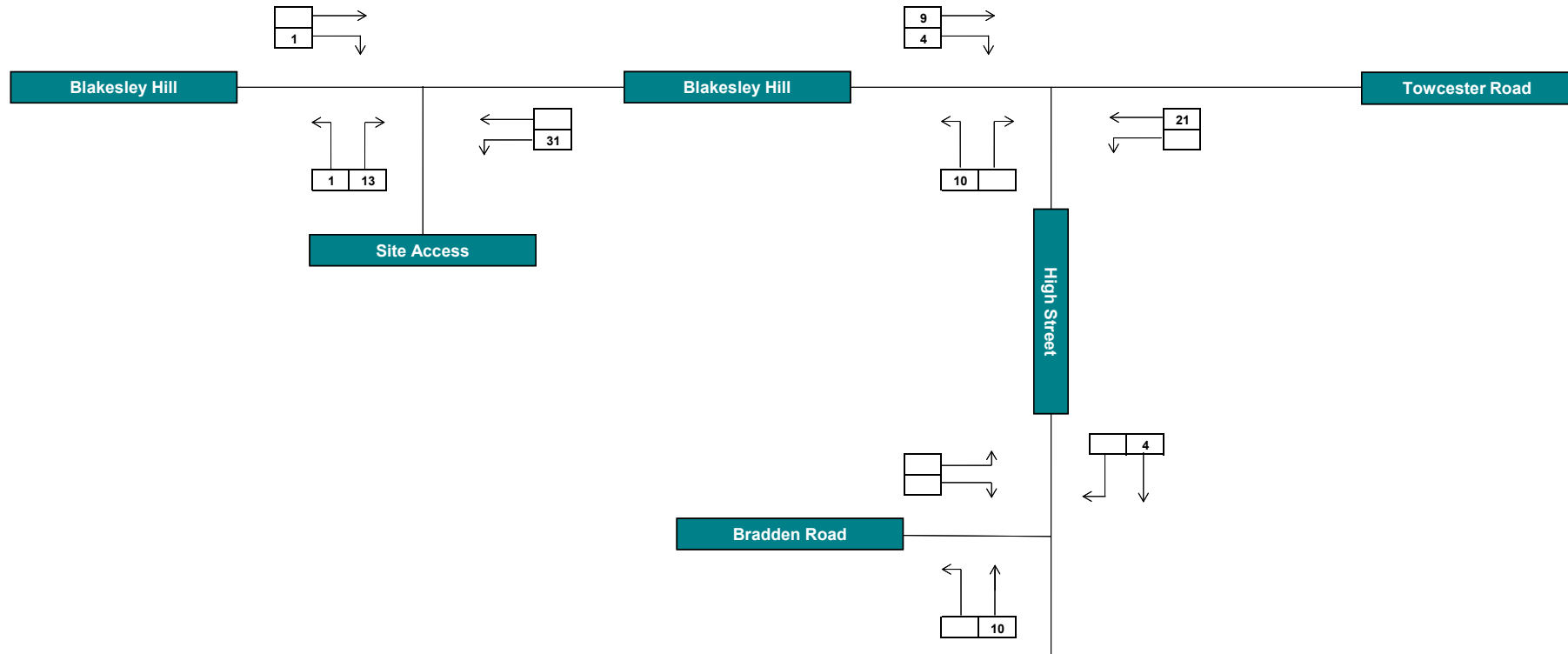
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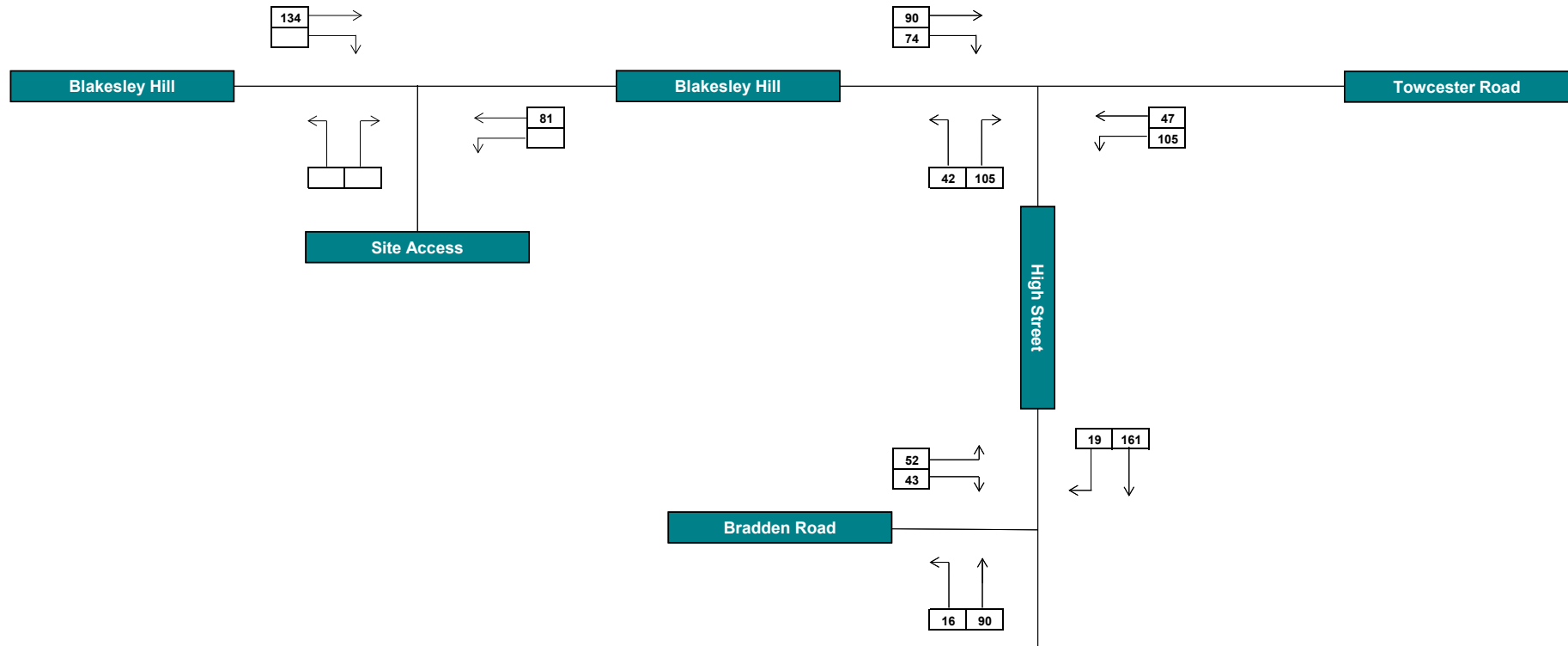
Not to Scale
Greens Norton
Figure 3.8 – Bus Route

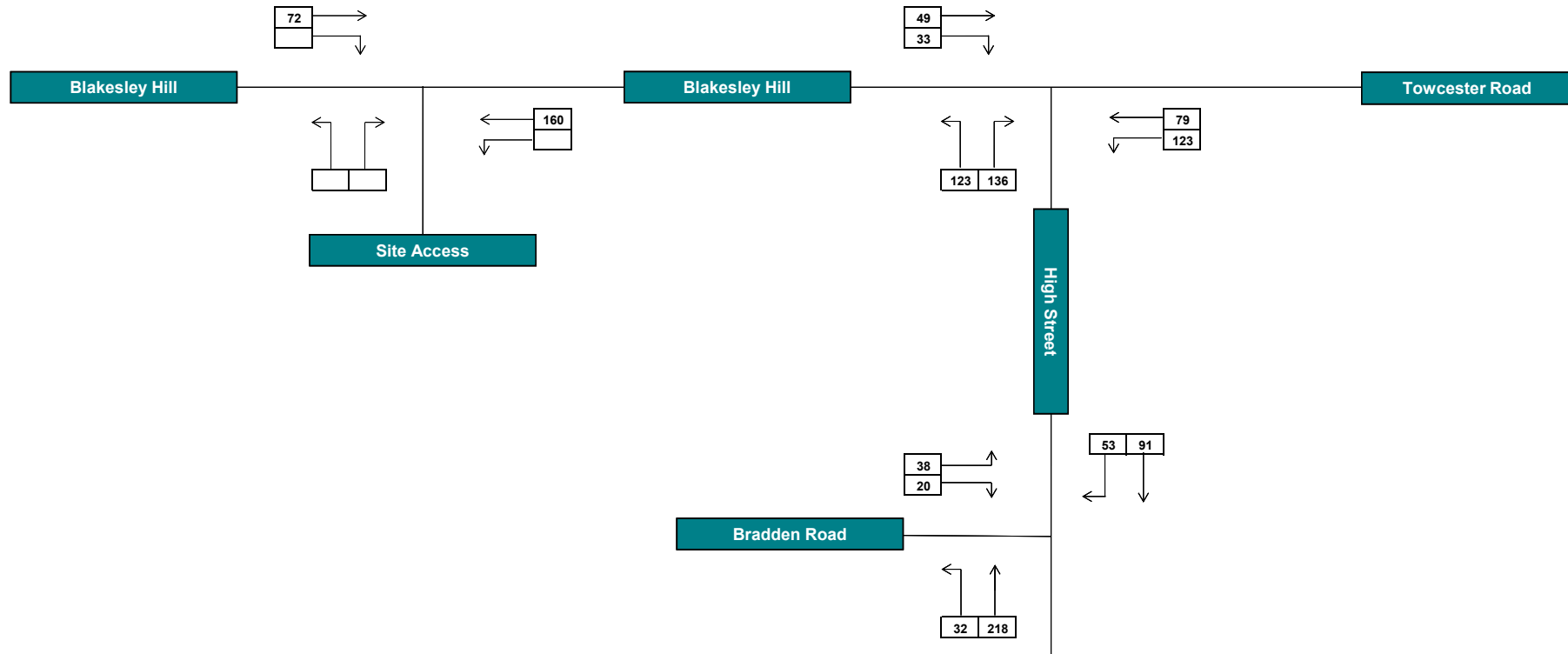


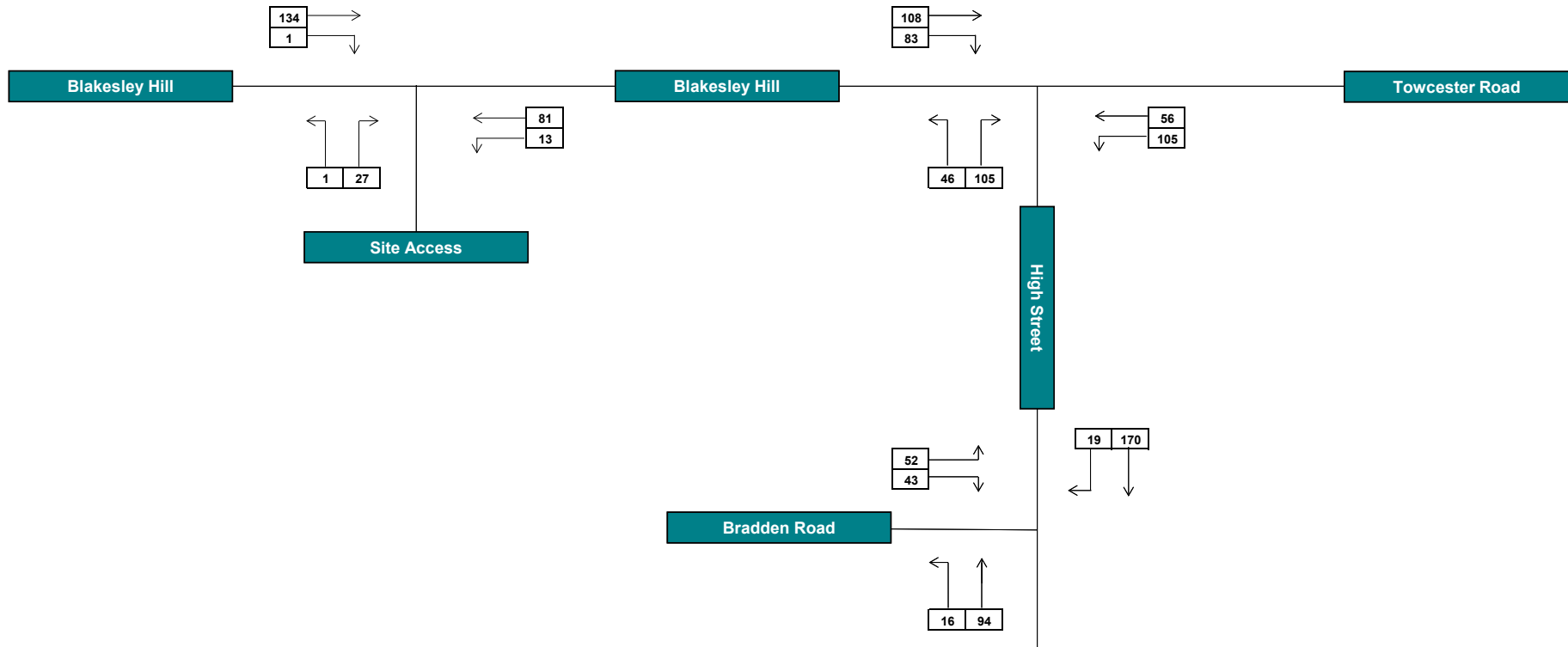


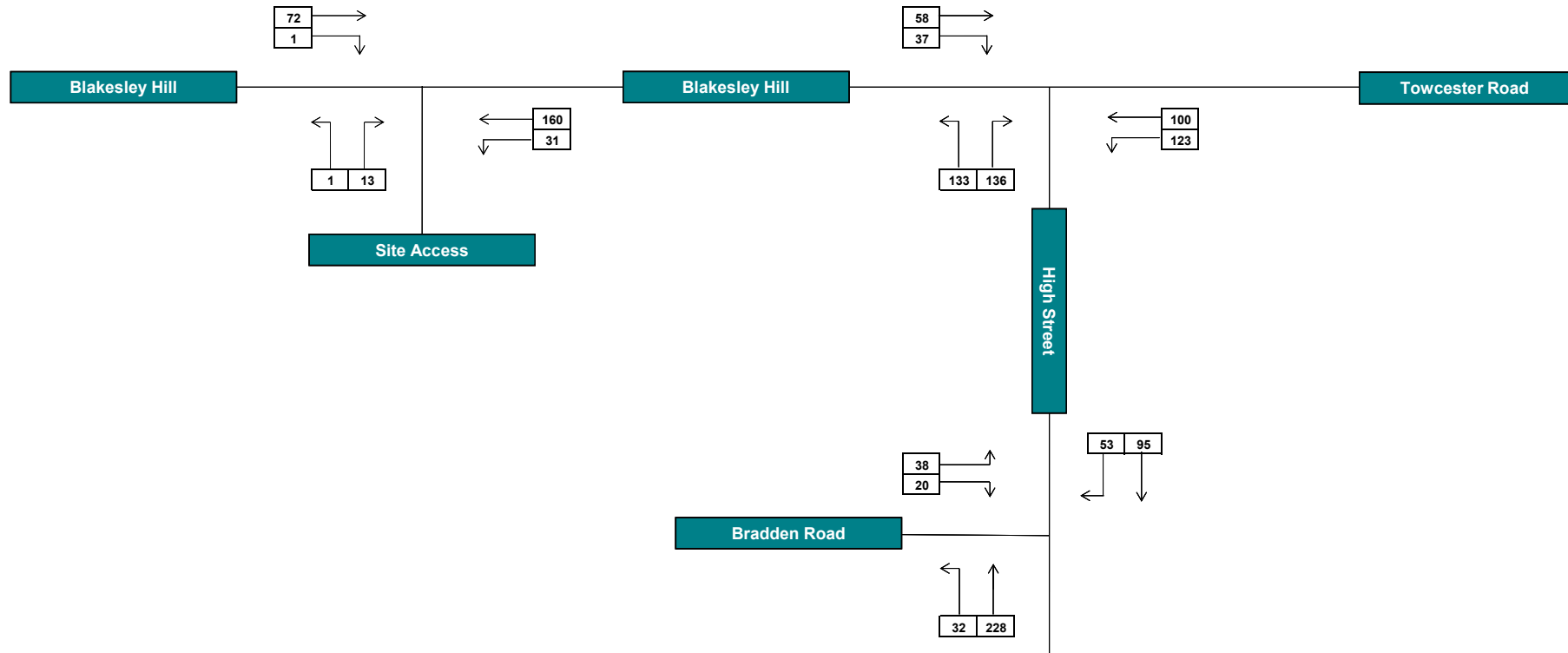








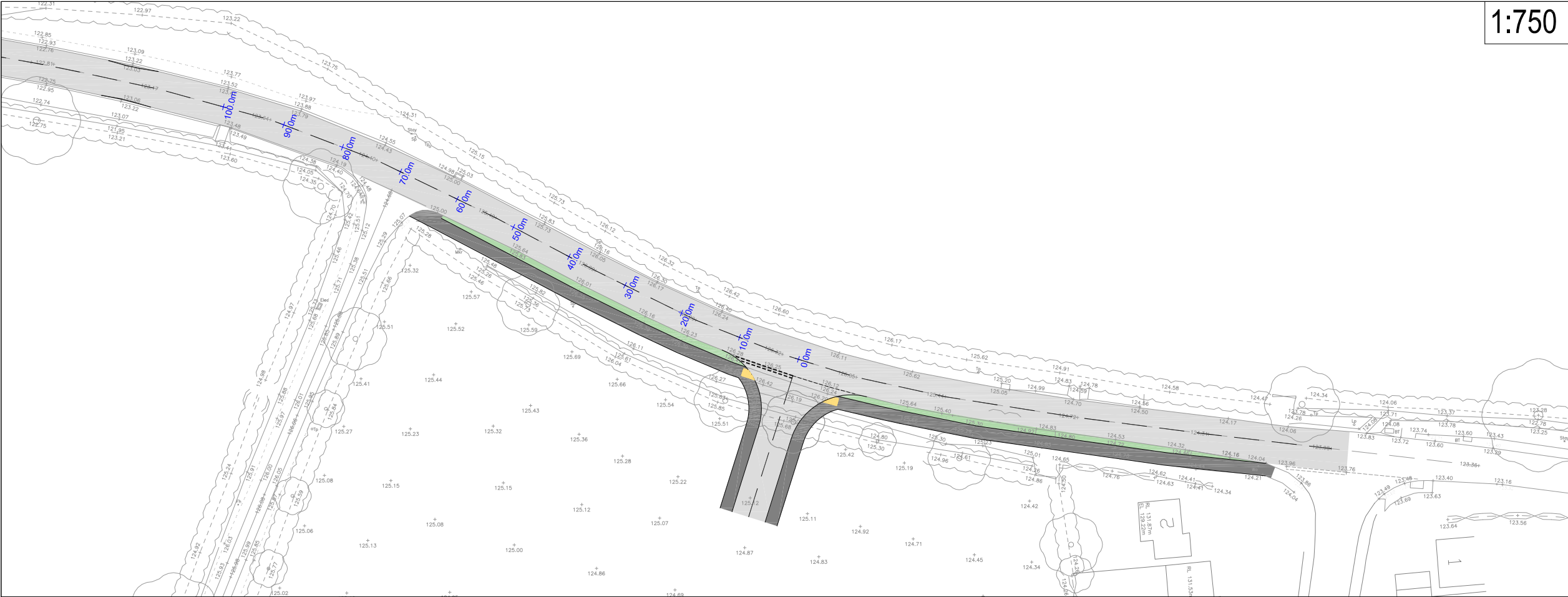




T20510
Greens Norton



Drawings



1:750

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

B	DRAWING UPDATED FOLLOWING STAGE 1 ROAD SAFETY AUDIT	15.07.20	JP	GM
A	DRAWING UPDATED TO ACCORD WITH REVISED MASTERPLAN	26.06.20	JP	GM

REV	DESCRIPTION	DATE	BY	AUTH
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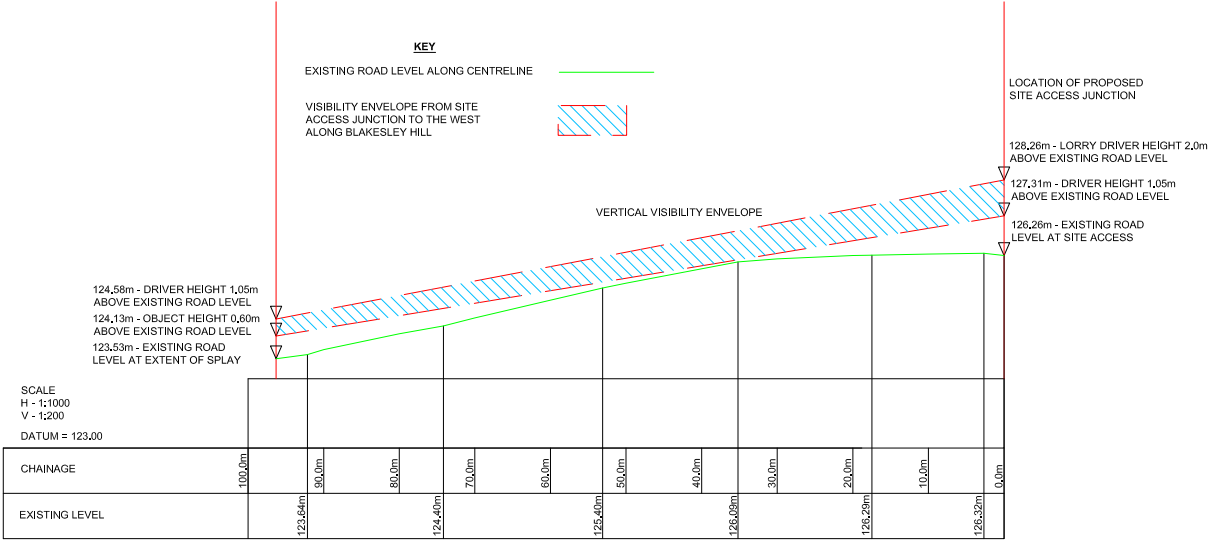
Hub Transport Planning Ltd
Radclyffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF
T : 0121 454 5530

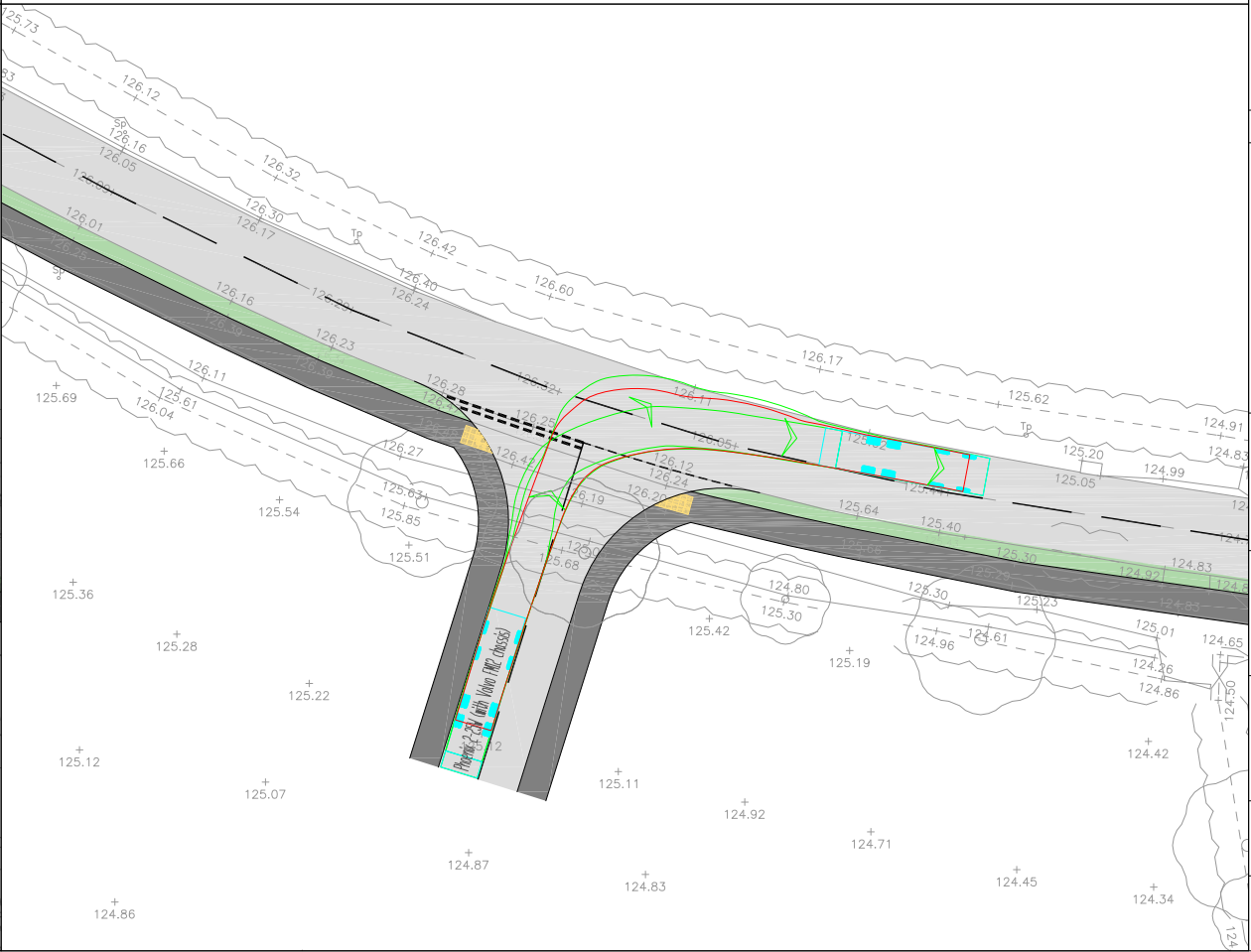
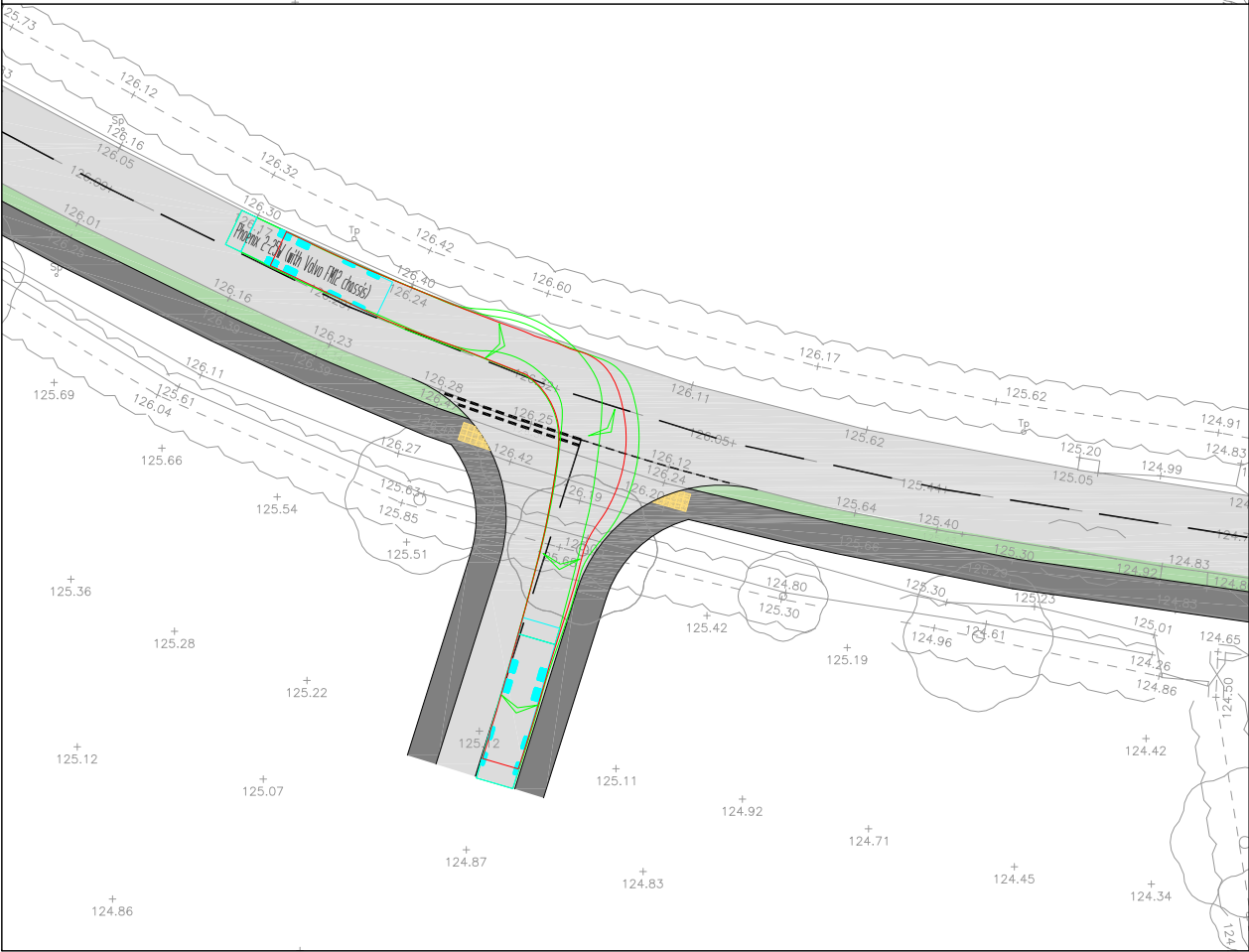
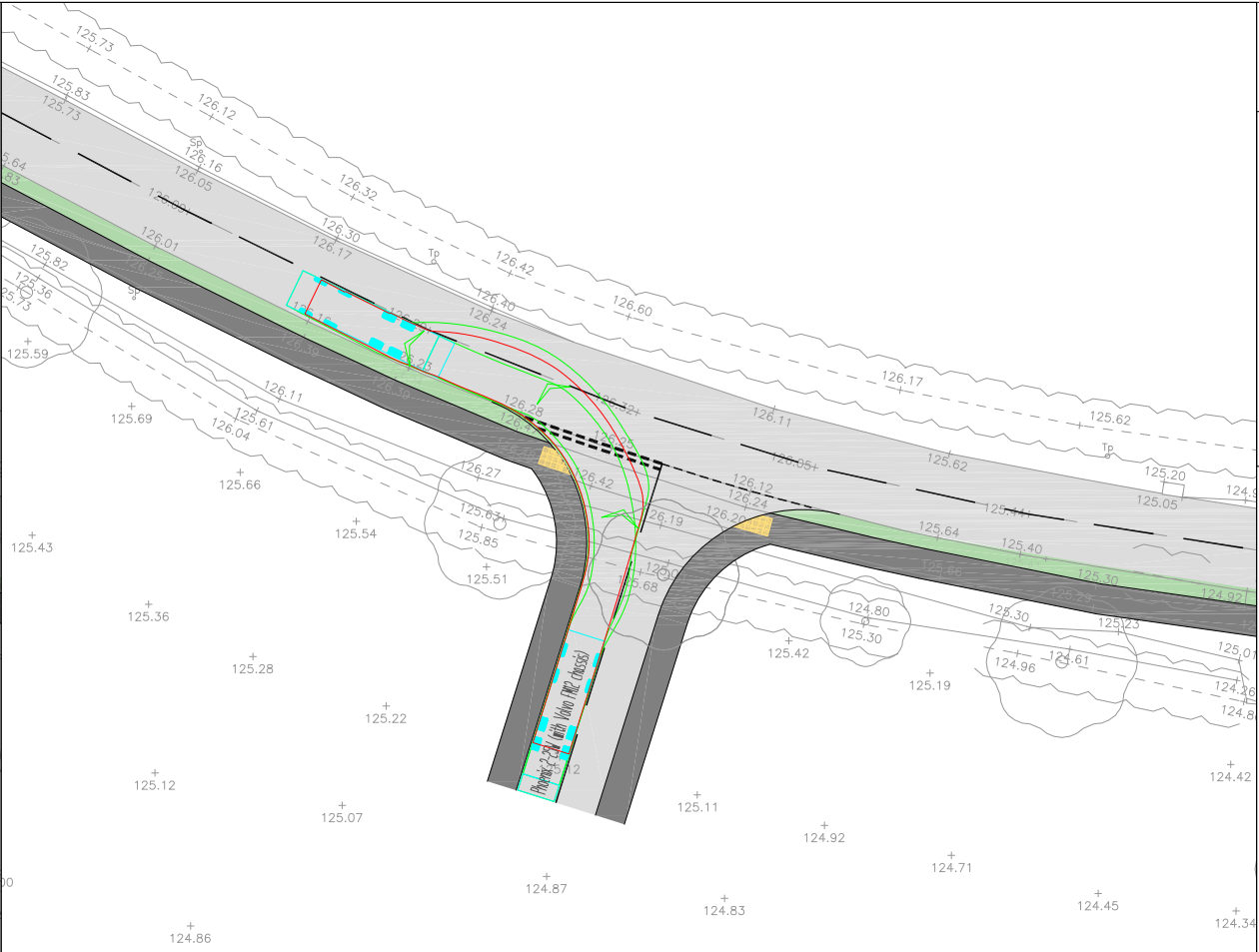
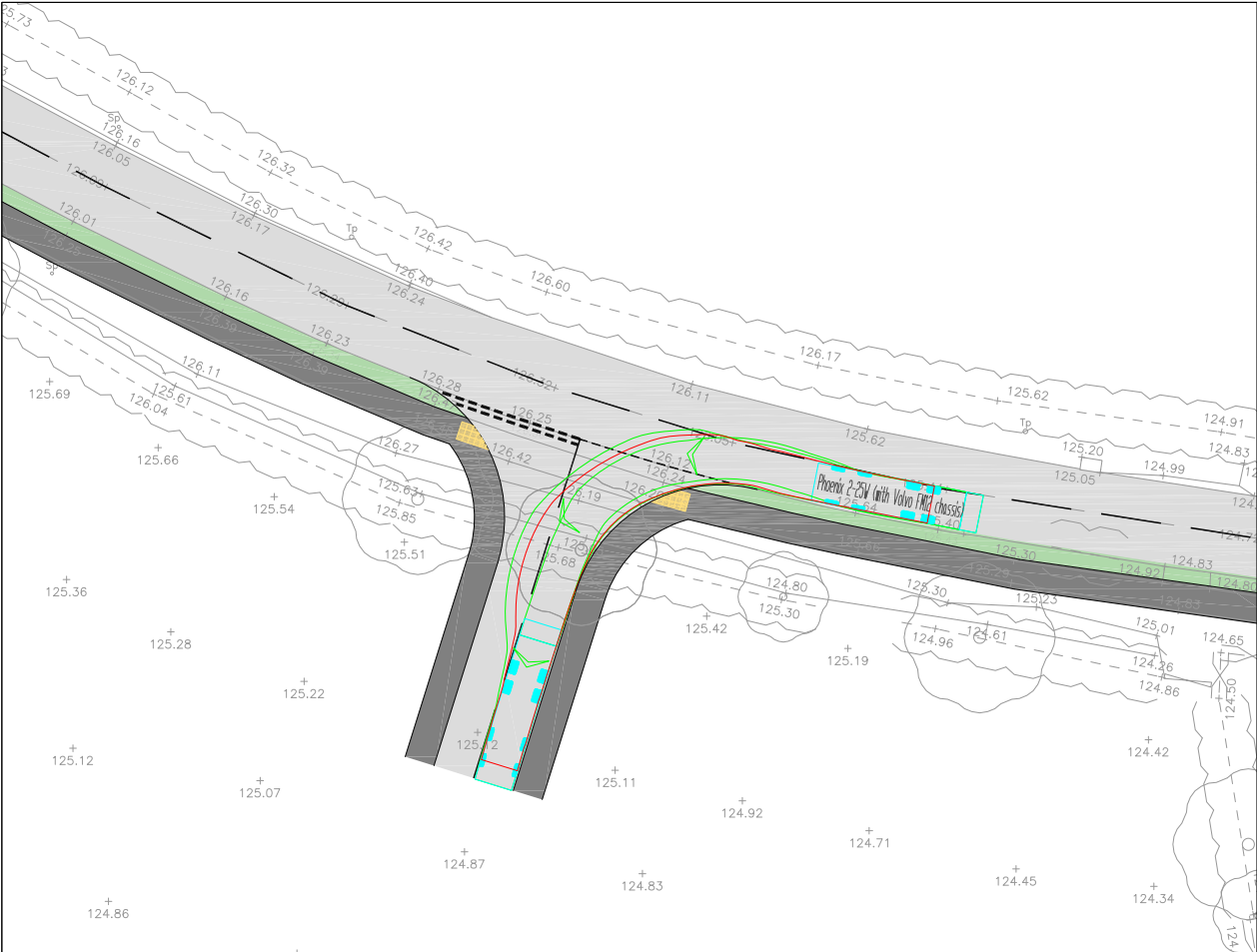
CLIENT
RICHBOROUGH ESTATES

PROJECT
GREENS NORTON

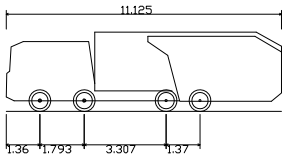
TITLE
**PROPOSED SITE ACCESS
LONGITUDINAL CROSS SECTION**

DRAWN JP	AUTHORISED GM	SCALE AS SHOWN	SHEET SIZE A3	DATE 25.05.20
PROJECT NO. T20510		DRAWING NO. 002		REV B





1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Phoenix 2-25W (with Volvo FM12 chassis)
Overall Length 11.125m
Overall Width 2.530m
Overall Body Height 3.203m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to kerb Turning Radius 9.250m

B	DRAWING UPDATED FOLLOWING STAGE 1	15.07.20	JP	GM
A	DRAWING UPDATED TO ACCORD WITH REVISED MASTERPLAN	26.06.20	JP	GM

REV	DESCRIPTION	DATE	BY	AUTH
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Hub Transport Planning Ltd
Radcliffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF
T : 0121 454 5530

CLIENT
RICHBOROUGH ESTATES

PROJECT
GREENS NORTON

TITLE
**PROPOSED SITE ACCESS
REFUSE VEHICLE SWEEP PATHS 01**

DRAWN JP	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 25.05.20
PROJECT NO. T20510		DRAWING NO. 003		REV B

Appendix A

Traffic Survey Data

25038		GREENS NORTON								
MARCH 2020					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 25038002	Site 1, Blakesley Hill, Greens Norton (TG Pole) SP 66514 49904	Channel: Eastbound	11/03/20	17/03/20	30	7325	1149	1046	37.3	32.0
		Channel: Westbound	11/03/20	17/03/20		7191	1123	1027	41.6	35.0

25038	GREENS NORTON				Site No: 25038002	Location	Site 1, Blakesley Hill, Greens Norton (TG Pole)					
	Channel: Eastbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
11 March 2020												
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
01:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
04:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0	
05:00	13	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0	
06:00	86	0	0.0	73	84.9	13	15.1	0	0.0	0	0.0	
07:00	138	0	0.0	116	84.1	22	15.9	0	0.0	0	0.0	
08:00	130	2	1.5	107	82.3	19	14.6	1	0.8	1	0.8	
09:00	107	0	0.0	89	83.2	17	15.9	1	0.9	0	0.0	
10:00	66	1	1.5	58	87.9	5	7.6	1	1.5	1	1.5	
11:00	73	1	1.4	61	83.6	11	15.1	0	0.0	0	0.0	
12:00	68	0	0.0	57	83.8	10	14.7	1	1.5	0	0.0	
13:00	69	0	0.0	57	82.6	9	13.0	3	4.4	0	0.0	
14:00	59	0	0.0	46	78.0	13	22.0	0	0.0	0	0.0	
15:00	95	1	1.1	79	83.2	14	14.7	1	1.1	0	0.0	
16:00	74	2	2.7	64	86.5	7	9.5	0	0.0	1	1.4	
17:00	55	1	1.8	48	87.3	5	9.1	1	1.8	0	0.0	
18:00	60	0	0.0	51	85.0	8	13.3	1	1.7	0	0.0	
19:00	41	0	0.0	38	92.7	3	7.3	0	0.0	0	0.0	
20:00	23	0	0.0	21	91.3	2	8.7	0	0.0	0	0.0	
21:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0	
22:00	16	1	6.3	14	87.5	1	6.3	0	0.0	0	0.0	
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
12H(7-19)	994	8	0.8	833	83.8	140	14.1	10	1.0	3	0.3	
16H(6-22)	1152	8	0.7	972	84.4	159	13.8	10	0.9	3	0.3	
18H(6-24)	1170	9	0.8	988	84.4	160	13.7	10	0.9	3	0.3	
24H(0-24)	1191	9	0.8	1005	84.4	164	13.8	10	0.8	3	0.3	

25038	GREENS NORTON					Site No: 25038002	Location	Site 1, Blakesley Hill, Greens Norton (TG Pole)				
	Channel: Eastbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
12 March 2020												
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
01:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
02:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0	
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
04:00	6	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0	
05:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0	
06:00	83	1	1.2	68	81.9	14	16.9	0	0.0	0	0.0	
07:00	125	0	0.0	109	87.2	15	12.0	1	0.8	0	0.0	
08:00	145	1	0.7	127	87.6	15	10.3	2	1.4	0	0.0	
09:00	96	0	0.0	79	82.3	14	14.6	3	3.1	0	0.0	
10:00	77	0	0.0	63	81.8	14	18.2	0	0.0	0	0.0	
11:00	57	0	0.0	50	87.7	7	12.3	0	0.0	0	0.0	
12:00	67	0	0.0	57	85.1	9	13.4	1	1.5	0	0.0	
13:00	65	0	0.0	54	83.1	10	15.4	1	1.5	0	0.0	
14:00	59	1	1.7	53	89.8	4	6.8	1	1.7	0	0.0	
15:00	119	1	0.8	96	80.7	21	17.7	1	0.8	0	0.0	
16:00	51	0	0.0	43	84.3	6	11.8	1	2.0	1	2.0	
17:00	67	0	0.0	56	83.6	11	16.4	0	0.0	0	0.0	
18:00	57	0	0.0	51	89.5	6	10.5	0	0.0	0	0.0	
19:00	42	0	0.0	39	92.9	2	4.8	1	2.4	0	0.0	
20:00	16	0	0.0	10	62.5	6	37.5	0	0.0	0	0.0	
21:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0	
22:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0	
23:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
12H(7-19)	985	3	0.3	838	85.1	132	13.4	11	1.1	1	0.1	
16H(6-22)	1136	4	0.4	965	85.0	154	13.6	12	1.1	1	0.1	
18H(6-24)	1149	4	0.4	977	85.0	155	13.5	12	1.0	1	0.1	
24H(0-24)	1173	4	0.3	998	85.1	157	13.4	13	1.1	1	0.1	

25038				GREENS NORTON		Site No: 25038002		Location		Site 1, Blakesley Hill, Greens Norton (TG Pole)		
Channel: Eastbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
13 March 2020												
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
01:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
04:00	5	0	0.0	3	60.0	1	20.0	1	20.0	0	0.0	
05:00	14	0	0.0	11	78.6	3	21.4	0	0.0	0	0.0	
06:00	62	0	0.0	51	82.3	10	16.1	1	1.6	0	0.0	
07:00	114	1	0.9	98	86.0	14	12.3	1	0.9	0	0.0	
08:00	128	0	0.0	109	85.2	18	14.1	0	0.0	1	0.8	
09:00	109	0	0.0	91	83.5	17	15.6	1	0.9	0	0.0	
10:00	98	1	1.0	85	86.7	12	12.2	0	0.0	0	0.0	
11:00	71	1	1.4	57	80.3	11	15.5	2	2.8	0	0.0	
12:00	75	0	0.0	66	88.0	7	9.3	2	2.7	0	0.0	
13:00	74	0	0.0	60	81.1	13	17.6	1	1.4	0	0.0	
14:00	84	0	0.0	69	82.1	13	15.5	2	2.4	0	0.0	
15:00	94	0	0.0	77	81.9	16	17.0	1	1.1	0	0.0	
16:00	68	0	0.0	58	85.3	10	14.7	0	0.0	0	0.0	
17:00	74	0	0.0	61	82.4	12	16.2	1	1.4	0	0.0	
18:00	52	1	1.9	44	84.6	6	11.5	1	1.9	0	0.0	
19:00	38	0	0.0	37	97.4	1	2.6	0	0.0	0	0.0	
20:00	26	1	3.9	22	84.6	3	11.5	0	0.0	0	0.0	
21:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0	
22:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0	
23:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0	
12H(7-19)	1041	4	0.4	875	84.1	149	14.3	12	1.2	1	0.1	
16H(6-22)	1176	5	0.4	993	84.4	164	14.0	13	1.1	1	0.1	
18H(6-24)	1192	5	0.4	1008	84.6	165	13.8	13	1.1	1	0.1	
24H(0-24)	1215	5	0.4	1026	84.4	169	13.9	14	1.2	1	0.1	

25038				GREENS NORTON		Site No: 25038002		Location		Site 1, Blakesley Hill, Greens Norton (TG Pole)		
Channel: Eastbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
14 March 2020												
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0	
01:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0	
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
04:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0	
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0	
06:00	12	0	0.0	8	66.7	3	25.0	1	8.3	0	0.0	
07:00	33	0	0.0	22	66.7	9	27.3	2	6.1	0	0.0	
08:00	73	0	0.0	65	89.0	7	9.6	1	1.4	0	0.0	
09:00	100	2	2.0	90	90.0	6	6.0	2	2.0	0	0.0	
10:00	85	1	1.2	74	87.1	9	10.6	1	1.2	0	0.0	
11:00	82	1	1.2	70	85.4	11	13.4	0	0.0	0	0.0	
12:00	84	0	0.0	75	89.3	9	10.7	0	0.0	0	0.0	
13:00	77	3	3.9	67	87.0	7	9.1	0	0.0	0	0.0	
14:00	66	1	1.5	62	93.9	3	4.6	0	0.0	0	0.0	
15:00	69	0	0.0	60	87.0	8	11.6	1	1.5	0	0.0	
16:00	53	1	1.9	43	81.1	9	17.0	0	0.0	0	0.0	
17:00	52	0	0.0	46	88.5	5	9.6	1	1.9	0	0.0	
18:00	42	0	0.0	35	83.3	6	14.3	1	2.4	0	0.0	
19:00	32	0	0.0	29	90.6	3	9.4	0	0.0	0	0.0	
20:00	10	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0	
21:00	13	1	7.7	8	61.5	4	30.8	0	0.0	0	0.0	
22:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0	
23:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0	
12H(7-19)	816	9	1.1	709	86.9	89	10.9	9	1.1	0	0.0	
16H(6-22)	883	10	1.1	762	86.3	101	11.4	10	1.1	0	0.0	
18H(6-24)	894	10	1.1	772	86.4	102	11.4	10	1.1	0	0.0	
24H(0-24)	910	10	1.1	786	86.4	104	11.4	10	1.1	0	0.0	

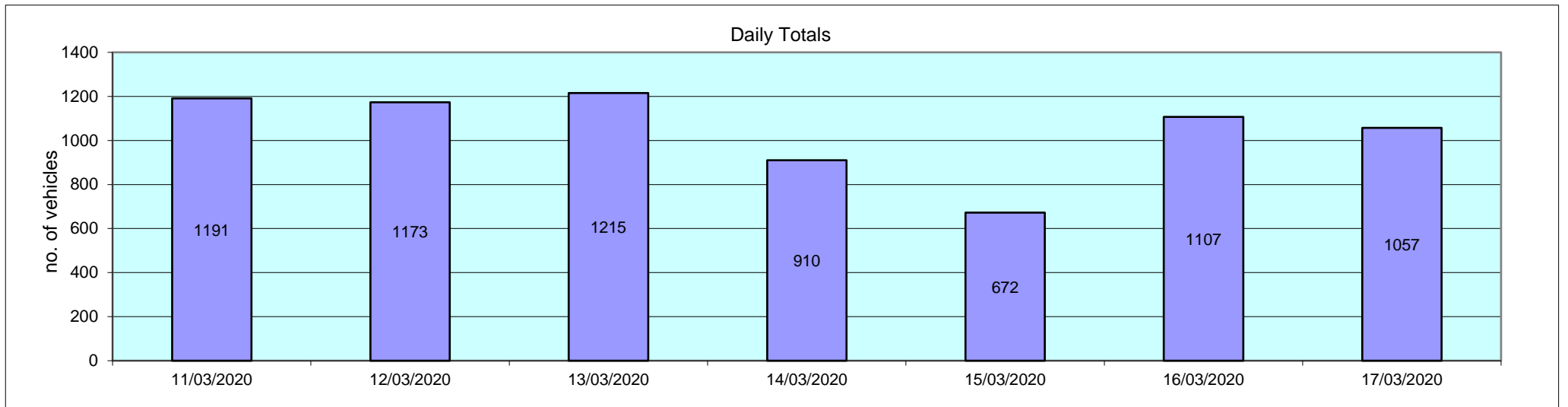
25038	GREENS NORTON					Site No: 25038002	Location	Site 1, Blakesley Hill, Greens Norton (TG Pole)				
	Channel: Eastbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
15 March 2020												
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0	
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
04:00	2	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0	
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
06:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0	
07:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0	
08:00	21	2	9.5	18	85.7	1	4.8	0	0.0	0	0.0	
09:00	61	1	1.6	51	83.6	8	13.1	1	1.6	0	0.0	
10:00	98	0	0.0	89	90.8	7	7.1	2	2.0	0	0.0	
11:00	72	1	1.4	65	90.3	6	8.3	0	0.0	0	0.0	
12:00	69	1	1.5	62	89.9	6	8.7	0	0.0	0	0.0	
13:00	76	0	0.0	67	88.2	8	10.5	1	1.3	0	0.0	
14:00	44	0	0.0	40	90.9	4	9.1	0	0.0	0	0.0	
15:00	36	0	0.0	33	91.7	3	8.3	0	0.0	0	0.0	
16:00	45	1	2.2	40	88.9	4	8.9	0	0.0	0	0.0	
17:00	31	1	3.2	29	93.6	1	3.2	0	0.0	0	0.0	
18:00	38	0	0.0	36	94.7	2	5.3	0	0.0	0	0.0	
19:00	24	0	0.0	21	87.5	3	12.5	0	0.0	0	0.0	
20:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0	
21:00	7	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0	
22:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0	
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
12H(7-19)	606	7	1.2	544	89.8	51	8.4	4	0.7	0	0.0	
16H(6-22)	654	8	1.2	587	89.8	55	8.4	4	0.6	0	0.0	
18H(6-24)	661	8	1.2	594	89.9	55	8.3	4	0.6	0	0.0	
24H(0-24)	672	8	1.2	603	89.7	57	8.5	4	0.6	0	0.0	

25038				GREENS NORTON		Site No: 25038002		Location		Site 1, Blakesley Hill, Greens Norton (TG Pole)			
Channel: Eastbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %		
16 March 2020													
00:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
01:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
04:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0		
05:00	15	0	0.0	12	80.0	3	20.0	0	0.0	0	0.0		
06:00	64	0	0.0	55	85.9	9	14.1	0	0.0	0	0.0		
07:00	115	0	0.0	103	89.6	11	9.6	1	0.9	0	0.0		
08:00	118	3	2.5	101	85.6	13	11.0	0	0.0	1	0.9		
09:00	97	1	1.0	79	81.4	16	16.5	1	1.0	0	0.0		
10:00	82	0	0.0	71	86.6	10	12.2	1	1.2	0	0.0		
11:00	78	1	1.3	65	83.3	12	15.4	0	0.0	0	0.0		
12:00	63	0	0.0	51	81.0	11	17.5	1	1.6	0	0.0		
13:00	69	0	0.0	57	82.6	10	14.5	2	2.9	0	0.0		
14:00	68	0	0.0	56	82.4	10	14.7	2	2.9	0	0.0		
15:00	85	0	0.0	71	83.5	13	15.3	1	1.2	0	0.0		
16:00	73	0	0.0	61	83.6	9	12.3	1	1.4	2	2.7		
17:00	59	2	3.4	47	79.7	9	15.3	1	1.7	0	0.0		
18:00	43	0	0.0	36	83.7	7	16.3	0	0.0	0	0.0		
19:00	29	0	0.0	19	65.5	10	34.5	0	0.0	0	0.0		
20:00	16	0	0.0	11	68.8	5	31.3	0	0.0	0	0.0		
21:00	18	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0		
22:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0		
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0		
12H(7-19)	950	7	0.7	798	84.0	131	13.8	11	1.2	3	0.3		
16H(6-22)	1077	7	0.7	898	83.4	158	14.7	11	1.0	3	0.3		
18H(6-24)	1085	7	0.7	905	83.4	159	14.7	11	1.0	3	0.3		
24H(0-24)	1107	7	0.6	922	83.3	164	14.8	11	1.0	3	0.3		

25038				GREENS NORTON		Site No: 25038002		Location		Site 1, Blakesley Hill, Greens Norton (TG Pole)		
Channel: Eastbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
17 March 2020												
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
01:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
04:00	6	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0	
05:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0	
06:00	67	0	0.0	57	85.1	10	14.9	0	0.0	0	0.0	
07:00	111	0	0.0	102	91.9	9	8.1	0	0.0	0	0.0	
08:00	129	1	0.8	109	84.5	17	13.2	1	0.8	1	0.8	
09:00	95	0	0.0	81	85.3	12	12.6	2	2.1	0	0.0	
10:00	69	1	1.5	53	76.8	15	21.7	0	0.0	0	0.0	
11:00	62	0	0.0	49	79.0	12	19.4	1	1.6	0	0.0	
12:00	63	0	0.0	56	88.9	5	7.9	2	3.2	0	0.0	
13:00	60	2	3.3	52	86.7	5	8.3	1	1.7	0	0.0	
14:00	50	2	4.0	43	86.0	5	10.0	0	0.0	0	0.0	
15:00	85	1	1.2	74	87.1	9	10.6	1	1.2	0	0.0	
16:00	81	1	1.2	68	84.0	11	13.6	0	0.0	1	1.2	
17:00	53	0	0.0	47	88.7	5	9.4	1	1.9	0	0.0	
18:00	42	0	0.0	41	97.6	1	2.4	0	0.0	0	0.0	
19:00	29	0	0.0	24	82.8	5	17.2	0	0.0	0	0.0	
20:00	24	0	0.0	20	83.3	4	16.7	0	0.0	0	0.0	
21:00	8	0	0.0	5	62.5	3	37.5	0	0.0	0	0.0	
22:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0	
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
12H(7-19)	900	8	0.9	775	86.1	106	11.8	9	1.0	2	0.2	
16H(6-22)	1028	8	0.8	881	85.7	128	12.5	9	0.9	2	0.2	
18H(6-24)	1033	8	0.8	885	85.7	129	12.5	9	0.9	2	0.2	
24H(0-24)	1057	8	0.8	907	85.8	130	12.3	10	1.0	2	0.2	

25038 GREENS NORTON Site No: 25038002 Location Site 1, Blakesley Hill, Greens Norton (TG Pole)
Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
11/3/20	1191	9	0.8	1005	84.4	164	13.8	10	0.8	3	0.3
12/3/20	1173	4	0.3	998	85.1	157	13.4	13	1.1	1	0.1
13/3/20	1215	5	0.4	1026	84.4	169	13.9	14	1.2	1	0.1
14/3/20	910	10	1.1	786	86.4	104	11.4	10	1.1	0	0.0
15/3/20	672	8	1.2	603	89.7	57	8.5	4	0.6	0	0.0
16/3/20	1107	7	0.6	922	83.3	164	14.8	11	1.0	3	0.3
17/3/20	1057	8	0.8	907	85.8	130	12.3	10	1.0	2	0.2
Total Vehicles											
[--]	7325	51	0.7	6247	85.6	945	12.6	72	1.0	10	0.1



25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)										
Channel: Eastbound																	
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56	
11 March 2020																	
00:00	3	0	37	6	0	0	0	0	0	1	0	1	1	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	5	0	36	11	0	0	0	1	0	1	0	1	1	1	0	0	
05:00	13	43	36	7	0	0	0	1	0	2	2	4	4	0	0	0	
06:00	86	39	34	5	0	0	0	0	4	18	35	24	4	1	0	0	
07:00	138	37	33	5	0	0	0	2	11	36	64	15	8	2	0	0	
08:00	130	36	32	5	0	0	0	2	14	37	56	18	3	0	0	0	
09:00	107	35	31	5	0	0	1	0	10	50	36	8	1	1	0	0	
10:00	66	37	32	6	0	0	1	1	6	15	31	7	3	1	1	0	
11:00	73	35	31	4	0	0	0	0	7	26	35	1	4	0	0	0	
12:00	68	37	32	5	0	0	0	1	5	16	32	13	1	0	0	0	
13:00	69	36	32	5	0	0	0	1	7	20	32	8	1	0	0	0	
14:00	59	38	33	4	0	0	0	0	1	24	20	13	1	0	0	0	
15:00	95	35	32	5	0	0	1	2	6	22	56	5	3	0	0	0	
16:00	74	37	32	5	0	0	0	1	8	24	28	9	3	1	0	0	
17:00	55	35	31	4	0	0	0	0	8	17	26	3	1	0	0	0	
18:00	60	35	31	6	0	0	0	2	8	24	19	3	2	1	1	0	
19:00	41	38	32	6	0	0	0	0	6	15	11	5	4	0	0	0	
20:00	23	35	31	6	0	0	0	1	2	8	9	1	2	0	0	0	
21:00	8	0	31	4	0	0	0	0	1	2	5	0	0	0	0	0	
22:00	16	39	32	8	0	0	1	0	2	5	2	5	0	1	0	0	
23:00	2	0	36	2	0	0	0	0	0	0	1	1	0	0	0	0	
12H(7-19)	994	36	32	5	0	0	3	12	91	311	435	103	31	6	2	0	
16H(6-22)	1152	36	32	5	0	0	3	13	104	354	495	133	41	7	2	0	
18H(6-24)	1170	37	32	5	0	0	4	13	106	359	498	139	41	8	2	0	
24H(0-24)	1191	37	32	5	0	0	4	15	106	363	500	145	47	9	2	0	

25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
Channel: Eastbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
12 March 2020																
00:00	3	0	42	6	0	0	0	0	0	0	1	0	1	1	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	34	8	0	0	0	1	0	1	1	2	1	0	0	0
05:00	14	45	38	8	0	0	0	1	0	1	3	3	4	2	0	0
06:00	83	39	34	5	0	0	0	0	4	17	38	21	2	1	0	0
07:00	125	39	34	5	0	0	0	0	5	32	57	19	10	2	0	0
08:00	145	37	31	5	0	0	0	4	19	42	53	23	4	0	0	0
09:00	96	36	31	6	0	0	2	3	9	38	30	12	2	0	0	0
10:00	77	36	32	5	0	0	0	3	4	16	44	8	2	0	0	0
11:00	57	36	31	5	0	0	0	0	10	18	21	6	2	0	0	0
12:00	67	38	32	5	0	0	0	2	2	28	20	11	4	0	0	0
13:00	65	37	32	5	0	0	0	1	5	21	26	9	2	1	0	0
14:00	59	37	32	5	0	0	0	1	5	16	26	9	2	0	0	0
15:00	119	36	32	4	0	0	0	2	5	38	60	9	5	0	0	0
16:00	51	37	32	5	0	0	0	1	7	14	19	9	1	0	0	0
17:00	67	36	32	5	0	0	0	2	5	16	36	7	0	1	0	0
18:00	57	37	32	5	0	0	0	1	4	16	26	8	1	1	0	0
19:00	42	36	32	6	0	0	1	0	3	14	17	4	3	0	0	0
20:00	16	39	33	7	0	0	0	1	0	7	4	2	1	1	0	0
21:00	10	39	35	4	0	0	0	0	0	2	4	3	1	0	0	0
22:00	10	38	34	5	0	0	0	0	0	4	3	2	1	0	0	0
23:00	3	0	35	6	0	0	0	0	0	1	1	0	1	0	0	0
12H(7-19)	985	37	32	5	0	0	2	20	80	295	418	130	35	5	0	0
16H(6-22)	1136	37	32	5	0	0	3	21	87	335	481	160	42	7	0	0
18H(6-24)	1149	37	32	5	0	0	3	21	87	340	485	162	44	7	0	0
24H(0-24)	1173	38	32	5	0	0	3	23	87	342	490	168	50	10	0	0

25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
Channel: Eastbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
13 March 2020																
00:00	2	0	36	12	0	0	0	0	1	0	0	0	0	1	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	24	0	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	0	34	0	0	0	0	0	0	0	1	0	0	0	0	0
04:00	5	0	34	8	0	0	0	1	0	0	2	1	1	0	0	0
05:00	14	45	40	6	0	0	0	0	0	2	1	4	5	2	0	0
06:00	62	39	34	5	0	0	0	0	3	10	32	12	3	2	0	0
07:00	114	37	32	5	0	0	1	2	5	33	54	8	11	0	0	0
08:00	128	36	32	5	0	0	0	3	9	41	55	16	2	0	1	1
09:00	109	36	32	5	0	0	2	1	9	30	51	14	2	0	0	0
10:00	98	36	30	7	0	0	7	4	11	28	35	12	1	0	0	0
11:00	71	36	31	5	0	0	0	2	7	21	33	6	1	1	0	0
12:00	75	37	32	4	0	0	0	0	5	30	27	12	1	0	0	0
13:00	74	40	33	6	0	0	0	2	8	17	29	8	10	0	0	0
14:00	84	36	32	4	0	0	0	2	4	28	41	9	0	0	0	0
15:00	94	38	32	6	0	0	0	1	7	34	31	16	4	0	0	1
16:00	68	36	31	4	0	0	0	1	6	22	31	8	0	0	0	0
17:00	74	39	33	6	0	0	1	0	3	26	22	15	6	1	0	0
18:00	52	38	32	6	0	0	0	1	6	11	23	8	2	1	0	0
19:00	38	37	33	4	0	0	0	0	3	8	19	8	0	0	0	0
20:00	26	35	32	5	0	0	0	0	2	11	9	3	1	0	0	0
21:00	9	0	34	6	0	0	0	0	2	0	4	2	1	0	0	0
22:00	8	0	30	2	0	0	0	0	0	5	3	0	0	0	0	0
23:00	8	0	37	5	0	0	0	0	0	1	2	3	2	0	0	0
12H(7-19)	1041	37	32	5	0	0	11	19	80	321	432	132	40	3	1	2
16H(6-22)	1176	37	32	5	0	0	11	19	90	350	496	157	45	5	1	2
18H(6-24)	1192	37	32	5	0	0	11	19	90	356	501	160	47	5	1	2
24H(0-24)	1215	37	32	6	0	0	11	20	92	358	505	165	53	8	1	2

25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
14 March 2020																
00:00	4	0	35	2	0	0	0	0	0	0	3	1	0	0	0	0
01:00	6	0	38	6	0	0	0	0	0	0	3	1	1	1	0	0
02:00	1	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	44	0	0	0	0	0	0	0	0	0	1	0	0	0
05:00	4	0	42	9	0	0	0	0	0	1	0	0	2	0	1	0
06:00	12	39	34	5	0	0	0	0	1	3	4	3	1	0	0	0
07:00	33	39	33	6	0	0	0	1	3	8	14	3	3	1	0	0
08:00	73	38	32	6	0	0	0	3	3	24	27	10	5	1	0	0
09:00	100	36	31	5	0	0	0	2	11	36	37	12	2	0	0	0
10:00	85	37	31	5	0	0	0	3	5	35	27	12	2	1	0	0
11:00	82	36	31	4	0	0	0	1	4	36	28	13	0	0	0	0
12:00	84	36	31	5	0	0	0	1	8	33	32	7	2	1	0	0
13:00	77	37	32	6	0	0	0	0	11	19	33	10	0	4	0	0
14:00	66	36	32	5	0	0	0	2	2	27	26	7	2	0	0	0
15:00	69	37	32	5	0	0	0	2	5	19	29	11	3	0	0	0
16:00	53	37	32	5	0	0	0	1	6	15	20	9	2	0	0	0
17:00	52	38	32	6	0	0	0	0	8	12	21	8	2	1	0	0
18:00	42	36	32	5	0	0	0	0	5	12	20	2	2	1	0	0
19:00	32	35	32	6	0	0	0	0	5	11	11	2	2	1	0	0
20:00	10	36	34	9	0	0	0	1	0	1	6	1	0	0	0	1
21:00	13	35	33	4	0	0	0	0	1	2	9	0	1	0	0	0
22:00	6	0	28	6	0	0	0	1	1	2	1	1	0	0	0	0
23:00	5	0	32	4	0	0	0	0	0	2	2	1	0	0	0	0
12H(7-19)	816	37	32	5	0	0	0	16	71	276	314	104	25	10	0	0
16H(6-22)	883	37	32	5	0	0	0	17	78	293	344	110	29	11	0	1
18H(6-24)	894	37	32	5	0	0	0	18	79	297	347	112	29	11	0	1
24H(0-24)	910	37	32	5	0	0	0	18	79	298	353	115	33	12	1	1

25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
Channel: Eastbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
15 March 2020																
00:00	4	0	39	10	0	0	0	0	0	1	1	1	0	0	0	1
01:00	2	0	34	10	0	0	0	0	1	0	0	0	1	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	41	2	0	0	0	0	0	0	0	1	1	0	0	0
05:00	3	0	44	12	0	0	0	0	0	1	0	0	0	1	0	1
06:00	4	0	32	2	0	0	0	0	0	1	3	0	0	0	0	0
07:00	15	35	32	6	0	0	0	0	2	6	5	0	2	0	0	0
08:00	21	35	30	7	0	0	1	2	1	8	6	2	1	0	0	0
09:00	61	37	32	5	0	0	0	3	5	13	29	10	1	0	0	0
10:00	98	35	31	5	0	0	0	0	15	35	37	8	3	0	0	0
11:00	72	36	32	5	0	0	0	0	7	28	27	6	4	0	0	0
12:00	69	36	31	5	0	0	0	2	8	22	25	12	0	0	0	0
13:00	76	37	31	6	0	0	1	1	9	32	20	10	3	0	0	0
14:00	44	37	32	5	0	0	0	1	2	17	16	5	3	0	0	0
15:00	36	36	32	5	0	0	0	2	0	14	15	4	1	0	0	0
16:00	45	36	31	6	0	0	0	3	4	17	15	3	3	0	0	0
17:00	31	36	32	5	0	0	0	1	2	9	14	3	2	0	0	0
18:00	38	36	32	6	0	0	0	1	2	18	12	1	3	1	0	0
19:00	24	35	31	4	0	0	0	1	0	12	9	2	0	0	0	0
20:00	13	40	34	6	0	0	0	0	2	2	4	3	2	0	0	0
21:00	7	0	38	7	0	0	0	0	0	2	1	1	2	1	0	0
22:00	6	0	36	2	0	0	0	0	0	0	3	3	0	0	0	0
23:00	1	0	24	0	0	0	0	0	1	0	0	0	0	0	0	0
12H(7-19)	606	36	31	5	0	0	2	16	57	219	221	64	26	1	0	0
16H(6-22)	654	36	31	5	0	0	2	17	59	236	238	70	30	2	0	0
18H(6-24)	661	36	31	5	0	0	2	17	60	236	241	73	30	2	0	0
24H(0-24)	672	37	32	6	0	0	2	17	61	238	242	75	32	3	0	2

25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
16 March 2020																
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	35	13	0	0	0	2	1	0	0	0	2	2	0	0
05:00	15	46	37	7	0	0	0	0	0	4	4	3	1	3	0	0
06:00	64	40	34	5	0	0	0	0	3	11	27	18	4	1	0	0
07:00	115	38	33	5	0	0	0	1	4	36	45	23	5	1	0	0
08:00	118	36	31	6	0	0	2	2	13	38	48	9	5	1	0	0
09:00	97	36	32	5	0	0	0	1	6	26	48	13	2	1	0	0
10:00	82	36	31	5	0	0	0	1	9	28	32	9	3	0	0	0
11:00	78	36	31	5	0	0	0	0	10	29	27	10	1	0	1	0
12:00	63	36	32	4	0	0	0	1	0	22	31	9	0	0	0	0
13:00	69	38	32	5	0	0	0	0	9	15	28	16	1	0	0	0
14:00	68	37	33	5	0	0	0	1	4	18	33	8	4	0	0	0
15:00	85	37	33	4	0	0	0	0	4	25	40	12	4	0	0	0
16:00	73	35	30	4	0	0	0	0	10	37	17	8	1	0	0	0
17:00	59	36	32	4	0	0	0	1	1	20	28	8	0	1	0	0
18:00	43	38	32	6	0	0	0	0	6	11	16	7	2	1	0	0
19:00	29	38	34	5	0	0	0	0	2	5	15	5	2	0	0	0
20:00	16	35	32	5	0	0	0	0	1	6	7	0	2	0	0	0
21:00	18	40	35	5	0	0	0	0	1	2	8	5	2	0	0	0
22:00	7	0	34	5	0	0	0	0	0	2	3	1	1	0	0	0
23:00	1	0	34	0	0	0	0	0	0	0	1	0	0	0	0	0
12H(7-19)	950	37	32	5	0	0	2	8	76	305	393	132	28	5	1	0
16H(6-22)	1077	37	32	5	0	0	2	8	83	329	450	160	38	6	1	0
18H(6-24)	1085	37	32	5	0	0	2	8	83	331	454	161	39	6	1	0
24H(0-24)	1107	38	32	5	0	0	2	10	84	335	458	164	42	11	1	0

25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
Channel: Eastbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
17 March 2020																
00:00	3	0	38	7	0	0	0	0	0	0	2	0	0	1	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	36	10	0	0	0	0	2	0	0	3	0	0	1	0
05:00	15	45	39	6	0	0	0	0	1	1	2	4	6	1	0	0
06:00	67	39	34	5	0	0	0	0	3	17	26	15	5	1	0	0
07:00	111	36	32	5	0	0	0	1	7	29	56	15	1	2	0	0
08:00	129	35	31	4	0	0	0	2	7	57	49	12	2	0	0	0
09:00	95	36	31	5	0	0	0	1	12	29	41	9	2	1	0	0
10:00	69	36	31	6	0	0	2	1	4	33	19	6	3	0	1	0
11:00	62	36	31	5	0	0	0	1	8	19	26	6	2	0	0	0
12:00	63	38	32	6	0	0	0	4	7	16	23	8	5	0	0	0
13:00	60	36	32	5	0	0	0	0	3	25	25	4	2	1	0	0
14:00	50	36	32	5	0	0	0	1	5	15	23	4	2	0	0	0
15:00	85	35	32	4	0	0	0	1	2	32	42	6	2	0	0	0
16:00	81	35	30	6	0	0	1	4	15	23	30	4	4	0	0	0
17:00	53	37	32	5	0	0	0	1	3	17	21	10	1	0	0	0
18:00	42	39	33	5	0	0	0	0	2	13	15	9	3	0	0	0
19:00	29	35	31	4	0	0	0	1	2	11	12	3	0	0	0	0
20:00	24	38	32	6	0	0	0	1	2	7	7	6	1	0	0	0
21:00	8	0	33	5	0	0	0	0	0	3	4	0	1	0	0	0
22:00	4	0	35	2	0	0	0	0	0	0	3	1	0	0	0	0
23:00	1	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0
12H(7-19)	900	36	32	5	0	0	3	17	75	308	370	93	29	4	1	0
16H(6-22)	1028	36	32	5	0	0	3	19	82	346	419	117	36	5	1	0
18H(6-24)	1033	36	32	5	0	0	3	19	82	346	422	119	36	5	1	0
24H(0-24)	1057	37	32	5	0	0	3	19	85	347	426	126	42	7	2	0

25038	GREENS NORTON	Site No: 25038002	Location Site 1, Blakesley Hill, Greens Norton (TG Pole)
		Channel: Eastbound	

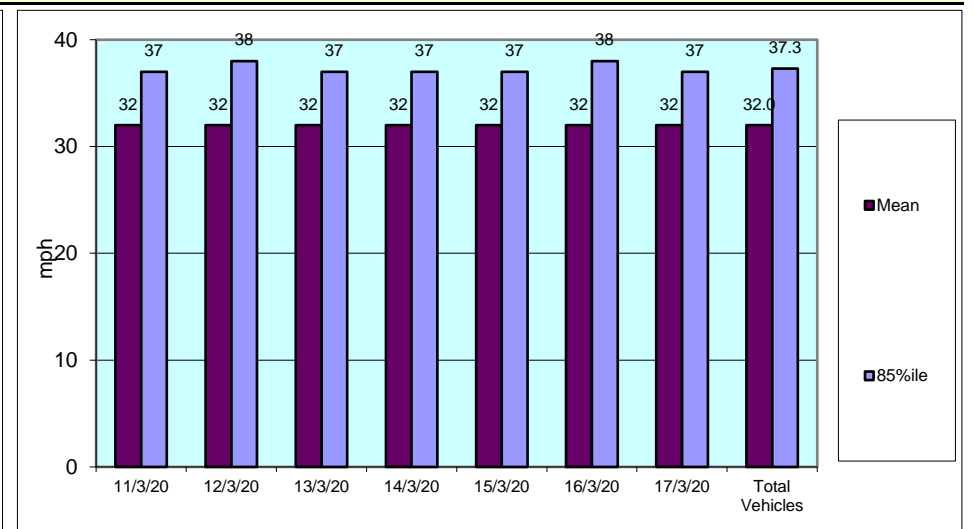
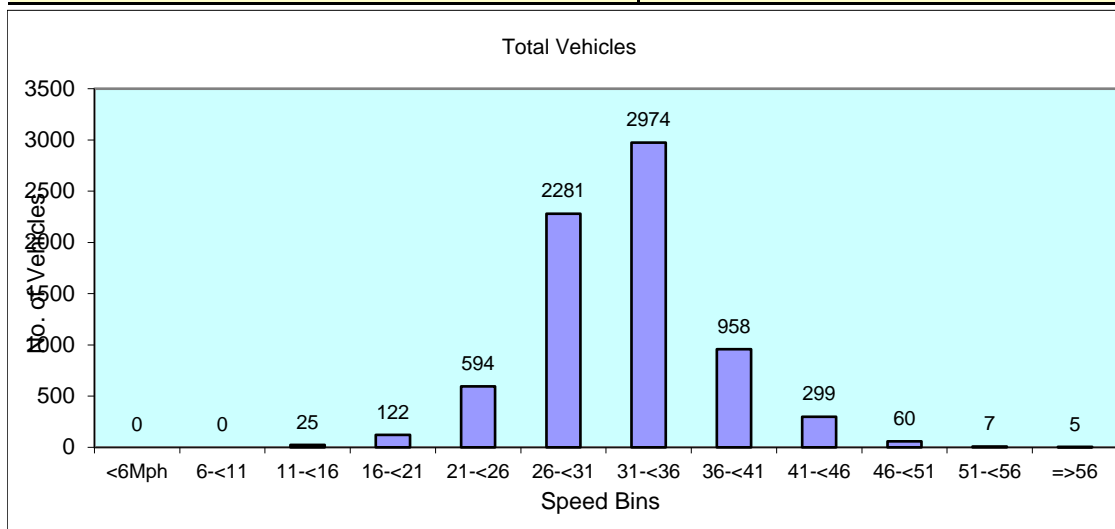
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

11/3/20	1191	37	32	5	0	0	4	15	106	363	500	145	47	9	2	0
12/3/20	1173	38	32	5	0	0	3	23	87	342	490	168	50	10	0	0
13/3/20	1215	37	32	6	0	0	11	20	92	358	505	165	53	8	1	2
14/3/20	910	37	32	5	0	0	0	18	79	298	353	115	33	12	1	1
15/3/20	672	37	32	6	0	0	2	17	61	238	242	75	32	3	0	2
16/3/20	1107	38	32	5	0	0	2	10	84	335	458	164	42	11	1	0
17/3/20	1057	37	32	5	0	0	3	19	85	347	426	126	42	7	2	0

Total Vehicles

[--]	7325	37.3	32.0	5.3	0	0	25	122	594	2281	2974	958	299	60	7	5
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25038				GREENS NORTON		Site No: 25038002		Location		Site 1, Blakesley Hill, Greens Norton (TG Pole)		
Channel: Westbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
11 March 2020												
00:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0	
01:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0	
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
04:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0	
05:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0	
06:00	15	0	0.0	11	73.3	4	26.7	0	0.0	0	0.0	
07:00	44	0	0.0	33	75.0	9	20.5	1	2.3	1	2.3	
08:00	75	0	0.0	65	86.7	10	13.3	0	0.0	0	0.0	
09:00	66	1	1.5	47	71.2	16	24.2	2	3.0	0	0.0	
10:00	57	0	0.0	47	82.5	10	17.5	0	0.0	0	0.0	
11:00	70	0	0.0	56	80.0	13	18.6	1	1.4	0	0.0	
12:00	65	0	0.0	52	80.0	10	15.4	2	3.1	1	1.5	
13:00	60	0	0.0	52	86.7	7	11.7	1	1.7	0	0.0	
14:00	51	0	0.0	45	88.2	5	9.8	1	2.0	0	0.0	
15:00	90	1	1.1	68	75.6	19	21.1	1	1.1	1	1.1	
16:00	116	1	0.9	102	87.9	13	11.2	0	0.0	0	0.0	
17:00	128	0	0.0	116	90.6	11	8.6	1	0.8	0	0.0	
18:00	111	1	0.9	100	90.1	8	7.2	2	1.8	0	0.0	
19:00	66	1	1.5	59	89.4	6	9.1	0	0.0	0	0.0	
20:00	41	0	0.0	36	87.8	5	12.2	0	0.0	0	0.0	
21:00	37	0	0.0	35	94.6	2	5.4	0	0.0	0	0.0	
22:00	26	0	0.0	22	84.6	4	15.4	0	0.0	0	0.0	
23:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0	
12H(7-19)	933	4	0.4	783	83.9	131	14.0	12	1.3	3	0.3	
16H(6-22)	1092	5	0.5	924	84.6	148	13.6	12	1.1	3	0.3	
18H(6-24)	1124	5	0.4	952	84.7	152	13.5	12	1.1	3	0.3	
24H(0-24)	1139	5	0.4	963	84.6	156	13.7	12	1.1	3	0.3	

25038	GREENS NORTON					Site No: 25038002	Location	Site 1, Blakesley Hill, Greens Norton (TG Pole)			
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12 March 2020											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
06:00	12	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
07:00	46	0	0.0	29	63.0	14	30.4	2	4.4	1	2.2
08:00	72	0	0.0	63	87.5	9	12.5	0	0.0	0	0.0
09:00	62	0	0.0	49	79.0	13	21.0	0	0.0	0	0.0
10:00	54	0	0.0	44	81.5	10	18.5	0	0.0	0	0.0
11:00	77	0	0.0	65	84.4	12	15.6	0	0.0	0	0.0
12:00	66	2	3.0	58	87.9	5	7.6	1	1.5	0	0.0
13:00	62	1	1.6	47	75.8	14	22.6	0	0.0	0	0.0
14:00	77	0	0.0	64	83.1	12	15.6	1	1.3	0	0.0
15:00	91	1	1.1	79	86.8	10	11.0	1	1.1	0	0.0
16:00	116	0	0.0	98	84.5	18	15.5	0	0.0	0	0.0
17:00	145	1	0.7	124	85.5	20	13.8	0	0.0	0	0.0
18:00	104	1	1.0	93	89.4	9	8.7	1	1.0	0	0.0
19:00	84	0	0.0	74	88.1	10	11.9	0	0.0	0	0.0
20:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
21:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
22:00	22	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
23:00	15	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
12H(7-19)	972	6	0.6	813	83.6	146	15.0	6	0.6	1	0.1
16H(6-22)	1117	6	0.5	942	84.3	162	14.5	6	0.5	1	0.1
18H(6-24)	1154	6	0.5	976	84.6	165	14.3	6	0.5	1	0.1
24H(0-24)	1166	6	0.5	986	84.6	167	14.3	6	0.5	1	0.1

25038	GREENS NORTON					Site No: 25038002	Location	Site 1, Blakesley Hill, Greens Norton (TG Pole)			
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13 March 2020											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
06:00	13	0	0.0	9	69.2	4	30.8	0	0.0	0	0.0
07:00	47	0	0.0	35	74.5	12	25.5	0	0.0	0	0.0
08:00	76	0	0.0	59	77.6	15	19.7	2	2.6	0	0.0
09:00	63	0	0.0	49	77.8	14	22.2	0	0.0	0	0.0
10:00	78	2	2.6	64	82.1	12	15.4	0	0.0	0	0.0
11:00	69	1	1.5	55	79.7	13	18.8	0	0.0	0	0.0
12:00	84	1	1.2	72	85.7	11	13.1	0	0.0	0	0.0
13:00	79	1	1.3	66	83.5	11	13.9	1	1.3	0	0.0
14:00	81	0	0.0	68	84.0	13	16.1	0	0.0	0	0.0
15:00	111	0	0.0	92	82.9	18	16.2	0	0.0	1	0.9
16:00	108	0	0.0	94	87.0	14	13.0	0	0.0	0	0.0
17:00	122	1	0.8	109	89.3	12	9.8	0	0.0	0	0.0
18:00	92	0	0.0	84	91.3	8	8.7	0	0.0	0	0.0
19:00	53	0	0.0	50	94.3	3	5.7	0	0.0	0	0.0
20:00	30	0	0.0	30	100.0	0	0.0	0	0.0	0	0.0
21:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
22:00	26	0	0.0	26	100.0	0	0.0	0	0.0	0	0.0
23:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
12H(7-19)	1010	6	0.6	847	83.9	153	15.2	3	0.3	1	0.1
16H(6-22)	1137	6	0.5	965	84.9	162	14.3	3	0.3	1	0.1
18H(6-24)	1182	6	0.5	1009	85.4	163	13.8	3	0.3	1	0.1
24H(0-24)	1197	6	0.5	1020	85.2	167	14.0	3	0.3	1	0.1

25038	GREENS NORTON					Site No: 25038002	Location	Site 1, Blakesley Hill, Greens Norton (TG Pole)			
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
14 March 2020											
00:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
06:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
07:00	19	0	0.0	17	89.5	2	10.5	0	0.0	0	0.0
08:00	34	0	0.0	26	76.5	6	17.7	2	5.9	0	0.0
09:00	54	0	0.0	47	87.0	7	13.0	0	0.0	0	0.0
10:00	91	0	0.0	82	90.1	9	9.9	0	0.0	0	0.0
11:00	92	2	2.2	78	84.8	10	10.9	2	2.2	0	0.0
12:00	86	3	3.5	71	82.6	12	14.0	0	0.0	0	0.0
13:00	77	0	0.0	69	89.6	8	10.4	0	0.0	0	0.0
14:00	74	0	0.0	62	83.8	11	14.9	1	1.4	0	0.0
15:00	70	4	5.7	56	80.0	10	14.3	0	0.0	0	0.0
16:00	72	1	1.4	66	91.7	5	6.9	0	0.0	0	0.0
17:00	78	0	0.0	69	88.5	9	11.5	0	0.0	0	0.0
18:00	45	0	0.0	37	82.2	8	17.8	0	0.0	0	0.0
19:00	23	0	0.0	21	91.3	2	8.7	0	0.0	0	0.0
20:00	23	0	0.0	21	91.3	2	8.7	0	0.0	0	0.0
21:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
22:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
12H(7-19)	792	10	1.3	680	85.9	97	12.3	5	0.6	0	0.0
16H(6-22)	864	10	1.2	745	86.2	104	12.0	5	0.6	0	0.0
18H(6-24)	888	10	1.1	767	86.4	106	11.9	5	0.6	0	0.0
24H(0-24)	905	10	1.1	782	86.4	108	11.9	5	0.6	0	0.0

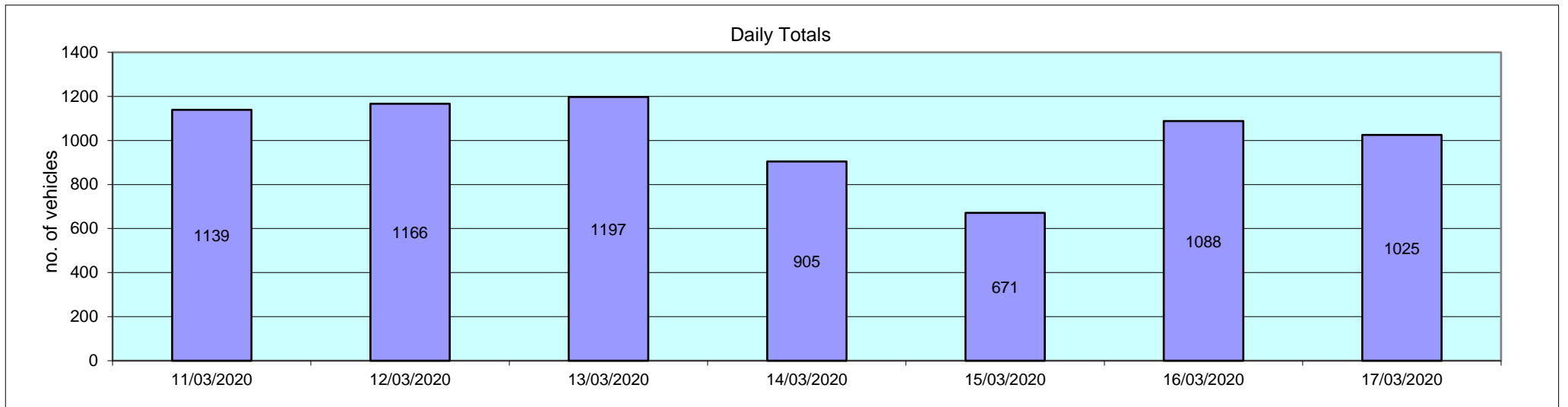
25038	GREENS NORTON			Site No: 25038002		Location		Site 1, Blakesley Hill, Greens Norton (TG Pole)			
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
15 March 2020											
00:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
07:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
08:00	15	0	0.0	11	73.3	3	20.0	1	6.7	0	0.0
09:00	29	1	3.5	23	79.3	4	13.8	1	3.5	0	0.0
10:00	66	2	3.0	57	86.4	7	10.6	0	0.0	0	0.0
11:00	94	0	0.0	87	92.6	6	6.4	1	1.1	0	0.0
12:00	78	2	2.6	65	83.3	11	14.1	0	0.0	0	0.0
13:00	60	0	0.0	54	90.0	6	10.0	0	0.0	0	0.0
14:00	56	2	3.6	50	89.3	4	7.1	0	0.0	0	0.0
15:00	56	0	0.0	52	92.9	4	7.1	0	0.0	0	0.0
16:00	55	2	3.6	49	89.1	4	7.3	0	0.0	0	0.0
17:00	40	0	0.0	38	95.0	2	5.0	0	0.0	0	0.0
18:00	28	0	0.0	24	85.7	4	14.3	0	0.0	0	0.0
19:00	32	0	0.0	29	90.6	3	9.4	0	0.0	0	0.0
20:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
21:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
22:00	5	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
12H(7-19)	589	9	1.5	520	88.3	57	9.7	3	0.5	0	0.0
16H(6-22)	644	9	1.4	571	88.7	61	9.5	3	0.5	0	0.0
18H(6-24)	654	10	1.5	579	88.5	62	9.5	3	0.5	0	0.0
24H(0-24)	671	10	1.5	592	88.2	66	9.8	3	0.5	0	0.0

25038	GREENS NORTON					Site No: 25038002	Location	Site 1, Blakesley Hill, Greens Norton (TG Pole)			
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
16 March 2020											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
05:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
06:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
07:00	49	0	0.0	42	85.7	7	14.3	0	0.0	0	0.0
08:00	83	0	0.0	65	78.3	14	16.9	4	4.8	0	0.0
09:00	38	0	0.0	26	68.4	12	31.6	0	0.0	0	0.0
10:00	52	1	1.9	49	94.2	2	3.9	0	0.0	0	0.0
11:00	78	0	0.0	64	82.1	14	18.0	0	0.0	0	0.0
12:00	75	0	0.0	64	85.3	9	12.0	2	2.7	0	0.0
13:00	69	1	1.5	54	78.3	10	14.5	4	5.8	0	0.0
14:00	78	0	0.0	65	83.3	12	15.4	1	1.3	0	0.0
15:00	89	1	1.1	77	86.5	10	11.2	0	0.0	1	1.1
16:00	110	2	1.8	90	81.8	17	15.5	0	0.0	1	0.9
17:00	121	1	0.8	105	86.8	15	12.4	0	0.0	0	0.0
18:00	91	3	3.3	78	85.7	10	11.0	0	0.0	0	0.0
19:00	60	1	1.7	50	83.3	9	15.0	0	0.0	0	0.0
20:00	29	0	0.0	27	93.1	2	6.9	0	0.0	0	0.0
21:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
22:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
12H(7-19)	933	9	1.0	779	83.5	132	14.2	11	1.2	2	0.2
16H(6-22)	1065	10	0.9	895	84.0	147	13.8	11	1.0	2	0.2
18H(6-24)	1081	10	0.9	910	84.2	148	13.7	11	1.0	2	0.2
24H(0-24)	1088	10	0.9	913	83.9	152	14.0	11	1.0	2	0.2

25038	GREENS NORTON					Site No: 25038002	Location	Site 1, Blakesley Hill, Greens Norton (TG Pole)			
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
17 March 2020											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
06:00	18	0	0.0	12	66.7	5	27.8	1	5.6	0	0.0
07:00	48	0	0.0	37	77.1	7	14.6	3	6.3	1	2.1
08:00	86	0	0.0	76	88.4	9	10.5	1	1.2	0	0.0
09:00	62	0	0.0	50	80.7	12	19.4	0	0.0	0	0.0
10:00	57	0	0.0	45	79.0	12	21.1	0	0.0	0	0.0
11:00	66	0	0.0	54	81.8	10	15.2	2	3.0	0	0.0
12:00	58	1	1.7	50	86.2	6	10.3	1	1.7	0	0.0
13:00	68	1	1.5	54	79.4	11	16.2	1	1.5	1	1.5
14:00	70	3	4.3	62	88.6	5	7.1	0	0.0	0	0.0
15:00	78	0	0.0	67	85.9	9	11.5	0	0.0	2	2.6
16:00	96	1	1.0	83	86.5	11	11.5	1	1.0	0	0.0
17:00	112	0	0.0	101	90.2	11	9.8	0	0.0	0	0.0
18:00	82	1	1.2	71	86.6	10	12.2	0	0.0	0	0.0
19:00	40	1	2.5	32	80.0	6	15.0	1	2.5	0	0.0
20:00	33	0	0.0	28	84.9	5	15.2	0	0.0	0	0.0
21:00	32	0	0.0	29	90.6	3	9.4	0	0.0	0	0.0
22:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H(7-19)	883	7	0.8	750	84.9	113	12.8	9	1.0	4	0.5
16H(6-22)	1006	8	0.8	851	84.6	132	13.1	11	1.1	4	0.4
18H(6-24)	1016	8	0.8	859	84.6	134	13.2	11	1.1	4	0.4
24H(0-24)	1025	8	0.8	865	84.4	137	13.4	11	1.1	4	0.4

25038 GREENS NORTON Site No: 25038002 Location Site 1, Blakesley Hill, Greens Norton (TG Pole)
Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
11/3/20	1139	5	0.4	963	84.6	156	13.7	12	1.1	3	0.3
12/3/20	1166	6	0.5	986	84.6	167	14.3	6	0.5	1	0.1
13/3/20	1197	6	0.5	1020	85.2	167	14.0	3	0.3	1	0.1
14/3/20	905	10	1.1	782	86.4	108	11.9	5	0.6	0	0.0
15/3/20	671	10	1.5	592	88.2	66	9.8	3	0.5	0	0.0
16/3/20	1088	10	0.9	913	83.9	152	14.0	11	1.0	2	0.2
17/3/20	1025	8	0.8	865	84.4	137	13.4	11	1.1	4	0.4
Total Vehicles											
[--]	7191	55	0.8	6121	85.3	953	13.0	51	0.7	11	0.1



25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
11 March 2020																
00:00	4	0	35	4	0	0	0	0	0	1	1	2	0	0	0	0
01:00	5	0	40	4	0	0	0	0	0	0	1	2	2	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0
05:00	5	0	42	5	0	0	0	0	0	0	1	1	2	1	0	0
06:00	15	41	38	3	0	0	0	0	0	0	5	8	2	0	0	0
07:00	44	44	37	6	0	0	0	0	1	7	11	11	11	2	1	0
08:00	75	41	36	5	0	0	0	0	2	10	31	21	10	1	0	0
09:00	66	40	34	6	0	1	0	0	3	18	21	18	4	1	0	0
10:00	57	40	34	6	0	0	0	0	7	9	18	16	4	3	0	0
11:00	70	41	35	6	0	0	0	0	3	17	20	20	8	1	1	0
12:00	65	39	34	4	0	0	0	0	3	9	32	17	4	0	0	0
13:00	60	40	35	5	0	0	0	0	3	10	20	21	4	2	0	0
14:00	51	41	35	7	0	0	0	1	3	9	16	15	3	4	0	0
15:00	90	40	34	7	0	0	1	3	7	18	23	27	10	0	1	0
16:00	116	44	37	6	0	0	0	0	5	18	31	31	26	4	1	0
17:00	128	42	36	6	0	0	2	0	3	17	37	44	24	1	0	0
18:00	111	42	36	6	0	0	0	1	4	21	32	34	13	6	0	0
19:00	66	41	34	7	0	0	0	2	9	8	19	17	8	3	0	0
20:00	41	44	37	7	0	0	0	0	2	4	12	11	9	1	1	1
21:00	37	43	36	7	0	0	0	2	1	2	12	12	6	2	0	0
22:00	26	40	34	6	0	0	0	1	1	5	8	8	3	0	0	0
23:00	6	0	36	6	0	0	0	0	0	2	1	1	2	0	0	0
12H(7-19)	933	41	35	6	0	1	3	5	44	163	292	275	121	25	4	0
16H(6-22)	1092	42	35	6	0	1	3	9	56	177	340	323	146	31	5	1
18H(6-24)	1124	42	35	6	0	1	3	10	57	184	349	332	151	31	5	1
24H(0-24)	1139	42	35	6	0	1	3	10	57	185	352	338	155	32	5	1

25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
12 March 2020																
00:00	3	0	35	6	0	0	0	0	0	1	1	0	1	0	0	0
01:00	1	0	44	0	0	0	0	0	0	0	0	0	1	0	0	0
02:00	1	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0
03:00	1	0	34	0	0	0	0	0	0	0	1	0	0	0	0	0
04:00	1	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0
05:00	5	0	40	6	0	0	0	0	0	0	2	1	1	1	0	0
06:00	12	43	38	6	0	0	0	0	1	0	3	5	2	1	0	0
07:00	46	42	36	6	0	0	0	0	2	6	13	17	5	3	0	0
08:00	72	40	35	5	0	0	0	0	3	9	30	21	7	2	0	0
09:00	62	40	35	5	0	0	0	0	2	13	18	25	4	0	0	0
10:00	54	40	35	6	0	0	0	0	4	8	16	20	3	2	1	0
11:00	77	40	33	7	0	0	0	1	12	15	23	16	7	3	0	0
12:00	66	42	36	6	0	0	0	0	2	11	22	19	10	2	0	0
13:00	62	42	35	7	0	1	0	0	3	15	15	16	9	3	0	0
14:00	77	41	35	6	0	0	0	0	5	18	19	25	9	0	1	0
15:00	91	40	34	6	0	0	0	0	6	19	28	29	7	2	0	0
16:00	116	40	35	6	0	0	0	0	4	25	35	39	6	7	0	0
17:00	145	40	34	6	0	0	1	3	13	17	49	47	14	1	0	0
18:00	104	44	36	7	0	0	0	2	7	18	20	31	19	6	1	0
19:00	84	42	35	7	0	0	0	2	7	9	24	26	13	2	1	0
20:00	31	42	36	6	0	0	0	0	1	5	8	11	5	1	0	0
21:00	18	44	39	4	0	0	0	0	0	0	5	7	5	1	0	0
22:00	22	44	37	7	0	0	0	0	2	1	7	5	5	1	1	0
23:00	15	39	34	6	0	0	0	0	2	1	8	2	2	0	0	0
12H(7-19)	972	41	35	6	0	1	1	6	63	174	288	305	100	31	3	0
16H(6-22)	1117	41	35	6	0	1	1	8	72	188	328	354	125	36	4	0
18H(6-24)	1154	41	35	6	0	1	1	8	76	190	343	361	132	37	5	0
24H(0-24)	1166	41	35	6	0	1	1	8	76	191	347	364	135	38	5	0

25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
13 March 2020																
00:00	3	0	37	2	0	0	0	0	0	0	1	2	0	0	0	0
01:00	3	0	35	2	0	0	0	0	0	0	2	1	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0
05:00	8	0	36	15	0	0	2	0	0	0	1	2	1	0	1	1
06:00	13	47	41	6	0	0	0	0	0	0	2	6	2	2	0	1
07:00	47	45	38	6	0	0	0	0	0	4	16	11	10	6	0	0
08:00	76	41	34	7	0	0	0	2	7	11	32	12	10	1	1	0
09:00	63	39	33	6	0	0	0	0	7	17	18	16	3	1	0	1
10:00	78	40	32	8	0	1	2	3	8	20	15	21	6	2	0	0
11:00	69	40	33	7	0	0	0	5	4	14	24	15	7	0	0	0
12:00	84	41	34	7	0	0	0	2	3	25	24	16	10	4	0	0
13:00	79	43	37	6	0	0	0	0	0	15	19	27	14	2	1	1
14:00	81	42	36	6	0	0	0	0	2	11	25	27	15	0	0	1
15:00	111	41	36	6	0	0	0	0	7	9	44	33	12	6	0	0
16:00	108	40	35	6	0	0	1	0	5	15	38	37	9	3	0	0
17:00	122	43	37	6	0	0	0	0	7	14	29	44	22	5	1	0
18:00	92	42	36	6	0	0	0	0	7	9	34	24	16	1	1	0
19:00	53	44	37	7	0	0	0	1	3	5	15	15	11	3	0	0
20:00	30	43	37	6	0	0	0	0	1	2	9	11	5	2	0	0
21:00	31	38	33	5	0	0	0	0	4	4	15	7	1	0	0	0
22:00	26	42	36	6	0	0	0	0	2	2	8	9	4	0	1	0
23:00	19	42	34	7	0	0	0	0	3	6	2	4	4	0	0	0
12H(7-19)	1010	42	35	6	0	1	3	12	57	164	318	283	134	31	4	3
16H(6-22)	1137	42	35	6	0	1	3	13	65	175	359	322	153	38	4	4
18H(6-24)	1182	42	35	6	0	1	3	13	70	183	369	335	161	38	5	4
24H(0-24)	1197	42	35	7	0	1	5	13	70	183	373	341	162	38	6	5

25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
14 March 2020																
00:00	9	0	38	5	0	0	0	0	0	1	2	3	3	0	0	0
01:00	1	0	28	0	0	0	0	0	0	1	0	0	0	0	0	0
02:00	2	0	24	0	0	0	0	0	2	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	44	5	0	0	0	0	0	0	0	1	0	1	0	0
05:00	3	0	42	2	0	0	0	0	0	0	0	1	2	0	0	0
06:00	7	0	39	5	0	0	0	0	0	0	2	3	1	1	0	0
07:00	19	44	34	8	0	0	0	0	2	9	1	1	5	1	0	0
08:00	34	42	36	5	0	0	0	0	0	4	16	8	4	2	0	0
09:00	54	40	35	5	0	0	0	0	1	10	23	14	5	1	0	0
10:00	91	40	34	6	0	1	0	2	5	16	34	25	6	2	0	0
11:00	92	41	35	6	0	0	0	0	6	20	27	25	10	4	0	0
12:00	86	40	34	5	0	0	0	0	5	15	34	25	6	1	0	0
13:00	77	40	35	6	0	0	0	0	4	17	20	27	8	1	0	0
14:00	74	41	35	6	0	0	0	0	3	18	23	20	8	2	0	0
15:00	70	40	34	6	0	0	0	0	5	16	22	19	8	0	0	0
16:00	72	42	35	7	0	0	0	3	3	14	20	18	11	2	1	0
17:00	78	44	38	6	0	0	0	0	2	8	19	31	9	7	2	0
18:00	45	42	35	7	0	0	0	1	5	7	14	10	5	2	1	0
19:00	23	43	36	7	0	0	0	0	2	3	6	7	3	2	0	0
20:00	23	40	35	6	0	0	0	0	1	3	10	6	1	2	0	0
21:00	19	40	37	5	0	0	0	0	1	1	5	9	2	1	0	0
22:00	12	0	41	11	0	0	0	0	1	2	1	2	2	0	2	2
23:00	12	44	37	9	0	0	0	0	1	2	4	1	3	0	0	1
12H(7-19)	792	41	35	6	0	1	0	6	41	154	253	223	85	25	4	0
16H(6-22)	864	41	35	6	0	1	0	6	45	161	276	248	92	31	4	0
18H(6-24)	888	41	35	6	0	1	0	6	47	165	281	251	97	31	6	3
24H(0-24)	905	41	35	6	0	1	0	6	49	167	283	256	102	32	6	3

25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
15 March 2020																
00:00	8	0	43	7	0	0	0	0	0	0	2	1	2	2	1	0
01:00	3	0	35	6	0	0	0	0	0	1	1	0	1	0	0	0
02:00	1	0	34	0	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	43	8	0	0	0	0	0	0	1	1	1	0	0	1
05:00	1	0	54	0	0	0	0	0	0	0	0	0	0	0	1	0
06:00	5	0	40	6	0	0	0	0	0	0	2	1	1	1	0	0
07:00	12	40	34	7	0	0	1	0	0	2	3	5	1	0	0	0
08:00	15	44	36	8	0	0	0	0	1	4	4	2	2	1	1	0
09:00	29	40	34	8	0	0	2	0	2	5	5	13	2	0	0	0
10:00	66	40	35	6	0	1	0	0	1	16	18	23	6	1	0	0
11:00	94	42	36	7	0	0	0	1	4	17	29	26	10	5	1	1
12:00	78	40	34	6	0	0	0	2	3	23	22	18	9	1	0	0
13:00	60	43	35	7	0	0	0	0	3	16	19	9	10	2	1	0
14:00	56	40	34	6	0	0	0	0	5	9	19	17	5	1	0	0
15:00	56	40	35	5	0	0	0	0	1	12	15	22	5	1	0	0
16:00	55	41	35	6	0	0	0	0	4	8	15	20	7	1	0	0
17:00	40	41	36	5	0	0	0	1	1	3	16	12	7	0	0	0
18:00	28	44	35	8	0	0	0	0	3	7	6	4	5	3	0	0
19:00	32	46	38	7	0	0	0	0	2	5	5	8	7	5	0	0
20:00	10	41	36	5	0	0	0	0	0	2	2	4	2	0	0	0
21:00	8	0	37	5	0	0	0	0	0	2	0	5	1	0	0	0
22:00	5	0	42	8	0	0	0	0	0	0	2	1	0	1	1	0
23:00	5	0	46	7	0	0	0	0	0	0	0	2	1	0	2	0
12H(7-19)	589	41	35	6	0	1	3	4	28	122	171	171	69	16	3	1
16H(6-22)	644	42	35	6	0	1	3	4	30	131	180	189	80	22	3	1
18H(6-24)	654	42	35	7	0	1	3	4	30	131	182	192	81	23	6	1
24H(0-24)	671	42	35	7	0	1	3	4	30	132	187	194	85	25	8	2

25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
16 March 2020																
00:00	1	0	48	0	0	0	0	0	0	0	0	0	0	1	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	38	0	0	0	0	0	0	0	0	2	0	0	0	0
05:00	4	0	38	9	0	0	0	0	1	0	0	0	3	0	0	0
06:00	12	40	36	5	0	0	0	0	0	2	4	4	2	0	0	0
07:00	49	42	34	7	0	0	0	1	6	9	14	10	8	1	0	0
08:00	83	40	35	5	0	0	0	0	4	11	35	26	5	2	0	0
09:00	38	40	35	5	0	0	0	0	2	5	16	12	3	0	0	0
10:00	52	39	33	5	0	0	0	1	3	12	21	11	4	0	0	0
11:00	78	41	35	6	0	0	0	0	6	9	27	24	9	3	0	0
12:00	75	40	35	5	0	0	0	0	3	20	17	27	8	0	0	0
13:00	69	41	35	6	0	0	0	0	6	15	19	18	10	1	0	0
14:00	78	41	36	6	0	0	0	0	4	13	19	30	11	1	0	0
15:00	89	41	35	6	0	0	0	1	2	18	31	24	11	2	0	0
16:00	110	42	36	5	0	0	0	0	1	18	36	33	19	3	0	0
17:00	121	42	36	6	0	0	0	0	3	20	47	27	19	5	0	0
18:00	91	42	36	6	0	0	0	0	5	12	32	25	14	2	0	1
19:00	60	45	37	7	0	0	0	1	4	8	13	15	13	5	1	0
20:00	29	43	36	7	0	0	0	0	1	9	7	5	5	0	2	0
21:00	31	46	38	7	0	0	0	0	3	3	4	13	3	5	0	0
22:00	11	45	40	8	0	0	0	0	1	0	2	2	4	1	1	0
23:00	5	0	40	6	0	0	0	0	0	0	2	1	1	1	0	0
12H(7-19)	933	41	35	6	0	0	0	3	45	162	314	267	121	20	0	1
16H(6-22)	1065	42	35	6	0	0	0	4	53	184	342	304	144	30	3	1
18H(6-24)	1081	42	35	6	0	0	0	4	54	184	346	307	149	32	4	1
24H(0-24)	1088	42	35	6	0	0	0	4	55	184	346	309	152	33	4	1

25038		GREENS NORTON			Site No: 25038002		Location Site 1, Blakesley Hill, Greens Norton (TG Pole)									
					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
17 March 2020																
00:00	1	0	34	0	0	0	0	0	0	0	1	0	0	0	0	0
01:00	1	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0
02:00	1	0	44	0	0	0	0	0	0	0	0	0	1	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0
05:00	5	0	40	9	0	0	0	0	0	1	1	1	1	0	1	0
06:00	18	46	38	8	0	0	1	0	0	0	4	8	2	2	1	0
07:00	48	40	35	5	0	0	0	0	3	7	18	15	5	0	0	0
08:00	86	40	34	6	0	0	0	1	4	21	28	25	6	0	1	0
09:00	62	40	35	6	0	0	0	0	4	12	18	22	2	3	1	0
10:00	57	39	33	5	0	0	0	1	4	14	22	13	3	0	0	0
11:00	66	40	34	7	0	0	0	2	6	15	20	14	7	2	0	0
12:00	58	41	34	7	0	0	0	1	4	16	14	14	7	2	0	0
13:00	68	41	35	6	0	0	0	0	4	12	24	19	8	1	0	0
14:00	70	41	35	6	0	0	0	0	2	15	23	20	7	3	0	0
15:00	78	40	34	5	0	0	0	0	5	21	22	24	6	0	0	0
16:00	96	40	34	6	0	0	0	1	8	17	31	29	8	1	1	0
17:00	112	41	36	5	0	0	0	0	3	12	42	38	14	3	0	0
18:00	82	42	36	6	0	0	0	0	6	13	25	22	12	4	0	0
19:00	40	42	36	8	0	0	0	0	4	8	8	13	4	1	1	1
20:00	33	44	37	7	0	0	0	0	2	7	5	9	7	3	0	0
21:00	32	44	37	6	0	0	0	0	0	4	10	9	7	2	0	0
22:00	9	0	38	6	0	0	0	0	0	1	2	4	0	2	0	0
23:00	1	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0
12H(7-19)	883	40	35	6	0	0	0	6	53	175	287	255	85	19	3	0
16H(6-22)	1006	41	35	6	0	0	1	6	59	194	314	294	105	27	5	1
18H(6-24)	1016	41	35	6	0	0	1	6	59	195	316	299	105	29	5	1
24H(0-24)	1025	41	35	6	0	0	1	6	59	196	318	302	107	29	6	1

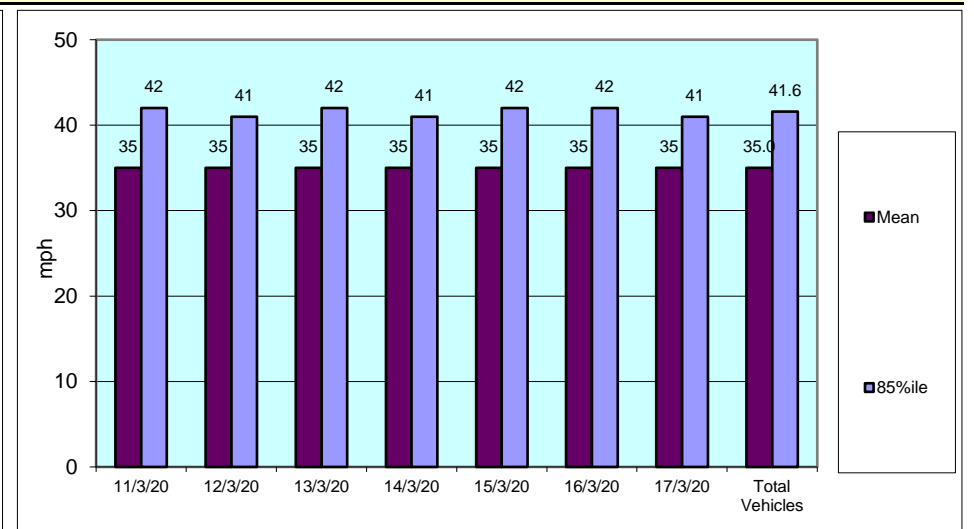
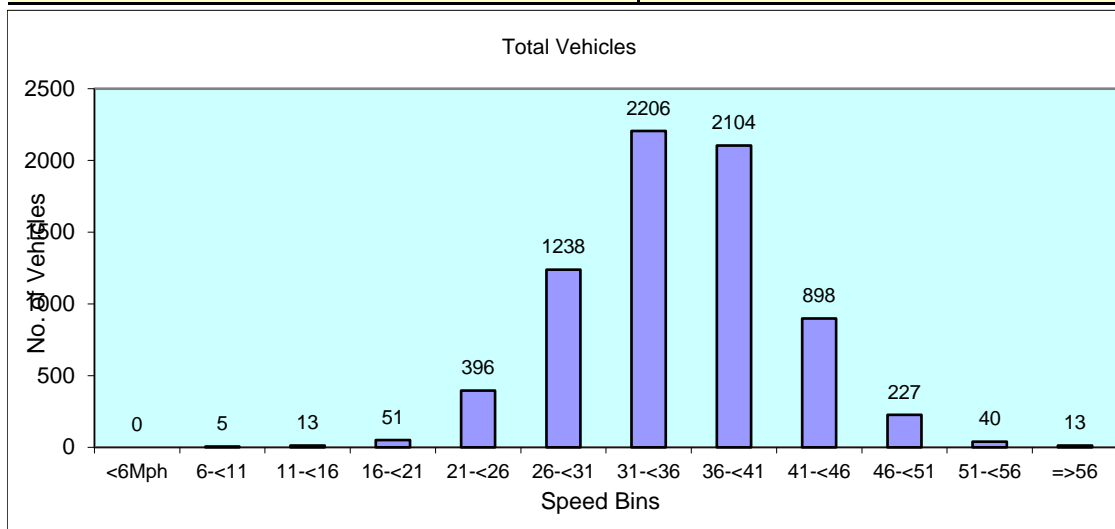
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

11/3/20	1139	42	35	6	0	1	3	10	57	185	352	338	155	32	5	1
12/3/20	1166	41	35	6	0	1	1	8	76	191	347	364	135	38	5	0
13/3/20	1197	42	35	7	0	1	5	13	70	183	373	341	162	38	6	5
14/3/20	905	41	35	6	0	1	0	6	49	167	283	256	102	32	6	3
15/3/20	671	42	35	7	0	1	3	4	30	132	187	194	85	25	8	2
16/3/20	1088	42	35	6	0	0	0	4	55	184	346	309	152	33	4	1
17/3/20	1025	41	35	6	0	0	1	6	59	196	318	302	107	29	6	1

Total Vehicles

[--]	7191	41.6	35.0	6.3	0	5	13	51	396	1238	2206	2104	898	227	40	13
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25038		GREENS NORTON								
		MARCH 2020			Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 25038001	Site 2, Blakesley Hill, Greens Norton (30/60 Sign) SP 66362 49936	Channel: Eastbound	11/03/20	17/03/20	30/60	6741	1064	963	44.1	37.1
		Channel: Westbound	11/03/20	17/03/20		6624	1039	946	44.9	39.0

25038				GREENS NORTON		Site No: 25038001		Location		Site 2, Blakesley Hill, Greens Norton (30/60 Sign)		
Channel: Eastbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
11 March 2020												
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
01:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
04:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0	
05:00	15	0	0.0	11	73.3	4	26.7	0	0.0	0	0.0	
06:00	84	0	0.0	73	86.9	11	13.1	0	0.0	0	0.0	
07:00	124	0	0.0	107	86.3	17	13.7	0	0.0	0	0.0	
08:00	122	2	1.6	103	84.4	15	12.3	1	0.8	1	0.8	
09:00	105	0	0.0	88	83.8	16	15.2	1	1.0	0	0.0	
10:00	60	0	0.0	54	90.0	5	8.3	1	1.7	0	0.0	
11:00	69	1	1.5	57	82.6	11	15.9	0	0.0	0	0.0	
12:00	61	0	0.0	53	86.9	8	13.1	0	0.0	0	0.0	
13:00	61	0	0.0	51	83.6	8	13.1	2	3.3	0	0.0	
14:00	61	0	0.0	52	85.3	9	14.8	0	0.0	0	0.0	
15:00	87	0	0.0	74	85.1	12	13.8	1	1.2	0	0.0	
16:00	65	2	3.1	52	80.0	9	13.9	1	1.5	1	1.5	
17:00	54	1	1.9	49	90.7	3	5.6	1	1.9	0	0.0	
18:00	52	0	0.0	46	88.5	5	9.6	1	1.9	0	0.0	
19:00	39	0	0.0	38	97.4	1	2.6	0	0.0	0	0.0	
20:00	23	0	0.0	21	91.3	2	8.7	0	0.0	0	0.0	
21:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0	
22:00	10	1	10.0	9	90.0	0	0.0	0	0.0	0	0.0	
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
12H(7-19)	921	6	0.7	786	85.3	118	12.8	9	1.0	2	0.2	
16H(6-22)	1074	6	0.6	925	86.1	132	12.3	9	0.8	2	0.2	
18H(6-24)	1086	7	0.6	936	86.2	132	12.2	9	0.8	2	0.2	
24H(0-24)	1106	7	0.6	951	86.0	137	12.4	9	0.8	2	0.2	

25038	GREENS NORTON					Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)			
	Channel: Eastbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12 March 2020											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
05:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
06:00	82	1	1.2	69	84.2	12	14.6	0	0.0	0	0.0
07:00	122	0	0.0	106	86.9	15	12.3	1	0.8	0	0.0
08:00	131	1	0.8	117	89.3	11	8.4	1	0.8	1	0.8
09:00	92	0	0.0	78	84.8	12	13.0	2	2.2	0	0.0
10:00	69	0	0.0	58	84.1	11	15.9	0	0.0	0	0.0
11:00	48	0	0.0	45	93.8	3	6.3	0	0.0	0	0.0
12:00	63	0	0.0	53	84.1	9	14.3	1	1.6	0	0.0
13:00	61	0	0.0	52	85.3	8	13.1	1	1.6	0	0.0
14:00	55	1	1.8	51	92.7	3	5.5	0	0.0	0	0.0
15:00	105	1	1.0	83	79.1	21	20.0	0	0.0	0	0.0
16:00	48	0	0.0	42	87.5	4	8.3	2	4.2	0	0.0
17:00	63	0	0.0	59	93.7	4	6.4	0	0.0	0	0.0
18:00	49	0	0.0	43	87.8	6	12.2	0	0.0	0	0.0
19:00	34	0	0.0	32	94.1	1	2.9	1	2.9	0	0.0
20:00	16	0	0.0	12	75.0	4	25.0	0	0.0	0	0.0
21:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
22:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
23:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H(7-19)	906	3	0.3	787	86.9	107	11.8	8	0.9	1	0.1
16H(6-22)	1047	4	0.4	909	86.8	124	11.8	9	0.9	1	0.1
18H(6-24)	1060	4	0.4	921	86.9	125	11.8	9	0.9	1	0.1
24H(0-24)	1082	4	0.4	941	87.0	127	11.7	9	0.8	1	0.1

25038	GREENS NORTON					Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)			
	Channel: Eastbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13 March 2020											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
05:00	14	0	0.0	11	78.6	3	21.4	0	0.0	0	0.0
06:00	63	0	0.0	53	84.1	10	15.9	0	0.0	0	0.0
07:00	100	0	0.0	88	88.0	12	12.0	0	0.0	0	0.0
08:00	114	0	0.0	95	83.3	16	14.0	2	1.8	1	0.9
09:00	98	0	0.0	82	83.7	14	14.3	2	2.0	0	0.0
10:00	88	1	1.1	77	87.5	10	11.4	0	0.0	0	0.0
11:00	66	1	1.5	58	87.9	6	9.1	1	1.5	0	0.0
12:00	70	0	0.0	62	88.6	8	11.4	0	0.0	0	0.0
13:00	67	0	0.0	52	77.6	14	20.9	1	1.5	0	0.0
14:00	81	0	0.0	68	84.0	12	14.8	1	1.2	0	0.0
15:00	87	0	0.0	74	85.1	12	13.8	1	1.2	0	0.0
16:00	67	0	0.0	57	85.1	9	13.4	1	1.5	0	0.0
17:00	71	0	0.0	60	84.5	11	15.5	0	0.0	0	0.0
18:00	47	1	2.1	41	87.2	5	10.6	0	0.0	0	0.0
19:00	37	0	0.0	36	97.3	1	2.7	0	0.0	0	0.0
20:00	24	1	4.2	20	83.3	3	12.5	0	0.0	0	0.0
21:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
22:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
23:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
12H(7-19)	956	3	0.3	814	85.2	129	13.5	9	0.9	1	0.1
16H(6-22)	1088	4	0.4	930	85.5	144	13.2	9	0.8	1	0.1
18H(6-24)	1104	4	0.4	945	85.6	145	13.1	9	0.8	1	0.1
24H(0-24)	1126	4	0.4	963	85.5	149	13.2	9	0.8	1	0.1

25038	GREENS NORTON					Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)			
	Channel: Eastbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
14 March 2020											
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	11	0	0.0	8	72.7	3	27.3	0	0.0	0	0.0
07:00	31	0	0.0	23	74.2	7	22.6	1	3.2	0	0.0
08:00	66	0	0.0	59	89.4	6	9.1	1	1.5	0	0.0
09:00	88	2	2.3	81	92.1	4	4.6	1	1.1	0	0.0
10:00	74	1	1.4	65	87.8	8	10.8	0	0.0	0	0.0
11:00	76	1	1.3	66	86.8	9	11.8	0	0.0	0	0.0
12:00	80	1	1.3	72	90.0	6	7.5	1	1.3	0	0.0
13:00	72	1	1.4	65	90.3	5	6.9	1	1.4	0	0.0
14:00	61	1	1.6	58	95.1	2	3.3	0	0.0	0	0.0
15:00	59	0	0.0	51	86.4	8	13.6	0	0.0	0	0.0
16:00	53	2	3.8	43	81.1	8	15.1	0	0.0	0	0.0
17:00	47	0	0.0	44	93.6	3	6.4	0	0.0	0	0.0
18:00	36	0	0.0	33	91.7	3	8.3	0	0.0	0	0.0
19:00	28	0	0.0	24	85.7	4	14.3	0	0.0	0	0.0
20:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
21:00	13	1	7.7	8	61.5	4	30.8	0	0.0	0	0.0
22:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
12H(7-19)	743	9	1.2	660	88.8	69	9.3	5	0.7	0	0.0
16H(6-22)	804	10	1.2	707	87.9	82	10.2	5	0.6	0	0.0
18H(6-24)	813	10	1.2	715	88.0	83	10.2	5	0.6	0	0.0
24H(0-24)	829	10	1.2	729	87.9	85	10.3	5	0.6	0	0.0

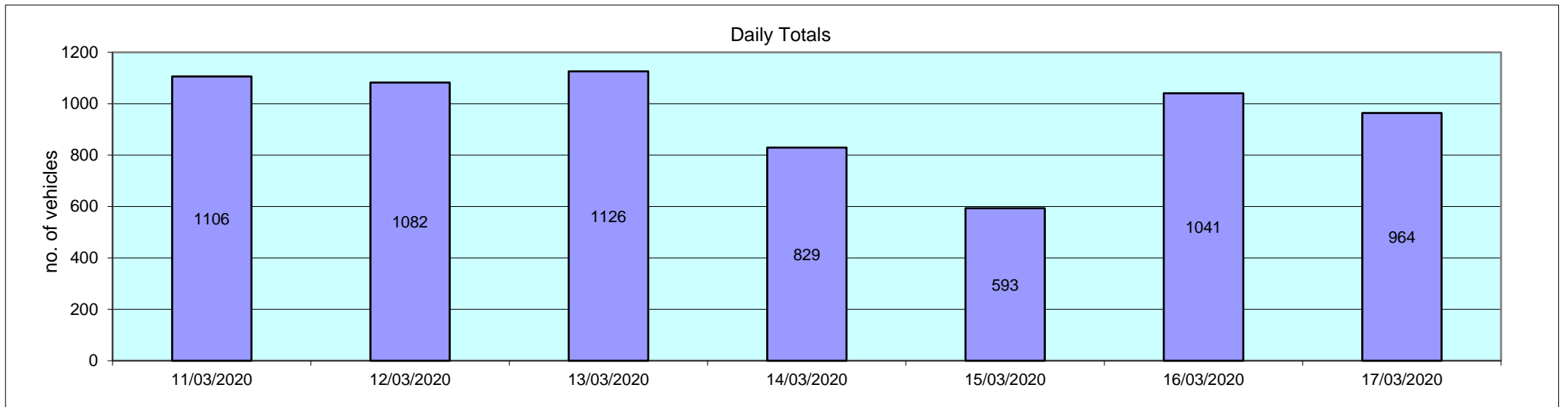
25038	GREENS NORTON					Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)			
	Channel: Eastbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
15 March 2020											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
08:00	19	2	10.5	16	84.2	1	5.3	0	0.0	0	0.0
09:00	50	1	2.0	45	90.0	4	8.0	0	0.0	0	0.0
10:00	86	0	0.0	82	95.4	4	4.7	0	0.0	0	0.0
11:00	64	2	3.1	58	90.6	4	6.3	0	0.0	0	0.0
12:00	62	1	1.6	56	90.3	5	8.1	0	0.0	0	0.0
13:00	66	0	0.0	58	87.9	8	12.1	0	0.0	0	0.0
14:00	38	0	0.0	35	92.1	3	7.9	0	0.0	0	0.0
15:00	34	1	2.9	32	94.1	1	2.9	0	0.0	0	0.0
16:00	40	0	0.0	36	90.0	4	10.0	0	0.0	0	0.0
17:00	29	1	3.5	27	93.1	1	3.5	0	0.0	0	0.0
18:00	34	0	0.0	33	97.1	1	2.9	0	0.0	0	0.0
19:00	19	0	0.0	16	84.2	3	15.8	0	0.0	0	0.0
20:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
21:00	7	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
22:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H(7-19)	536	8	1.5	492	91.8	36	6.7	0	0.0	0	0.0
16H(6-22)	577	9	1.6	529	91.7	39	6.8	0	0.0	0	0.0
18H(6-24)	584	9	1.5	536	91.8	39	6.7	0	0.0	0	0.0
24H(0-24)	593	9	1.5	543	91.6	41	6.9	0	0.0	0	0.0

25038	GREENS NORTON					Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)				
	Channel: Eastbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
16 March 2020												
00:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
01:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
03:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0	
04:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0	
05:00	16	0	0.0	12	75.0	4	25.0	0	0.0	0	0.0	
06:00	59	0	0.0	50	84.8	9	15.3	0	0.0	0	0.0	
07:00	112	0	0.0	100	89.3	12	10.7	0	0.0	0	0.0	
08:00	108	2	1.9	96	88.9	9	8.3	0	0.0	1	0.9	
09:00	93	1	1.1	77	82.8	14	15.1	1	1.1	0	0.0	
10:00	77	0	0.0	66	85.7	9	11.7	2	2.6	0	0.0	
11:00	68	1	1.5	58	85.3	9	13.2	0	0.0	0	0.0	
12:00	63	0	0.0	51	81.0	11	17.5	1	1.6	0	0.0	
13:00	61	0	0.0	53	86.9	7	11.5	1	1.6	0	0.0	
14:00	60	0	0.0	50	83.3	8	13.3	2	3.3	0	0.0	
15:00	86	0	0.0	73	84.9	13	15.1	0	0.0	0	0.0	
16:00	69	0	0.0	58	84.1	9	13.0	1	1.5	1	1.5	
17:00	58	1	1.7	50	86.2	7	12.1	0	0.0	0	0.0	
18:00	41	0	0.0	36	87.8	5	12.2	0	0.0	0	0.0	
19:00	27	0	0.0	18	66.7	8	29.6	1	3.7	0	0.0	
20:00	13	0	0.0	8	61.5	5	38.5	0	0.0	0	0.0	
21:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0	
22:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0	
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
12H(7-19)	896	5	0.6	768	85.7	113	12.6	8	0.9	2	0.2	
16H(6-22)	1013	5	0.5	861	85.0	136	13.4	9	0.9	2	0.2	
18H(6-24)	1020	5	0.5	867	85.0	137	13.4	9	0.9	2	0.2	
24H(0-24)	1041	5	0.5	882	84.7	143	13.7	9	0.9	2	0.2	

25038	GREENS NORTON					Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)			
	Channel: Eastbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
17 March 2020											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	14	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
06:00	66	0	0.0	56	84.9	10	15.2	0	0.0	0	0.0
07:00	102	0	0.0	94	92.2	8	7.8	0	0.0	0	0.0
08:00	123	1	0.8	106	86.2	14	11.4	1	0.8	1	0.8
09:00	83	0	0.0	76	91.6	6	7.2	1	1.2	0	0.0
10:00	63	0	0.0	50	79.4	13	20.6	0	0.0	0	0.0
11:00	58	0	0.0	48	82.8	10	17.2	0	0.0	0	0.0
12:00	52	0	0.0	46	88.5	4	7.7	2	3.9	0	0.0
13:00	56	2	3.6	50	89.3	3	5.4	1	1.8	0	0.0
14:00	45	2	4.4	37	82.2	5	11.1	1	2.2	0	0.0
15:00	78	1	1.3	66	84.6	11	14.1	0	0.0	0	0.0
16:00	73	1	1.4	60	82.2	11	15.1	0	0.0	1	1.4
17:00	48	0	0.0	42	87.5	4	8.3	2	4.2	0	0.0
18:00	40	0	0.0	39	97.5	1	2.5	0	0.0	0	0.0
19:00	25	0	0.0	22	88.0	3	12.0	0	0.0	0	0.0
20:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
21:00	9	0	0.0	6	66.7	3	33.3	0	0.0	0	0.0
22:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H(7-19)	821	7	0.9	714	87.0	90	11.0	8	1.0	2	0.2
16H(6-22)	940	7	0.7	816	86.8	107	11.4	8	0.9	2	0.2
18H(6-24)	945	7	0.7	820	86.8	108	11.4	8	0.9	2	0.2
24H(0-24)	964	7	0.7	836	86.7	111	11.5	8	0.8	2	0.2

25038 GREENS NORTON Site No: 25038001 Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)
Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
11/3/20	1106	7	0.6	951	86.0	137	12.4	9	0.8	2	0.2
12/3/20	1082	4	0.4	941	87.0	127	11.7	9	0.8	1	0.1
13/3/20	1126	4	0.4	963	85.5	149	13.2	9	0.8	1	0.1
14/3/20	829	10	1.2	729	87.9	85	10.3	5	0.6	0	0.0
15/3/20	593	9	1.5	543	91.6	41	6.9	0	0.0	0	0.0
16/3/20	1041	5	0.5	882	84.7	143	13.7	9	0.9	2	0.2
17/3/20	964	7	0.7	836	86.7	111	11.5	8	0.8	2	0.2
Total Vehicles											
[--]	6741	46	0.8	5845	87.1	793	11.4	49	0.7	8	0.1



6	GREENS NORTON				Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)										
	Channel: Eastbound																
	Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
11 March 2020																	
00:00	2	0	44	0	0	0	0	0	0	0	0	2	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	3	0	52	6	0	0	0	0	0	0	0	1	0	1	1	0	
05:00	15	48	40	8	0	0	1	0	2	0	4	4	4	0	0	0	
06:00	84	44	39	5	0	0	0	0	4	19	36	18	7	0	0	0	
07:00	124	45	38	6	0	0	0	1	11	34	37	30	10	1	0	0	
08:00	122	45	38	7	0	0	0	1	21	34	27	26	11	1	1	0	
09:00	105	41	34	7	0	1	3	3	26	34	24	10	4	0	0	0	
10:00	60	45	37	7	0	0	2	2	8	12	17	13	5	1	0	0	
11:00	69	42	36	6	0	0	1	3	11	19	21	12	1	1	0	0	
12:00	61	45	38	6	0	0	0	0	13	9	20	13	5	1	0	0	
13:00	61	43	36	6	0	0	1	1	6	24	17	7	4	1	0	0	
14:00	61	44	37	7	0	0	0	3	9	12	19	12	6	0	0	0	
15:00	87	44	37	6	0	0	1	3	8	24	29	16	5	1	0	0	
16:00	65	45	38	7	0	0	1	1	8	11	24	11	8	1	0	0	
17:00	54	42	34	7	0	0	4	1	13	14	12	8	2	0	0	0	
18:00	52	42	36	7	0	0	3	2	5	14	18	6	3	1	0	0	
19:00	39	45	37	8	0	0	2	2	4	9	10	8	2	1	1	0	
20:00	23	41	35	6	0	0	0	0	6	9	4	3	1	0	0	0	
21:00	7	0	39	6	0	0	0	0	1	1	2	2	1	0	0	0	
22:00	10	45	39	10	1	0	0	0	0	0	4	4	1	0	0	0	
23:00	2	0	36	8	0	0	0	0	1	0	0	1	0	0	0	0	
12H(7-19)	921	44	37	7	0	1	16	21	139	241	265	164	64	9	1	0	
16H(6-22)	1074	44	37	7	0	1	18	23	154	279	317	195	75	10	2	0	
18H(6-24)	1086	44	37	7	1	1	18	23	155	279	321	200	76	10	2	0	
24H(0-24)	1106	44	37	7	1	1	19	23	157	279	325	207	80	11	3	0	

6	GREENS NORTON				Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)										
	Channel: Eastbound																
	Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
12 March 2020																	
00:00	3	0	37	10	0	0	0	1	0	0	1	0	1	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	38	0	0	0	0	0	0	0	1	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	4	0	40	2	0	0	0	0	0	0	3	1	0	0	0	0	
05:00	14	50	42	10	0	0	0	1	1	2	2	2	4	1	1	0	
06:00	82	47	39	7	0	0	0	2	8	15	22	21	11	2	1	0	
07:00	122	45	38	6	0	0	1	2	14	24	47	21	13	0	0	0	
08:00	131	45	38	7	0	0	0	5	18	27	40	29	10	2	0	0	
09:00	92	43	36	7	0	1	1	6	10	31	25	12	5	1	0	0	
10:00	69	43	38	5	0	0	0	0	2	22	25	19	0	1	0	0	
11:00	48	45	38	7	0	0	1	1	4	15	9	12	4	2	0	0	
12:00	63	45	37	8	1	0	0	2	9	18	16	8	7	1	1	0	
13:00	61	45	38	6	0	0	0	1	3	20	19	11	6	1	0	0	
14:00	55	43	38	5	0	0	0	2	3	12	25	9	4	0	0	0	
15:00	105	44	37	6	0	0	0	2	19	32	24	21	6	1	0	0	
16:00	48	45	38	8	0	0	1	3	8	5	11	14	6	0	0	0	
17:00	63	44	38	5	0	0	0	0	5	23	17	13	5	0	0	0	
18:00	49	44	36	7	0	0	2	1	8	13	13	8	2	2	0	0	
19:00	34	45	37	7	0	0	0	1	6	9	8	5	5	0	0	0	
20:00	16	41	36	7	0	0	1	1	1	4	6	2	1	0	0	0	
21:00	9	0	43	5	0	0	0	0	0	1	2	3	3	0	0	0	
22:00	10	43	38	5	0	0	0	0	1	3	3	3	0	0	0	0	
23:00	3	0	40	6	0	0	0	0	0	1	1	0	1	0	0	0	
12H(7-19)	906	44	37	7	1	1	6	25	103	242	271	177	68	11	1	0	
16H(6-22)	1047	45	38	7	1	1	7	29	118	271	309	208	88	13	2	0	
18H(6-24)	1060	45	38	7	1	1	7	29	119	275	313	211	89	13	2	0	
24H(0-24)	1082	45	38	7	1	1	7	31	120	277	320	214	94	14	3	0	

6	GREENS NORTON				Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)										
	Channel: Eastbound																
	Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
13 March 2020																	
00:00	2	0	34	10	0	0	0	1	0	0	0	1	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	24	0	0	0	0	1	0	0	0	0	0	0	0	0	
03:00	1	0	38	0	0	0	0	0	0	0	1	0	0	0	0	0	
04:00	4	0	41	2	0	0	0	0	0	0	2	2	0	0	0	0	
05:00	14	52	44	8	0	0	0	0	2	0	2	4	3	3	0	0	
06:00	63	44	38	6	0	0	0	1	8	16	19	16	2	1	0	0	
07:00	100	45	37	7	0	0	1	4	14	29	19	21	9	2	1	0	
08:00	114	44	37	7	0	0	1	1	15	34	30	26	4	1	2	0	
09:00	98	44	37	7	0	1	0	3	14	25	29	20	5	1	0	0	
10:00	88	43	36	7	0	0	0	8	15	24	22	11	8	0	0	0	
11:00	66	42	35	7	1	0	2	2	11	17	19	12	2	0	0	0	
12:00	70	42	36	6	0	0	1	1	17	11	26	13	0	1	0	0	
13:00	67	45	37	7	0	0	1	1	14	15	12	19	4	1	0	0	
14:00	81	42	37	6	0	0	1	2	7	24	31	14	1	0	0	1	
15:00	87	45	38	7	0	0	1	3	12	18	27	16	7	3	0	0	
16:00	67	44	37	7	0	0	2	1	11	18	16	16	1	1	1	0	
17:00	71	44	37	7	0	0	1	2	10	16	22	13	5	0	2	0	
18:00	47	43	36	6	0	0	0	2	5	17	13	8	1	1	0	0	
19:00	37	43	38	6	0	0	0	1	3	7	17	6	3	0	0	0	
20:00	24	44	39	5	0	0	0	0	1	5	12	3	3	0	0	0	
21:00	8	0	40	8	0	0	0	0	2	1	0	3	2	0	0	0	
22:00	8	0	35	4	0	0	0	0	1	5	1	1	0	0	0	0	
23:00	8	0	42	5	0	0	0	0	0	0	5	2	0	1	0	0	
12H(7-19)	956	44	37	7	1	1	11	30	145	248	266	189	47	11	6	1	
16H(6-22)	1088	44	37	7	1	1	11	32	159	277	314	217	57	12	6	1	
18H(6-24)	1104	44	37	7	1	1	11	32	160	282	320	220	57	13	6	1	
24H(0-24)	1126	44	37	7	1	1	11	34	162	282	325	227	60	16	6	1	

6	GREENS NORTON				Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)										
	Channel: Eastbound																
	Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
14 March 2020																	
00:00	6	0	42	6	0	0	0	0	0	0	1	2	2	0	1	0	0
01:00	4	0	44	4	0	0	0	0	0	0	1	2	1	0	0	0	0
02:00	1	0	34	0	0	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	44	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:00	4	0	41	6	0	0	0	0	0	1	1	1	1	0	0	0	0
06:00	11	46	41	5	0	0	0	0	0	2	4	3	2	0	0	0	0
07:00	31	44	38	7	0	0	0	1	4	6	10	7	2	1	0	0	0
08:00	66	44	37	7	0	1	0	1	9	22	17	11	2	2	0	1	1
09:00	88	42	35	7	0	2	2	2	15	26	25	15	1	0	0	0	0
10:00	74	44	38	6	0	0	0	1	8	21	23	14	6	1	0	0	0
11:00	76	41	35	6	0	0	0	3	14	25	22	10	2	0	0	0	0
12:00	80	44	36	8	0	4	1	0	7	22	26	13	6	1	0	0	0
13:00	72	44	38	7	0	0	0	4	7	16	25	14	4	1	1	0	0
14:00	61	43	35	7	0	1	1	3	10	20	11	13	2	0	0	0	0
15:00	59	44	38	6	0	0	0	1	8	14	17	16	2	1	0	0	0
16:00	53	44	37	7	0	0	2	1	5	14	18	9	3	1	0	0	0
17:00	47	43	37	6	0	0	0	2	5	11	15	13	1	0	0	0	0
18:00	36	45	38	6	0	0	0	0	6	5	12	10	3	0	0	0	0
19:00	28	45	38	7	0	0	0	1	3	7	9	4	1	3	0	0	0
20:00	9	0	40	7	0	0	0	0	0	3	3	2	0	0	1	0	0
21:00	13	42	38	5	0	0	0	0	2	1	7	3	0	0	0	0	0
22:00	4	0	31	2	0	0	0	0	2	2	0	0	0	0	0	0	0
23:00	5	0	36	4	0	0	0	0	0	3	1	1	0	0	0	0	0
12H(7-19)	743	44	37	7	0	8	6	19	98	202	221	145	34	8	1	1	1
16H(6-22)	804	44	37	7	0	8	6	20	103	215	244	157	37	11	2	1	1
18H(6-24)	813	44	37	7	0	8	6	20	105	220	245	158	37	11	2	1	1
24H(0-24)	829	44	37	7	0	8	6	20	105	223	249	164	39	12	2	1	1

6	GREENS NORTON				Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)									
	Channel: Eastbound															
	Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61
15 March 2020																
00:00	3	0	48	11	0	0	0	0	0	1	0	0	1	0	0	1
01:00	1	0	48	0	0	0	0	0	0	0	0	0	1	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	41	2	0	0	0	0	0	0	1	1	0	0	0	0
05:00	3	0	44	7	0	0	0	0	0	1	0	0	2	0	0	0
06:00	4	0	37	2	0	0	0	0	0	1	3	0	0	0	0	0
07:00	14	43	38	4	0	0	0	0	0	5	5	4	0	0	0	0
08:00	19	45	38	8	0	0	1	0	2	3	6	4	3	0	0	0
09:00	50	44	39	6	0	0	1	2	1	7	21	16	1	1	0	0
10:00	86	43	36	6	0	0	0	7	15	21	25	14	4	0	0	0
11:00	64	44	37	6	0	0	0	2	10	17	17	15	3	0	0	0
12:00	62	44	38	6	0	0	0	0	7	14	22	14	4	1	0	0
13:00	66	43	37	6	0	0	1	1	5	23	20	12	2	2	0	0
14:00	38	42	37	5	0	0	0	0	4	13	14	4	3	0	0	0
15:00	34	40	35	7	0	1	0	3	2	11	14	1	2	0	0	0
16:00	40	43	36	6	0	0	0	2	6	10	13	7	1	1	0	0
17:00	29	45	38	7	0	0	0	1	4	6	8	7	3	0	0	0
18:00	34	42	37	4	0	0	0	0	2	13	11	8	0	0	0	0
19:00	19	42	36	5	0	0	0	0	4	4	7	4	0	0	0	0
20:00	11	45	40	5	0	0	0	0	0	3	3	4	1	0	0	0
21:00	7	0	39	11	0	0	1	0	1	0	1	1	3	0	0	0
22:00	6	0	39	7	0	0	0	0	1	1	1	2	1	0	0	0
23:00	1	0	34	0	0	0	0	0	0	1	0	0	0	0	0	0
12H(7-19)	536	44	37	6	0	1	3	18	58	143	176	106	26	5	0	0
16H(6-22)	577	44	37	6	0	1	4	18	63	151	190	115	30	5	0	0
18H(6-24)	584	44	37	6	0	1	4	18	64	153	191	117	31	5	0	0
24H(0-24)	593	44	37	6	0	1	4	18	64	155	192	118	35	5	0	1

6	GREENS NORTON				Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)										
	Channel: Eastbound																
	Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
16 March 2020																	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	38	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:00	4	0	48	4	0	0	0	0	0	0	0	1	2	1	0	0	0
05:00	16	51	41	8	0	0	0	0	2	4	2	4	1	3	0	0	0
06:00	59	45	39	6	0	0	0	0	5	10	23	16	3	2	0	0	0
07:00	112	44	38	5	0	0	0	1	9	28	41	29	3	1	0	0	0
08:00	108	44	37	7	0	0	2	2	15	28	33	19	8	1	0	0	0
09:00	93	43	36	7	0	0	0	4	17	24	26	16	4	1	1	0	0
10:00	77	43	36	7	0	0	1	5	12	18	24	12	3	2	0	0	0
11:00	68	43	36	7	0	0	1	2	13	18	18	11	2	2	0	1	0
12:00	63	41	36	5	0	0	0	3	7	23	21	8	0	1	0	0	0
13:00	61	43	37	6	0	0	0	4	6	15	22	10	4	0	0	0	0
14:00	60	44	38	6	0	0	0	2	9	9	21	14	5	0	0	0	0
15:00	86	44	37	6	0	0	1	3	9	26	24	17	6	0	0	0	0
16:00	69	44	35	7	0	0	0	5	18	17	10	16	3	0	0	0	0
17:00	58	44	37	6	0	0	1	1	6	14	18	16	1	1	0	0	0
18:00	41	43	37	5	0	0	0	0	4	12	16	7	2	0	0	0	0
19:00	27	46	39	8	0	0	0	1	5	1	8	8	3	0	1	0	0
20:00	13	44	37	7	0	0	0	1	2	3	2	4	1	0	0	0	0
21:00	18	45	41	5	0	0	0	0	1	1	7	7	2	0	0	0	0
22:00	6	0	35	7	0	0	0	1	0	3	0	2	0	0	0	0	0
23:00	1	0	28	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12H(7-19)	896	44	37	6	0	0	6	32	125	232	274	175	41	9	1	1	1
16H(6-22)	1013	44	37	6	0	0	6	34	138	247	314	210	50	11	2	1	1
18H(6-24)	1020	44	37	6	0	0	6	35	139	250	314	212	50	11	2	1	1
24H(0-24)	1041	44	37	7	0	0	6	35	141	254	317	217	53	15	2	1	1

6	GREENS NORTON				Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)									
	Channel: Eastbound															
	Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61
17 March 2020																
00:00	3	0	38	7	0	0	0	0	0	2	0	0	1	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	46	8	0	0	0	0	0	0	1	0	0	1	0	0
05:00	14	52	45	7	0	0	0	0	1	1	1	5	3	3	0	0
06:00	66	45	40	6	0	0	0	1	1	15	20	22	5	1	1	0
07:00	102	45	39	6	0	0	0	0	12	20	34	28	7	1	0	0
08:00	123	42	36	6	0	0	1	2	26	36	36	15	5	2	0	0
09:00	83	41	35	6	0	1	1	4	10	28	25	12	2	0	0	0
10:00	63	43	35	7	0	0	1	3	16	15	15	8	4	0	1	0
11:00	58	42	35	6	0	0	1	2	9	22	14	6	4	0	0	0
12:00	52	44	37	6	0	0	1	2	2	15	18	11	3	0	0	0
13:00	56	44	37	6	0	0	0	1	9	18	13	12	3	0	0	0
14:00	45	41	36	6	0	0	0	3	4	17	15	4	2	0	0	0
15:00	78	40	36	5	0	0	0	3	4	31	31	7	2	0	0	0
16:00	73	42	35	7	1	0	0	7	14	20	17	9	5	0	0	0
17:00	48	44	36	7	0	0	1	1	7	15	13	6	5	0	0	0
18:00	40	43	36	7	0	0	1	2	5	13	9	8	1	1	0	0
19:00	25	40	36	4	0	0	0	0	2	10	11	2	0	0	0	0
20:00	19	45	38	6	0	0	0	0	3	5	5	3	3	0	0	0
21:00	9	0	34	8	0	0	1	0	2	2	2	2	0	0	0	0
22:00	4	0	36	4	0	0	0	0	1	0	3	0	0	0	0	0
23:00	1	0	48	0	0	0	0	0	0	0	0	0	1	0	0	0
12H(7-19)	821	43	36	6	1	1	7	30	118	250	240	126	43	4	1	0
16H(6-22)	940	43	36	6	1	1	8	31	126	282	278	155	51	5	2	0
18H(6-24)	945	43	36	6	1	1	8	31	127	282	281	155	52	5	2	0
24H(0-24)	964	44	37	6	1	1	8	31	128	285	283	160	56	9	2	0

6

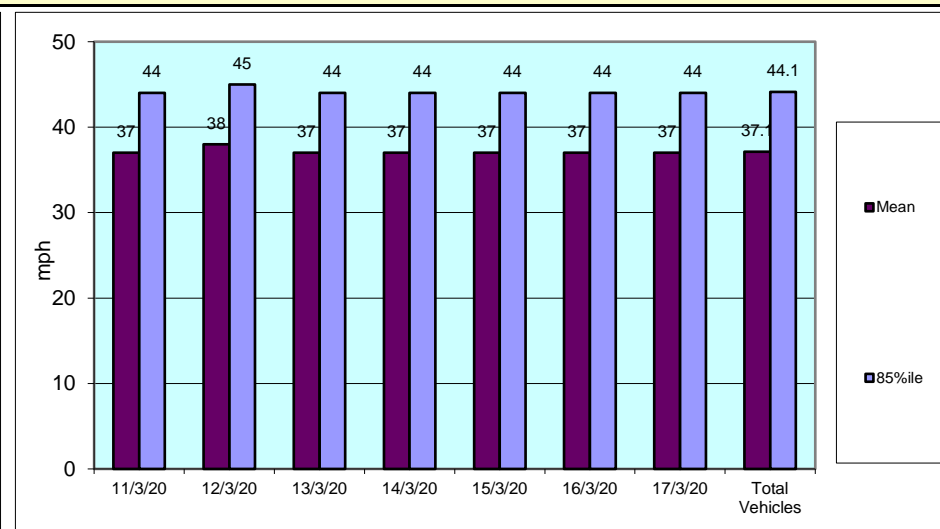
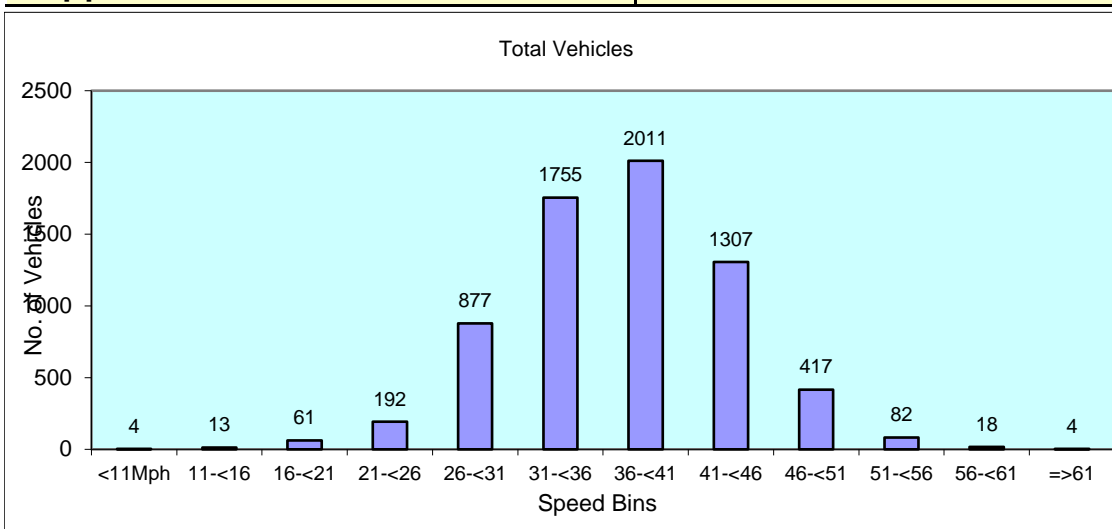
GREENS NORTON

Site No: 25038001

Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)

Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
11/3/20	1106	44	37	7	1	1	19	23	157	279	325	207	80	11	3	0
12/3/20	1082	45	38	7	1	1	7	31	120	277	320	214	94	14	3	0
13/3/20	1126	44	37	7	1	1	11	34	162	282	325	227	60	16	6	1
14/3/20	829	44	37	7	0	8	6	20	105	223	249	164	39	12	2	1
15/3/20	593	44	37	6	0	1	4	18	64	155	192	118	35	5	0	1
16/3/20	1041	44	37	7	0	0	6	35	141	254	317	217	53	15	2	1
17/3/20	964	44	37	6	1	1	8	31	128	285	283	160	56	9	2	0
Total Vehicles																
[--]	6741	44.1	37.1	6.7	4	13	61	192	877	1755	2011	1307	417	82	18	4



25038	GREENS NORTON					Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)			
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
11 March 2020											
00:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	3	1	33.3	1	33.3	1	33.3	0	0.0	0	0.0
05:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
06:00	16	0	0.0	12	75.0	4	25.0	0	0.0	0	0.0
07:00	43	0	0.0	33	76.7	9	20.9	0	0.0	1	2.3
08:00	74	0	0.0	65	87.8	8	10.8	1	1.4	0	0.0
09:00	66	2	3.0	49	74.2	13	19.7	2	3.0	0	0.0
10:00	49	0	0.0	43	87.8	6	12.2	0	0.0	0	0.0
11:00	65	0	0.0	52	80.0	11	16.9	2	3.1	0	0.0
12:00	58	0	0.0	48	82.8	7	12.1	3	5.2	0	0.0
13:00	56	0	0.0	52	92.9	4	7.1	0	0.0	0	0.0
14:00	45	0	0.0	40	88.9	4	8.9	1	2.2	0	0.0
15:00	82	0	0.0	64	78.1	16	19.5	1	1.2	1	1.2
16:00	110	1	0.9	101	91.8	8	7.3	0	0.0	0	0.0
17:00	122	1	0.8	112	91.8	8	6.6	1	0.8	0	0.0
18:00	105	1	1.0	97	92.4	6	5.7	1	1.0	0	0.0
19:00	54	1	1.9	51	94.4	2	3.7	0	0.0	0	0.0
20:00	37	1	2.7	36	97.3	0	0.0	0	0.0	0	0.0
21:00	34	0	0.0	32	94.1	2	5.9	0	0.0	0	0.0
22:00	22	0	0.0	20	90.9	2	9.1	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H(7-19)	875	5	0.6	756	86.4	100	11.4	12	1.4	2	0.2
16H(6-22)	1016	7	0.7	887	87.3	108	10.6	12	1.2	2	0.2
18H(6-24)	1043	7	0.7	912	87.4	110	10.6	12	1.2	2	0.2
24H(0-24)	1061	8	0.8	925	87.2	114	10.7	12	1.1	2	0.2

25038	GREENS NORTON					Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)			
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12 March 2020											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	3	1	33.3	1	33.3	1	33.3	0	0.0	0	0.0
05:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
06:00	12	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
07:00	44	0	0.0	33	75.0	8	18.2	2	4.6	1	2.3
08:00	67	0	0.0	59	88.1	8	11.9	0	0.0	0	0.0
09:00	57	0	0.0	46	80.7	10	17.5	1	1.8	0	0.0
10:00	49	0	0.0	42	85.7	7	14.3	0	0.0	0	0.0
11:00	67	0	0.0	57	85.1	10	14.9	0	0.0	0	0.0
12:00	69	2	2.9	63	91.3	4	5.8	0	0.0	0	0.0
13:00	53	0	0.0	44	83.0	9	17.0	0	0.0	0	0.0
14:00	68	0	0.0	62	91.2	5	7.4	1	1.5	0	0.0
15:00	78	1	1.3	68	87.2	8	10.3	1	1.3	0	0.0
16:00	111	0	0.0	98	88.3	13	11.7	0	0.0	0	0.0
17:00	130	1	0.8	119	91.5	10	7.7	0	0.0	0	0.0
18:00	92	1	1.1	86	93.5	4	4.4	1	1.1	0	0.0
19:00	73	0	0.0	69	94.5	4	5.5	0	0.0	0	0.0
20:00	29	0	0.0	28	96.6	1	3.5	0	0.0	0	0.0
21:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
22:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
23:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
12H(7-19)	885	5	0.6	777	87.8	96	10.9	6	0.7	1	0.1
16H(6-22)	1016	5	0.5	900	88.6	104	10.2	6	0.6	1	0.1
18H(6-24)	1051	5	0.5	934	88.9	105	10.0	6	0.6	1	0.1
24H(0-24)	1065	6	0.6	945	88.7	107	10.1	6	0.6	1	0.1

25038	GREENS NORTON					Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)			
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13 March 2020											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	8	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
06:00	15	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
07:00	48	0	0.0	38	79.2	9	18.8	0	0.0	1	2.1
08:00	68	0	0.0	56	82.4	10	14.7	2	2.9	0	0.0
09:00	55	0	0.0	44	80.0	11	20.0	0	0.0	0	0.0
10:00	66	1	1.5	56	84.9	9	13.6	0	0.0	0	0.0
11:00	58	2	3.5	48	82.8	8	13.8	0	0.0	0	0.0
12:00	74	1	1.4	62	83.8	11	14.9	0	0.0	0	0.0
13:00	75	1	1.3	67	89.3	7	9.3	0	0.0	0	0.0
14:00	79	0	0.0	73	92.4	6	7.6	0	0.0	0	0.0
15:00	109	0	0.0	97	89.0	11	10.1	0	0.0	1	0.9
16:00	102	0	0.0	95	93.1	7	6.9	0	0.0	0	0.0
17:00	116	2	1.7	107	92.2	7	6.0	0	0.0	0	0.0
18:00	90	0	0.0	86	95.6	4	4.4	0	0.0	0	0.0
19:00	48	0	0.0	45	93.8	3	6.3	0	0.0	0	0.0
20:00	29	0	0.0	29	100.0	0	0.0	0	0.0	0	0.0
21:00	29	0	0.0	27	93.1	2	6.9	0	0.0	0	0.0
22:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
23:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
12H(7-19)	940	7	0.7	829	88.2	100	10.6	2	0.2	2	0.2
16H(6-22)	1061	7	0.7	943	88.9	107	10.1	2	0.2	2	0.2
18H(6-24)	1100	7	0.6	982	89.3	107	9.7	2	0.2	2	0.2
24H(0-24)	1116	7	0.6	994	89.1	110	9.9	3	0.3	2	0.2

25038	GREENS NORTON					Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)			
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
14 March 2020											
00:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
07:00	19	1	5.3	17	89.5	1	5.3	0	0.0	0	0.0
08:00	33	0	0.0	30	90.9	3	9.1	0	0.0	0	0.0
09:00	51	0	0.0	47	92.2	3	5.9	1	2.0	0	0.0
10:00	86	2	2.3	81	94.2	3	3.5	0	0.0	0	0.0
11:00	86	4	4.7	76	88.4	6	7.0	0	0.0	0	0.0
12:00	74	3	4.1	63	85.1	7	9.5	1	1.4	0	0.0
13:00	60	0	0.0	56	93.3	4	6.7	0	0.0	0	0.0
14:00	72	1	1.4	66	91.7	5	6.9	0	0.0	0	0.0
15:00	66	4	6.1	59	89.4	3	4.6	0	0.0	0	0.0
16:00	68	1	1.5	64	94.1	2	2.9	1	1.5	0	0.0
17:00	79	0	0.0	72	91.1	7	8.9	0	0.0	0	0.0
18:00	34	0	0.0	31	91.2	3	8.8	0	0.0	0	0.0
19:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
20:00	21	0	0.0	19	90.5	2	9.5	0	0.0	0	0.0
21:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
22:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
23:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
12H(7-19)	728	16	2.2	662	90.9	47	6.5	3	0.4	0	0.0
16H(6-22)	793	16	2.0	722	91.1	52	6.6	3	0.4	0	0.0
18H(6-24)	813	16	2.0	740	91.0	54	6.6	3	0.4	0	0.0
24H(0-24)	831	16	1.9	756	91.0	56	6.7	3	0.4	0	0.0

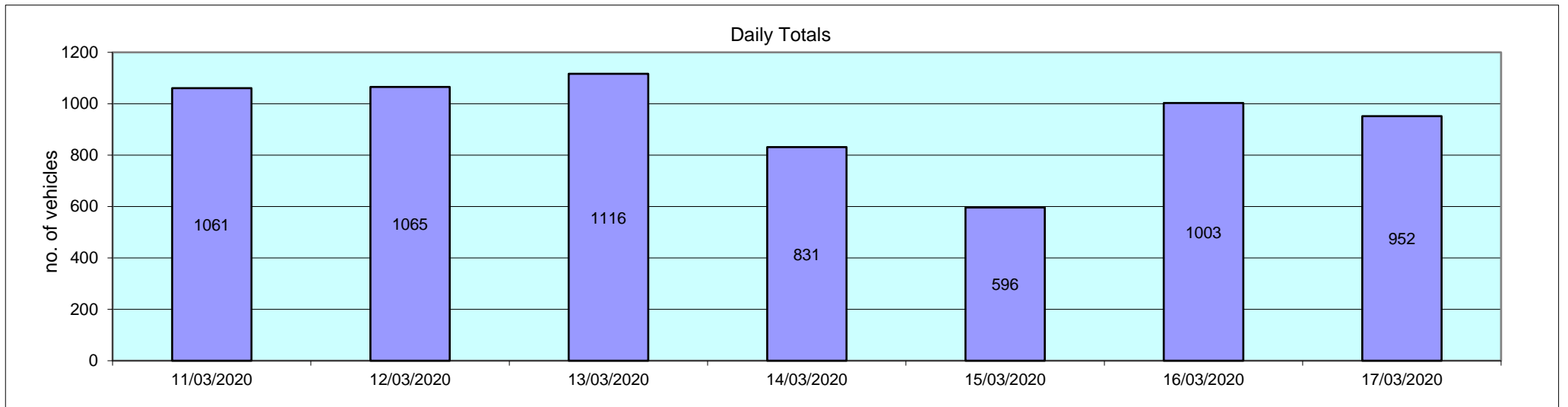
25038	GREENS NORTON					Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)			
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
15 March 2020											
00:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
05:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
07:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
08:00	13	0	0.0	9	69.2	3	23.1	1	7.7	0	0.0
09:00	24	1	4.2	19	79.2	3	12.5	1	4.2	0	0.0
10:00	61	1	1.6	55	90.2	5	8.2	0	0.0	0	0.0
11:00	82	0	0.0	79	96.3	3	3.7	0	0.0	0	0.0
12:00	67	2	3.0	60	89.6	5	7.5	0	0.0	0	0.0
13:00	47	0	0.0	45	95.7	2	4.3	0	0.0	0	0.0
14:00	50	2	4.0	46	92.0	2	4.0	0	0.0	0	0.0
15:00	55	0	0.0	53	96.4	2	3.6	0	0.0	0	0.0
16:00	49	2	4.1	44	89.8	3	6.1	0	0.0	0	0.0
17:00	38	0	0.0	36	94.7	2	5.3	0	0.0	0	0.0
18:00	21	0	0.0	17	81.0	4	19.1	0	0.0	0	0.0
19:00	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
20:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
21:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
22:00	5	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
12H(7-19)	520	8	1.5	476	91.5	34	6.5	2	0.4	0	0.0
16H(6-22)	568	8	1.4	521	91.7	37	6.5	2	0.4	0	0.0
18H(6-24)	578	9	1.6	529	91.5	38	6.6	2	0.4	0	0.0
24H(0-24)	596	9	1.5	543	91.1	42	7.1	2	0.3	0	0.0

25038	GREENS NORTON				Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)				
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
16 March 2020											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
02:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	4	1	25.0	1	25.0	2	50.0	0	0.0	0	0.0
05:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
06:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
07:00	46	0	0.0	39	84.8	5	10.9	1	2.2	1	2.2
08:00	77	0	0.0	62	80.5	12	15.6	3	3.9	0	0.0
09:00	33	0	0.0	25	75.8	8	24.2	0	0.0	0	0.0
10:00	54	2	3.7	49	90.7	2	3.7	1	1.9	0	0.0
11:00	70	0	0.0	59	84.3	11	15.7	0	0.0	0	0.0
12:00	66	0	0.0	61	92.4	4	6.1	1	1.5	0	0.0
13:00	63	1	1.6	52	82.5	8	12.7	2	3.2	0	0.0
14:00	72	1	1.4	64	88.9	6	8.3	1	1.4	0	0.0
15:00	80	1	1.3	71	88.8	7	8.8	0	0.0	1	1.3
16:00	104	2	1.9	89	85.6	12	11.5	0	0.0	1	1.0
17:00	114	1	0.9	102	89.5	11	9.7	0	0.0	0	0.0
18:00	83	3	3.6	74	89.2	6	7.2	0	0.0	0	0.0
19:00	53	1	1.9	46	86.8	6	11.3	0	0.0	0	0.0
20:00	25	0	0.0	24	96.0	1	4.0	0	0.0	0	0.0
21:00	28	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0
22:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H(7-19)	862	11	1.3	747	86.7	92	10.7	9	1.0	3	0.4
16H(6-22)	979	12	1.2	854	87.2	101	10.3	9	0.9	3	0.3
18H(6-24)	993	12	1.2	868	87.4	101	10.2	9	0.9	3	0.3
24H(0-24)	1003	13	1.3	874	87.1	104	10.4	9	0.9	3	0.3

25038	GREENS NORTON					Site No: 25038001	Location	Site 2, Blakesley Hill, Greens Norton (30/60 Sign)			
	Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
17 March 2020											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
06:00	19	0	0.0	15	79.0	4	21.1	0	0.0	0	0.0
07:00	47	0	0.0	39	83.0	5	10.6	2	4.3	1	2.1
08:00	75	0	0.0	68	90.7	6	8.0	1	1.3	0	0.0
09:00	55	0	0.0	50	90.9	5	9.1	0	0.0	0	0.0
10:00	50	0	0.0	43	86.0	7	14.0	0	0.0	0	0.0
11:00	61	0	0.0	52	85.3	8	13.1	1	1.6	0	0.0
12:00	53	0	0.0	47	88.7	4	7.6	2	3.8	0	0.0
13:00	66	1	1.5	55	83.3	8	12.1	2	3.0	0	0.0
14:00	68	3	4.4	62	91.2	3	4.4	0	0.0	0	0.0
15:00	74	0	0.0	63	85.1	9	12.2	0	0.0	2	2.7
16:00	86	3	3.5	78	90.7	5	5.8	0	0.0	0	0.0
17:00	105	0	0.0	96	91.4	9	8.6	0	0.0	0	0.0
18:00	77	1	1.3	70	90.9	6	7.8	0	0.0	0	0.0
19:00	34	1	2.9	28	82.4	5	14.7	0	0.0	0	0.0
20:00	29	0	0.0	26	89.7	3	10.3	0	0.0	0	0.0
21:00	33	0	0.0	31	93.9	2	6.1	0	0.0	0	0.0
22:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H(7-19)	817	8	1.0	723	88.5	75	9.2	8	1.0	3	0.4
16H(6-22)	932	9	1.0	823	88.3	89	9.6	8	0.9	3	0.3
18H(6-24)	941	9	1.0	830	88.2	91	9.7	8	0.9	3	0.3
24H(0-24)	952	9	1.0	839	88.1	93	9.8	8	0.8	3	0.3

25038 GREENS NORTON Site No: 25038001 Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)
Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
11/3/20	1061	8	0.8	925	87.2	114	10.7	12	1.1	2	0.2
12/3/20	1065	6	0.6	945	88.7	107	10.1	6	0.6	1	0.1
13/3/20	1116	7	0.6	994	89.1	110	9.9	3	0.3	2	0.2
14/3/20	831	16	1.9	756	91.0	56	6.7	3	0.4	0	0.0
15/3/20	596	9	1.5	543	91.1	42	7.1	2	0.3	0	0.0
16/3/20	1003	13	1.3	874	87.1	104	10.4	9	0.9	3	0.3
17/3/20	952	9	1.0	839	88.1	93	9.8	8	0.8	3	0.3
Total Vehicles											
[--]	6624	68	1.1	5876	88.9	626	9.2	43	0.6	11	0.2



25038		GREENS NORTON			Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)									
Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
11 March 2020																
00:00	4	0	36	2	0	0	0	0	0	2	2	0	0	0	0	0
01:00	5	0	38	4	0	0	0	0	0	2	2	1	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	30	12	0	1	0	0	0	1	0	1	0	0	0	0
05:00	6	0	40	5	0	0	0	0	0	1	3	1	1	0	0	0
06:00	16	44	39	5	0	0	0	0	1	3	7	3	2	0	0	0
07:00	43	47	41	6	0	0	0	0	1	6	17	11	6	1	1	0
08:00	74	44	38	6	0	0	3	0	5	14	30	17	5	0	0	0
09:00	66	43	36	8	0	3	1	1	9	16	20	13	2	1	0	0
10:00	49	44	38	6	0	0	0	2	2	15	16	9	3	2	0	0
11:00	65	44	37	7	0	0	1	4	3	20	20	12	4	1	0	0
12:00	58	43	38	4	0	0	0	0	2	14	28	11	3	0	0	0
13:00	56	42	38	5	0	0	0	0	2	18	26	6	4	0	0	0
14:00	45	45	39	5	0	0	0	0	3	8	19	10	4	1	0	0
15:00	82	44	38	6	0	0	2	3	1	19	31	22	3	1	0	0
16:00	110	46	40	6	0	0	0	0	7	19	32	37	12	3	0	0
17:00	122	44	39	6	1	1	1	0	5	26	45	35	8	0	0	0
18:00	105	45	39	5	0	0	0	0	5	26	36	30	7	1	0	0
19:00	54	45	39	5	0	0	0	0	2	14	21	11	5	1	0	0
20:00	37	46	41	7	1	0	0	0	1	1	16	12	3	3	0	0
21:00	34	44	39	5	0	0	0	1	0	6	15	11	1	0	0	0
22:00	22	41	37	5	0	0	0	1	0	7	10	4	0	0	0	0
23:00	5	0	42	4	0	0	0	0	0	1	0	4	0	0	0	0
12H(7-19)	875	45	38	6	1	4	8	10	45	201	320	213	61	11	1	0
16H(6-22)	1016	45	39	6	2	4	8	11	49	225	379	250	72	15	1	0
18H(6-24)	1043	45	39	6	2	4	8	12	49	233	389	258	72	15	1	0
24H(0-24)	1061	45	39	6	2	5	8	12	49	239	396	261	73	15	1	0

25038		GREENS NORTON			Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)										
Channel: Westbound																	
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61	
12 March 2020																	
00:00	2	0	44	5	0	0	0	0	0	0	1	0	1	0	0	0	
01:00	1	0	54	0	0	0	0	0	0	0	0	0	0	1	0	0	
02:00	1	0	38	0	0	0	0	0	0	0	1	0	0	0	0	0	
03:00	1	0	38	0	0	0	0	0	0	0	1	0	0	0	0	0	
04:00	3	0	31	14	1	0	0	0	0	0	1	1	0	0	0	0	
05:00	6	0	40	6	0	0	0	0	1	0	2	2	1	0	0	0	
06:00	12	47	40	7	0	0	0	0	2	1	3	3	3	0	0	0	
07:00	44	45	39	6	0	0	0	0	2	13	13	12	3	1	0	0	
08:00	67	44	39	5	0	0	0	1	3	13	31	14	4	1	0	0	
09:00	57	43	38	5	0	0	0	1	7	7	28	11	3	0	0	0	
10:00	49	44	39	5	0	0	0	0	3	7	26	8	4	1	0	0	
11:00	67	44	37	8	0	1	3	3	5	13	23	14	3	2	0	0	
12:00	69	44	38	6	0	0	0	2	5	20	20	16	6	0	0	0	
13:00	53	43	38	5	0	0	0	1	4	12	24	11	0	0	1	0	
14:00	68	44	38	6	0	0	0	5	5	10	28	17	1	2	0	0	
15:00	78	44	38	5	0	0	0	1	4	19	30	20	3	1	0	0	
16:00	111	45	39	7	0	0	1	5	6	21	38	30	7	1	2	0	
17:00	130	45	38	7	0	1	5	1	2	25	48	39	9	0	0	0	
18:00	92	45	40	6	0	0	1	2	2	10	31	37	9	0	0	0	
19:00	73	45	39	6	0	0	0	3	4	10	27	22	3	4	0	0	
20:00	29	44	39	5	0	0	0	0	1	6	14	5	3	0	0	0	
21:00	17	46	42	4	0	0	0	0	0	1	6	7	3	0	0	0	
22:00	21	46	40	6	0	0	0	0	1	5	6	5	4	0	0	0	
23:00	14	41	37	5	0	0	0	0	2	3	7	1	1	0	0	0	
12H(7-19)	885	44	38	6	0	2	10	22	48	170	340	229	52	9	3	0	
16H(6-22)	1016	45	39	6	0	2	10	25	55	188	390	266	64	13	3	0	
18H(6-24)	1051	45	39	6	0	2	10	25	58	196	403	272	69	13	3	0	
24H(0-24)	1065	45	39	6	1	2	10	25	59	196	409	275	71	14	3	0	

25038		GREENS NORTON			Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)										
Channel: Westbound																	
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61	
13 March 2020																	
00:00	3	0	37	2	0	0	0	0	0	1	2	0	0	0	0	0	
01:00	3	0	37	5	0	0	0	0	0	2	0	1	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	36	2	0	0	0	0	0	1	1	0	0	0	0	0	
05:00	8	0	38	10	0	0	1	0	0	2	2	0	3	0	0	0	
06:00	15	45	40	7	0	0	0	0	1	3	6	3	1	0	1	0	
07:00	48	46	39	7	0	0	1	0	4	11	12	13	5	2	0	0	
08:00	68	44	39	6	0	0	0	2	3	17	23	18	2	3	0	0	
09:00	55	43	38	7	0	0	1	2	4	11	23	12	0	1	1	0	
10:00	66	44	37	7	0	1	2	1	5	18	21	14	3	1	0	0	
11:00	58	43	37	7	0	1	1	2	8	9	22	12	3	0	0	0	
12:00	74	44	38	6	0	0	2	1	3	14	30	21	1	2	0	0	
13:00	75	45	40	6	0	0	0	2	3	9	35	17	7	1	0	1	
14:00	79	46	41	5	0	0	0	0	0	13	35	20	9	0	2	0	
15:00	109	45	40	5	0	0	0	0	5	18	46	30	9	1	0	0	
16:00	102	44	39	4	0	0	0	0	3	19	46	29	5	0	0	0	
17:00	116	46	41	6	0	1	0	0	4	19	35	41	10	6	0	0	
18:00	90	44	38	6	0	0	0	0	9	20	36	18	5	2	0	0	
19:00	48	46	41	7	0	0	1	0	2	6	17	14	5	2	1	0	
20:00	29	46	40	5	0	0	0	0	1	6	9	9	4	0	0	0	
21:00	29	43	37	5	0	0	0	1	1	11	9	7	0	0	0	0	
22:00	21	48	41	6	0	0	0	0	1	2	8	5	4	1	0	0	
23:00	18	44	39	5	0	0	0	0	1	3	8	5	1	0	0	0	
12H(7-19)	940	45	39	6	0	3	7	10	51	178	364	245	59	19	3	1	
16H(6-22)	1061	45	39	6	0	3	8	11	56	204	405	278	69	21	5	1	
18H(6-24)	1100	45	39	6	0	3	8	11	58	209	421	288	74	22	5	1	
24H(0-24)	1116	45	39	6	0	3	9	11	58	215	426	289	77	22	5	1	

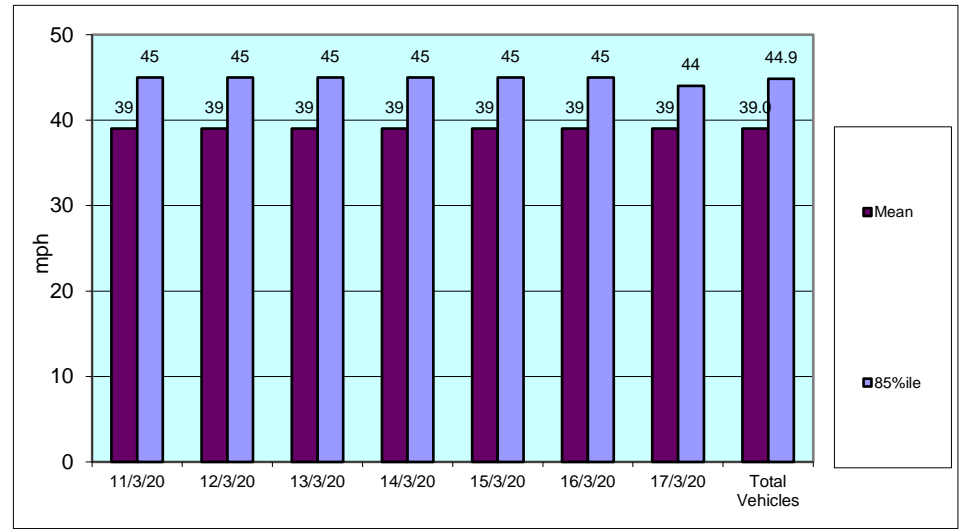
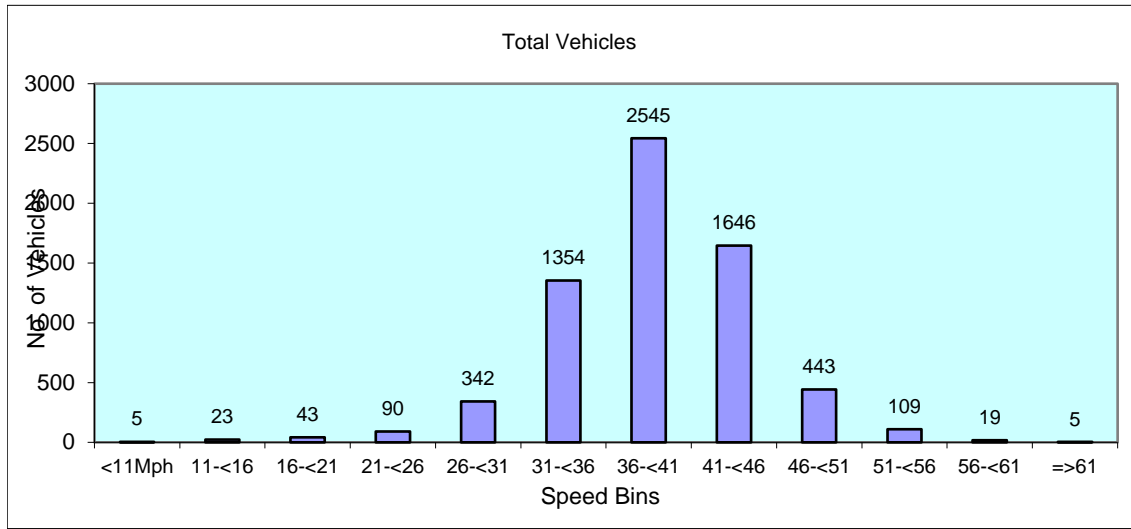
25038		GREENS NORTON			Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)									
Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
14 March 2020																
00:00	9	0	41	4	0	0	0	0	0	1	4	3	1	0	0	0
01:00	1	0	34	0	0	0	0	0	0	1	0	0	0	0	0	0
02:00	2	0	31	2	0	0	0	0	1	1	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	41	2	0	0	0	0	0	0	1	1	0	0	0	0
05:00	4	0	42	5	0	0	0	0	0	1	0	2	1	0	0	0
06:00	7	0	42	4	0	0	0	0	0	0	4	1	2	0	0	0
07:00	19	44	35	8	0	0	1	2	3	5	2	4	2	0	0	0
08:00	33	42	37	5	0	0	0	1	1	10	15	4	2	0	0	0
09:00	51	44	38	6	0	0	1	0	3	14	16	14	3	0	0	0
10:00	86	43	37	6	0	2	0	0	6	23	35	15	3	2	0	0
11:00	86	44	37	7	0	2	1	4	5	21	23	24	6	0	0	0
12:00	74	44	38	7	0	2	0	2	3	15	31	16	5	0	0	0
13:00	60	45	39	5	0	0	0	0	1	18	23	11	7	0	0	0
14:00	72	44	38	6	1	0	1	0	3	20	29	11	6	1	0	0
15:00	66	45	39	6	0	0	0	1	5	9	28	15	6	2	0	0
16:00	68	44	38	6	0	0	0	4	2	14	29	14	3	2	0	0
17:00	79	45	40	5	0	0	1	0	2	15	31	20	10	0	0	0
18:00	34	46	41	5	0	0	0	0	1	3	13	12	4	1	0	0
19:00	19	45	42	5	0	0	0	0	0	2	4	10	2	1	0	0
20:00	21	43	39	4	0	0	0	0	0	5	11	3	2	0	0	0
21:00	18	44	41	5	0	0	0	0	0	1	11	4	0	2	0	0
22:00	11	58	45	12	0	0	0	0	2	1	2	1	1	1	2	1
23:00	9	0	41	9	0	0	0	0	0	4	0	4	0	0	0	1
12H(7-19)	728	45	38	6	1	6	5	14	35	167	275	160	57	8	0	0
16H(6-22)	793	45	38	6	1	6	5	14	35	175	305	178	63	11	0	0
18H(6-24)	813	45	39	6	1	6	5	14	37	180	307	183	64	12	2	2
24H(0-24)	831	45	39	6	1	6	5	14	38	184	312	189	66	12	2	2

25038		GREENS NORTON			Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)									
Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
15 March 2020																
00:00	8	0	45	6	0	0	0	0	0	0	2	3	1	2	0	0
01:00	3	0	35	6	0	0	0	0	1	1	0	1	0	0	0	0
02:00	1	0	38	0	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	46	8	0	0	0	0	0	0	1	2	0	0	1	0
05:00	2	0	44	10	0	0	0	0	0	1	0	0	0	1	0	0
06:00	5	0	42	6	0	0	0	0	0	1	1	1	2	0	0	0
07:00	13	44	37	8	0	0	1	0	2	2	3	4	1	0	0	0
08:00	13	47	40	7	0	0	0	0	1	3	5	1	2	1	0	0
09:00	24	45	38	9	0	2	0	0	0	4	6	10	2	0	0	0
10:00	61	45	39	6	0	0	0	0	4	19	18	13	6	1	0	0
11:00	82	45	40	5	0	0	0	1	1	12	34	24	8	2	0	0
12:00	67	43	38	5	0	0	0	3	3	14	29	15	3	0	0	0
13:00	47	44	38	8	0	0	4	0	1	9	19	10	3	1	0	0
14:00	50	44	39	5	0	0	0	0	2	11	25	8	3	1	0	0
15:00	55	43	38	5	0	0	0	0	3	17	22	11	1	1	0	0
16:00	49	44	38	6	0	0	0	0	6	8	20	11	3	1	0	0
17:00	38	43	37	6	0	1	0	0	1	11	16	8	1	0	0	0
18:00	21	46	38	6	0	0	0	0	3	4	8	2	4	0	0	0
19:00	26	48	41	7	0	0	0	1	1	4	8	6	4	2	0	0
20:00	9	0	36	6	0	0	0	1	0	3	3	2	0	0	0	0
21:00	8	0	39	4	0	0	0	0	0	2	3	3	0	0	0	0
22:00	5	0	42	15	0	0	0	1	1	0	0	1	0	0	2	0
23:00	5	0	48	6	0	0	0	0	0	0	0	3	0	1	1	0
12H(7-19)	520	45	38	6	0	3	5	4	27	114	205	117	37	8	0	0
16H(6-22)	568	45	39	6	0	3	5	6	28	124	220	129	43	10	0	0
18H(6-24)	578	45	39	6	0	3	5	7	29	124	220	133	43	11	3	0
24H(0-24)	596	45	39	6	0	3	5	7	30	126	224	139	44	14	4	0

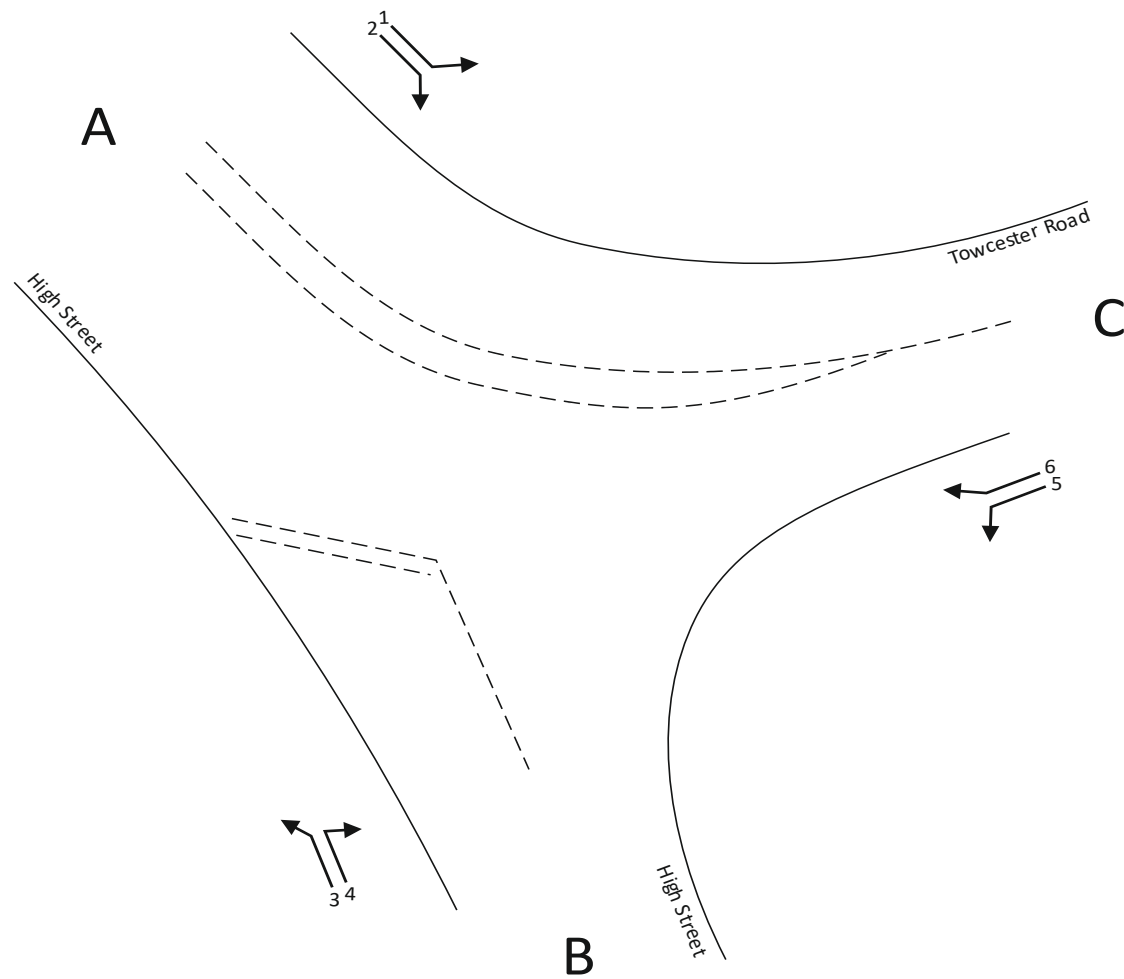
25038		GREENS NORTON			Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)										
Channel: Westbound																	
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61	
16 March 2020																	
00:00	1	0	54	0	0	0	0	0	0	0	0	0	0	1	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	4	0	33	13	1	0	0	0	0	1	0	2	0	0	0	0	
05:00	5	0	38	4	0	0	0	0	0	2	1	2	0	0	0	0	
06:00	11	44	41	3	0	0	0	0	0	1	4	6	0	0	0	0	
07:00	46	44	38	5	0	0	0	0	4	14	14	12	1	1	0	0	
08:00	77	44	39	5	0	0	0	0	4	16	36	13	7	1	0	0	
09:00	33	43	38	4	0	0	0	0	0	9	16	7	1	0	0	0	
10:00	54	41	36	6	0	1	0	2	3	19	20	7	1	1	0	0	
11:00	70	45	40	5	0	0	0	1	3	6	39	13	8	0	0	0	
12:00	66	43	38	4	0	0	0	0	4	12	32	16	2	0	0	0	
13:00	63	44	39	5	0	0	0	1	5	11	25	17	4	0	0	0	
14:00	72	44	38	7	0	1	1	2	6	14	22	22	4	0	0	0	
15:00	80	44	39	5	0	0	0	1	3	23	26	21	5	1	0	0	
16:00	104	44	39	5	0	0	1	1	3	17	49	29	3	1	0	0	
17:00	114	45	39	6	0	1	1	0	7	18	41	38	7	1	0	0	
18:00	83	44	40	5	0	0	0	0	2	13	40	22	3	1	1	1	
19:00	53	49	42	7	0	0	0	0	1	9	16	16	5	5	0	1	
20:00	25	46	38	7	0	0	0	0	4	7	5	5	4	0	0	0	
21:00	28	46	41	6	0	0	0	0	0	3	13	8	2	1	1	0	
22:00	10	48	42	7	0	0	0	0	0	3	2	2	2	1	0	0	
23:00	4	0	41	6	0	0	0	0	0	1	1	1	1	0	0	0	
12H(7-19)	862	44	39	5	0	3	3	8	44	172	360	217	46	7	1	1	
16H(6-22)	979	45	39	6	0	3	3	8	49	192	398	252	57	13	2	2	
18H(6-24)	993	45	39	6	0	3	3	8	49	196	401	255	60	14	2	2	
24H(0-24)	1003	45	39	6	1	3	3	8	49	199	402	259	60	15	2	2	

25038		GREENS NORTON			Site No: 25038001		Location Site 2, Blakesley Hill, Greens Norton (30/60 Sign)									
Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
17 March 2020																
00:00	1	0	38	0	0	0	0	0	0	0	1	0	0	0	0	0
01:00	1	0	44	0	0	0	0	0	0	0	0	1	0	0	0	0
02:00	1	0	54	0	0	0	0	0	0	0	0	0	0	1	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	38	5	0	0	0	0	0	1	0	1	0	0	0	0
05:00	6	0	39	8	0	0	0	0	1	1	2	1	0	1	0	0
06:00	19	47	40	9	0	1	0	0	1	2	7	4	3	1	0	0
07:00	47	44	39	5	0	0	0	0	4	6	20	16	1	0	0	0
08:00	75	45	39	6	0	0	1	0	4	17	23	23	6	1	0	0
09:00	55	44	38	6	0	0	0	1	3	15	18	15	0	3	0	0
10:00	50	41	37	5	0	0	1	2	2	12	25	7	1	0	0	0
11:00	61	41	36	6	0	0	0	2	11	16	24	6	1	1	0	0
12:00	53	44	39	6	0	0	0	1	3	11	22	12	3	1	0	0
13:00	66	44	38	6	0	0	0	4	3	13	28	15	2	1	0	0
14:00	68	44	38	6	0	0	0	0	6	18	23	15	4	2	0	0
15:00	74	43	38	4	0	0	0	0	4	23	30	16	1	0	0	0
16:00	86	45	39	5	0	0	0	0	4	16	40	17	9	0	0	0
17:00	105	45	40	6	0	0	1	1	3	18	40	29	10	3	0	0
18:00	77	45	40	5	0	0	0	0	3	11	29	26	8	0	0	0
19:00	34	44	39	6	0	0	0	1	3	2	18	8	1	0	1	0
20:00	29	45	40	7	0	0	0	0	2	4	12	7	1	2	1	0
21:00	33	44	38	5	0	0	0	0	2	9	11	11	0	0	0	0
22:00	8	0	42	3	0	0	0	0	0	0	3	4	1	0	0	0
23:00	1	0	24	0	0	0	0	1	0	0	0	0	0	0	0	0
12H(7-19)	817	44	39	6	0	0	3	11	50	176	322	197	46	12	0	0
16H(6-22)	932	44	39	6	0	1	3	12	58	193	370	227	51	15	2	0
18H(6-24)	941	44	39	6	0	1	3	13	58	193	373	231	52	15	2	0
24H(0-24)	952	44	39	6	0	1	3	13	59	195	376	234	52	17	2	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
11/3/20	1061	45	39	6	2	5	8	12	49	239	396	261	73	15	1	0
12/3/20	1065	45	39	6	1	2	10	25	59	196	409	275	71	14	3	0
13/3/20	1116	45	39	6	0	3	9	11	58	215	426	289	77	22	5	1
14/3/20	831	45	39	6	1	6	5	14	38	184	312	189	66	12	2	2
15/3/20	596	45	39	6	0	3	5	7	30	126	224	139	44	14	4	0
16/3/20	1003	45	39	6	1	3	3	8	49	199	402	259	60	15	2	2
17/3/20	952	44	39	6	0	1	3	13	59	195	376	234	52	17	2	0
Total Vehicles																
[--]	6624	44.9	39.0	6.0	5	23	43	90	342	1354	2545	1646	443	109	19	5







For and on behalf of:



GREENS NORTON

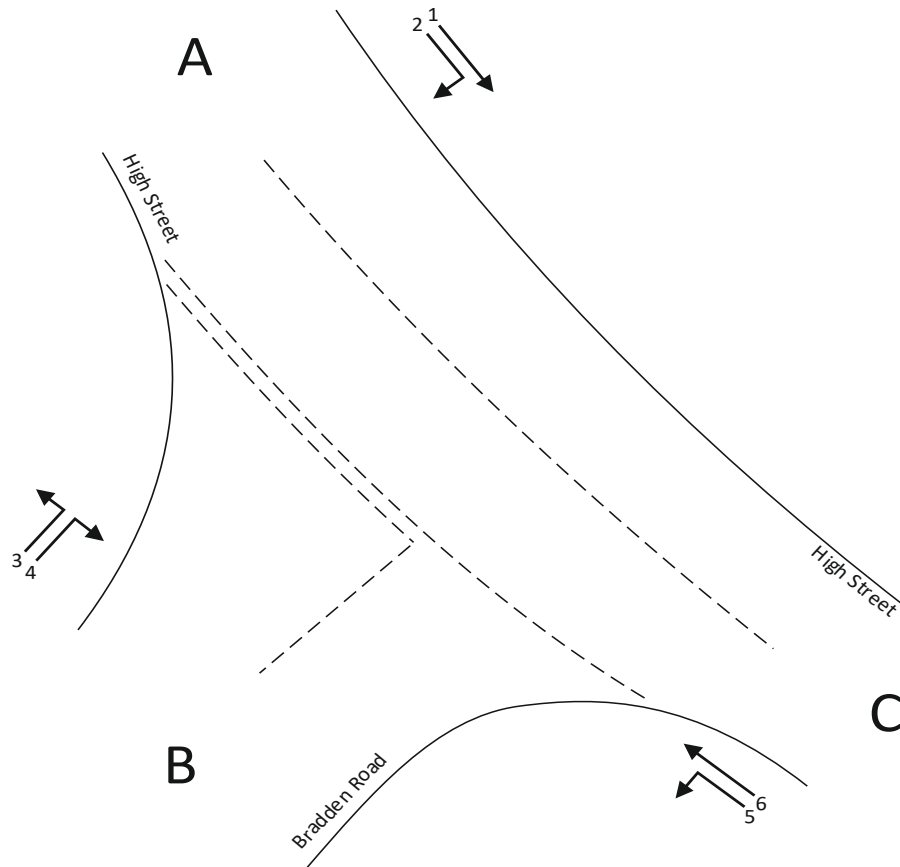
Wednesday 11 March 2020

0700-1000
1600-1900

Drawing N^o: 25038 - 01

Site: 1

Location: High Street /
Towcester Road



For and on behalf of:



GREENS NORTON

Wednesday 11 March 2020

0700-1000
1600-1900

Drawing N^o: 25038 - 02

Site: 2

Location: High Street /
Bradden Road

MANUAL CLASSIFIED COUNTS

JOB REF: 25038

JOB NAME: GREENS NORTON

SITE: 1

LOCATION: HIGH STREET / TOWCESTER ROAD



DATE: 11/03/2020

DAY: WEDNESDAY

TIME	MOVEMENT 1							
	FROM HIGH STREET (N) TO TOWCESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	5	0	0	0	0	0	21
07:15	21	5	1	0	0	0	0	27
07:30	13	0	0	0	0	0	0	13
07:45	12	5	1	0	0	0	0	18
H/TOT	62	15	2	0	0	0	0	79
08:00	10	3	0	0	0	0	0	13
08:15	19	6	0	0	1	0	0	26
08:30	18	2	1	0	1	0	0	22
08:45	15	1	1	0	0	0	0	17
H/TOT	62	12	2	0	2	0	0	78
09:00	16	3	1	0	0	0	0	20
09:15	10	4	1	0	0	0	0	15
09:30	8	3	0	1	0	0	0	12
09:45	14	1	0	0	0	0	0	15
H/TOT	48	11	2	1	0	0	0	62
P/TOT	172	38	6	1	2	0	0	219

MOVEMENT 2							
FROM HIGH STREET (N) TO HIGH STREET (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12	1	1	0	0	0	0	14
15	1	1	0	0	0	0	17
14	3	2	0	0	0	0	19
18	1	0	0	0	0	0	19
59	6	4	0	0	0	0	69
16	3	0	0	0	2	0	21
16	1	1	0	0	0	0	18
10	0	0	0	0	0	0	10
15	0	0	0	0	0	0	15
57	4	1	0	0	2	0	64
12	2	1	0	0	0	0	15
10	3	0	0	0	0	0	13
10	0	1	0	0	0	0	11
8	0	1	0	0	0	0	9
40	5	3	0	0	0	0	48
156	15	8	0	0	2	0	181

MANUAL CLASSIFIED COUNTS

JOB REF: 25038

JOB NAME: GREENS NORTON

SITE: 1

LOCATION: HIGH STREET / TOWCESTER ROAD



DATE: 11/03/2020

DAY: WEDNESDAY

TIME	MOVEMENT 1							
	FROM HIGH STREET (N) TO TOWCESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	0	0	0	0	0	0	6
16:15	8	2	1	0	1	0	0	12
16:30	12	2	0	0	0	1	0	15
16:45	7	1	0	0	0	0	0	8
H/TOT	33	5	1	0	1	1	0	41
17:00	3	0	0	0	0	0	0	3
17:15	9	1	0	0	0	0	0	10
17:30	9	1	0	0	0	0	0	10
17:45	8	4	0	0	0	0	0	12
H/TOT	29	6	0	0	0	0	0	35
18:00	9	2	0	0	0	0	0	11
18:15	10	1	0	0	0	0	0	11
18:30	11	1	0	1	0	0	0	13
18:45	6	2	1	0	0	0	0	9
H/TOT	36	6	1	1	0	0	0	44
P/TOT	98	17	2	1	1	1	0	120

MOVEMENT 2							
FROM HIGH STREET (N) TO HIGH STREET (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
8	2	0	0	0	0	0	10
6	1	0	0	0	0	0	7
4	0	0	0	0	1	0	5
5	0	0	0	0	0	0	5
23	3	0	0	0	1	0	27
5	0	0	0	0	0	1	6
5	1	1	0	0	0	0	7
7	0	0	0	0	1	0	8
4	2	0	0	0	0	0	6
21	3	1	0	0	1	1	27
3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2
8	0	0	0	0	0	0	8
3	0	0	0	0	0	0	3
16	0	0	0	0	0	0	16
60	6	1	0	0	2	1	70

MANUAL CLASSIFIED COUNTS

JOB REF: 25038

JOB NAME: GREENS NORTON

SITE: 1

LOCATION: HIGH STREET / TOWCESTER ROAD



DATE: 11/03/2020

DAY: WEDNESDAY

TIME	MOVEMENT 3							
	FROM HIGH STREET (S) TO HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	0	0	0	0	0	5
07:15	3	2	0	0	0	0	0	5
07:30	2	0	0	0	0	0	0	2
07:45	4	2	0	0	0	0	0	6
H/TOT	13	5	0	0	0	0	0	18
08:00	4	0	0	0	0	0	0	4
08:15	7	1	0	0	0	0	0	8
08:30	15	2	2	0	0	0	0	19
08:45	9	2	0	0	0	0	0	11
H/TOT	35	5	2	0	0	0	0	42
09:00	5	0	1	0	0	0	0	6
09:15	6	1	1	0	0	0	0	8
09:30	4	1	1	0	0	0	2	8
09:45	7	0	1	0	0	0	0	8
H/TOT	22	2	4	0	0	0	2	30
P/TOT	70	12	6	0	0	0	2	90

MOVEMENT 4							
FROM HIGH STREET (S) TO TOWCESTER ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
9	2	0	0	1	0	0	12
12	3	0	0	0	0	0	15
16	3	0	0	0	0	0	19
21	3	0	0	0	0	0	24
58	11	0	0	1	0	0	70
22	1	0	0	0	0	0	23
16	4	1	0	0	1	0	22
24	3	0	0	0	0	0	27
20	1	0	0	0	0	0	21
82	9	1	0	0	1	0	93
15	2	0	0	0	0	0	17
9	3	0	0	0	0	0	12
9	0	0	0	0	0	0	9
18	2	0	0	0	0	0	20
51	7	0	0	0	0	0	58
191	27	1	0	1	1	0	221

MANUAL CLASSIFIED COUNTS

JOB REF: 25038

JOB NAME: GREENS NORTON

SITE: 1

LOCATION: HIGH STREET / TOWCESTER ROAD



DATE: 11/03/2020

DAY: WEDNESDAY

TIME	MOVEMENT 3							
	FROM HIGH STREET (S) TO HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	0	0	0	0	0	0	4
16:15	19	2	1	0	0	1	0	23
16:30	18	4	0	0	0	0	0	22
16:45	23	3	0	0	0	0	0	26
H/TOT	64	9	1	0	0	1	0	75
17:00	22	1	0	0	0	0	1	24
17:15	17	2	0	0	0	0	0	19
17:30	17	2	0	0	0	0	0	19
17:45	12	0	2	0	0	0	0	14
H/TOT	68	5	2	0	0	0	1	76
18:00	19	1	0	0	0	1	0	21
18:15	9	0	0	0	0	0	0	9
18:30	12	0	1	0	0	0	0	13
18:45	4	0	0	0	0	0	0	4
H/TOT	44	1	1	0	0	1	0	47
P/TOT	176	15	4	0	0	2	1	198

MOVEMENT 4							
FROM HIGH STREET (S) TO TOWCESTER ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14	2	0	0	0	0	0	16
14	4	1	0	0	0	0	19
22	8	0	0	0	0	0	30
13	6	1	0	0	1	0	21
63	20	2	0	0	1	0	86
19	6	1	0	0	0	0	26
15	3	0	0	1	0	1	20
24	3	0	0	0	0	0	27
24	1	0	0	0	2	0	27
82	13	1	0	1	2	1	100
17	0	0	0	0	0	0	17
14	1	1	0	0	0	0	16
11	3	0	0	0	0	0	14
17	0	0	0	0	0	0	17
59	4	1	0	0	0	0	64
204	37	4	0	1	3	1	250

MANUAL CLASSIFIED COUNTS

JOB REF: 25038

JOB NAME: GREENS NORTON

SITE: 1

LOCATION: HIGH STREET / TOWCESTER ROAD



DATE: 11/03/2020

DAY: WEDNESDAY

TIME	MOVEMENT 5							
	FROM TOWCESTER ROAD TO HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	0	0	0	0	0	7
07:15	6	3	0	0	0	0	2	11
07:30	8	0	0	0	0	1	0	9
07:45	10	6	0	0	0	0	0	16
H/TOT	30	10	0	0	0	1	2	43
08:00	21	4	1	0	0	0	0	26
08:15	26	2	0	0	3	0	0	31
08:30	17	2	0	0	0	1	0	20
08:45	12	2	0	0	0	0	0	14
H/TOT	76	10	1	0	3	1	0	91
09:00	15	2	0	0	0	0	0	17
09:15	16	2	0	0	0	0	0	18
09:30	9	2	0	0	0	0	0	11
09:45	15	1	0	0	0	0	0	16
H/TOT	55	7	0	0	0	0	0	62
P/TOT	161	27	1	0	3	2	2	196

MOVEMENT 6							
FROM TOWCESTER ROAD TO HIGH STREET (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
2	2	1	0	0	0	0	5
1	1	0	0	1	0	0	3
10	0	0	0	0	0	0	10
5	4	1	0	0	0	0	10
18	7	2	0	1	0	0	28
12	1	0	0	0	0	0	13
4	1	1	0	0	0	0	6
10	3	0	0	0	0	0	13
9	0	0	0	0	0	0	9
35	5	1	0	0	0	0	41
4	3	1	1	0	0	0	9
8	1	1	0	0	0	0	10
10	2	1	0	0	0	0	13
9	2	1	0	0	0	0	12
31	8	4	1	0	0	0	44
84	20	7	1	1	0	0	113

MANUAL CLASSIFIED COUNTS

JOB REF: 25038

JOB NAME: GREENS NORTON

SITE: 1

LOCATION: HIGH STREET / TOWCESTER ROAD



DATE: 11/03/2020

DAY: WEDNESDAY

TIME	MOVEMENT 5							
	FROM TOWCESTER ROAD TO HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	20	1	0	0	0	0	0	21
16:15	17	2	0	0	0	0	0	19
16:30	25	1	0	0	0	0	0	26
16:45	25	2	0	0	0	0	0	27
H/TOT	87	6	0	0	0	0	0	93
17:00	12	1	0	0	0	0	0	13
17:15	21	4	0	0	0	0	0	25
17:30	15	1	0	0	0	0	0	16
17:45	22	3	0	0	0	0	0	25
H/TOT	70	9	0	0	0	0	0	79
18:00	15	1	0	0	0	0	0	16
18:15	14	0	0	0	0	0	0	14
18:30	9	1	0	0	1	0	0	11
18:45	13	0	0	0	0	0	0	13
H/TOT	51	2	0	0	1	0	0	54
P/TOT	208	17	0	0	1	0	0	226

MOVEMENT 6							
FROM TOWCESTER ROAD TO HIGH STREET (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11	1	1	0	0	0	0	13
12	5	0	0	0	0	0	17
12	0	1	0	0	0	0	13
10	2	0	0	0	0	0	12
45	8	2	0	0	0	0	55
10	2	0	0	0	0	0	12
18	2	0	0	0	0	0	20
12	1	0	0	0	0	0	13
17	1	0	1	0	0	0	19
57	6	0	1	0	0	0	64
16	1	0	0	0	0	0	17
17	1	0	0	0	0	0	18
16	3	1	0	0	0	0	20
10	1	1	0	0	0	0	12
59	6	2	0	0	0	0	67
161	20	4	1	0	0	0	186

MANUAL CLASSIFIED COUNTS

JOB REF: 25038

JOB NAME: GREENS NORTON

SITE: 2

LOCATION: HIGH STREET (N) / BRADDEN ROAD / HIGH STREET (S)



DATE: 11/03/2020

DAY: WEDNESDAY

TIME	MOVEMENT 1							
	FROM HIGH STREET (N) TO HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	1	0	0	0	0	0	17
07:15	21	2	2	0	0	0	0	25
07:30	21	2	1	0	0	0	0	24
07:45	27	6	0	0	0	0	0	33
H/TOT	85	11	3	0	0	0	0	99
08:00	32	6	0	0	0	2	0	40
08:15	38	1	0	0	2	0	0	41
08:30	28	2	0	0	1	1	0	32
08:45	20	2	0	0	0	0	0	22
H/TOT	118	11	0	0	3	3	0	135
09:00	27	3	1	0	0	0	0	31
09:15	19	2	0	0	0	0	0	21
09:30	11	3	1	0	0	0	0	15
09:45	20	0	1	0	0	0	0	21
H/TOT	77	8	3	0	0	0	0	88
P/TOT	280	30	6	0	3	3	0	322

MOVEMENT 2							
FROM HIGH STREET (N) TO BRADDEN ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
2	1	0	0	0	0	0	3
1	2	0	0	0	0	1	4
2	0	0	0	0	1	1	4
2	2	1	0	0	0	0	5
7	5	1	0	0	1	2	16
2	1	0	0	0	0	0	3
3	1	2	0	0	0	0	6
1	0	0	0	0	0	0	1
3	1	0	0	0	0	0	4
9	3	2	0	0	0	0	14
4	1	0	0	0	0	0	5
4	0	0	0	0	0	0	4
4	2	0	0	0	0	0	6
8	1	0	0	0	0	0	9
20	4	0	0	0	0	0	24
36	12	3	0	0	1	2	54

MANUAL CLASSIFIED COUNTS

JOB REF: 25038

JOB NAME: GREENS NORTON

SITE: 2

LOCATION: HIGH STREET (N) / BRADDEN ROAD / HIGH STREET (S)



DATE: 11/03/2020

DAY: WEDNESDAY

TIME	MOVEMENT 1 FROM HIGH STREET (N) TO HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	19	3	0	0	0	0	0	22
16:15	16	1	0	0	0	0	0	17
16:30	18	1	0	0	0	0	0	19
16:45	20	2	0	0	0	0	0	22
H/TOT	73	7	0	0	0	0	0	80
17:00	8	1	0	0	0	0	1	10
17:15	16	2	1	0	0	0	0	19
17:30	14	1	0	0	0	1	0	16
17:45	14	3	0	0	0	0	0	17
H/TOT	52	7	1	0	0	1	1	62
18:00	10	2	0	0	0	0	0	12
18:15	10	0	0	0	0	0	0	10
18:30	12	0	0	0	0	0	0	12
18:45	14	0	0	0	1	0	0	15
H/TOT	46	2	0	0	1	0	0	49
P/TOT	171	16	1	0	1	1	1	191

MOVEMENT 2 FROM HIGH STREET (N) TO BRADDEN ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10	1	0	0	0	0	0	11
7	1	0	0	0	0	0	8
13	0	0	0	0	1	0	14
9	0	0	0	0	0	0	9
39	2	0	0	0	1	0	42
8	0	0	0	0	0	0	8
8	2	0	0	0	0	0	10
10	0	0	0	0	0	0	10
10	1	0	0	0	0	0	11
36	3	0	0	0	0	0	39
9	0	0	0	0	0	0	9
5	0	0	0	0	0	0	5
6	1	0	0	0	0	0	7
3	0	0	0	0	0	0	3
23	1	0	0	0	0	0	24
98	6	0	0	0	1	0	105

MANUAL CLASSIFIED COUNTS

JOB REF: 25038

JOB NAME: GREENS NORTON

SITE: 2

LOCATION: HIGH STREET (N) / BRADDEN ROAD / HIGH STREET (S)



DATE: 11/03/2020

DAY: WEDNESDAY

TIME	MOVEMENT 3							
	FROM BRADDEN ROAD TO HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6
07:15	5	0	0	0	0	0	0	5
07:30	9	3	0	0	0	0	0	12
07:45	11	1	0	0	0	0	0	12
H/TOT	30	5	0	0	0	0	0	35
08:00	12	0	0	0	0	0	0	12
08:15	7	1	1	0	0	1	0	10
08:30	13	0	0	0	0	0	0	13
08:45	9	2	0	0	0	0	0	11
H/TOT	41	3	1	0	0	1	0	46
09:00	8	1	0	0	0	0	0	9
09:15	6	1	0	0	0	0	0	7
09:30	3	0	0	0	0	0	0	3
09:45	14	1	1	0	0	0	0	16
H/TOT	31	3	1	0	0	0	0	35
P/TOT	102	11	2	0	0	1	0	116

MOVEMENT 4							
FROM BRADDEN ROAD TO HIGH STREET (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	0	0	0	0	0	1
6	0	0	0	0	0	0	6
2	0	0	0	0	0	0	2
7	2	0	0	0	0	0	9
16	2	0	0	0	0	0	18
11	2	0	0	0	0	0	13
7	2	0	0	0	0	0	9
8	1	0	0	0	0	0	9
5	0	0	0	0	0	0	5
31	5	0	0	0	0	0	36
5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	4
5	1	0	0	0	0	0	6
6	0	0	0	0	0	0	6
20	1	0	0	0	0	0	21
67	8	0	0	0	0	0	75

MANUAL CLASSIFIED COUNTS

JOB REF: 25038

JOB NAME: GREENS NORTON

SITE: 2

LOCATION: HIGH STREET (N) / BRADDEN ROAD / HIGH STREET (S)



DATE: 11/03/2020

DAY: WEDNESDAY

TIME	MOVEMENT 3 FROM BRADDEN ROAD TO HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	1	0	0	0	0	0	10
16:15	4	1	0	0	0	0	0	5
16:30	8	2	0	0	0	1	0	11
16:45	4	1	1	0	0	0	0	6
H/TOT	25	5	1	0	0	1	0	32
17:00	4	1	1	0	0	0	0	6
17:15	3	2	0	0	0	0	1	6
17:30	3	0	0	0	0	0	0	3
17:45	7	1	0	0	0	1	0	9
H/TOT	17	4	1	0	0	1	1	24
18:00	6	0	0	0	0	0	0	6
18:15	9	1	0	0	0	0	0	10
18:30	7	0	0	0	0	0	0	7
18:45	7	0	0	0	0	0	0	7
H/TOT	29	1	0	0	0	0	0	30
P/TOT	71	10	2	0	0	2	1	86

MOVEMENT 4 FROM BRADDEN ROAD TO HIGH STREET (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	1	0	0	0	0	0	6
3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2
3	2	0	0	0	0	0	5
13	3	0	0	0	0	0	16
2	0	0	0	0	0	0	2
7	0	0	0	0	0	0	7
5	0	0	0	0	0	0	5
1	0	0	0	0	0	0	1
15	0	0	0	0	0	0	15
7	0	0	0	0	0	0	7
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4
11	0	0	0	0	0	0	11
39	3	0	0	0	0	0	42

MANUAL CLASSIFIED COUNTS

JOB REF: 25038

JOB NAME: GREENS NORTON

SITE: 2

LOCATION: HIGH STREET (N) / BRADDEN ROAD / HIGH STREET (S)



DATE: 11/03/2020

DAY: WEDNESDAY

TIME	MOVEMENT 5							
	FROM HIGH STREET (S) TO BRADDEN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	2	0	0	0	0	0	0	2
07:45	2	0	0	0	0	0	0	2
H/TOT	5	0	0	0	0	0	0	5
08:00	3	1	0	0	0	0	0	4
08:15	4	0	0	0	0	0	0	4
08:30	5	0	0	0	0	0	0	5
08:45	2	3	0	0	0	0	1	6
H/TOT	14	4	0	0	0	0	1	19
09:00	3	1	0	0	0	0	0	4
09:15	2	1	0	0	0	0	0	3
09:30	4	2	0	0	0	0	1	7
09:45	3	0	1	0	0	0	0	4
H/TOT	12	4	1	0	0	0	1	18
P/TOT	31	8	1	0	0	0	2	42

MOVEMENT 6							
FROM HIGH STREET (S) TO HIGH STREET (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
8	2	0	0	1	0	0	11
11	2	0	0	0	0	0	13
9	3	0	0	0	0	0	12
12	3	0	0	0	0	0	15
40	10	0	0	1	0	0	51
13	0	0	0	0	0	0	13
16	6	1	0	0	0	0	23
23	6	1	0	0	0	0	30
21	0	0	0	0	0	0	21
73	12	2	0	0	0	0	87
15	2	0	1	0	0	0	18
9	1	1	0	0	0	0	11
9	2	1	0	0	0	2	14
12	0	0	0	0	0	0	12
45	5	2	1	0	0	2	55
158	27	4	1	1	0	2	193

MANUAL CLASSIFIED COUNTS

JOB REF: 25038

JOB NAME: GREENS NORTON

SITE: 2

LOCATION: HIGH STREET (N) / BRADDEN ROAD / HIGH STREET (S)



DATE: 11/03/2020

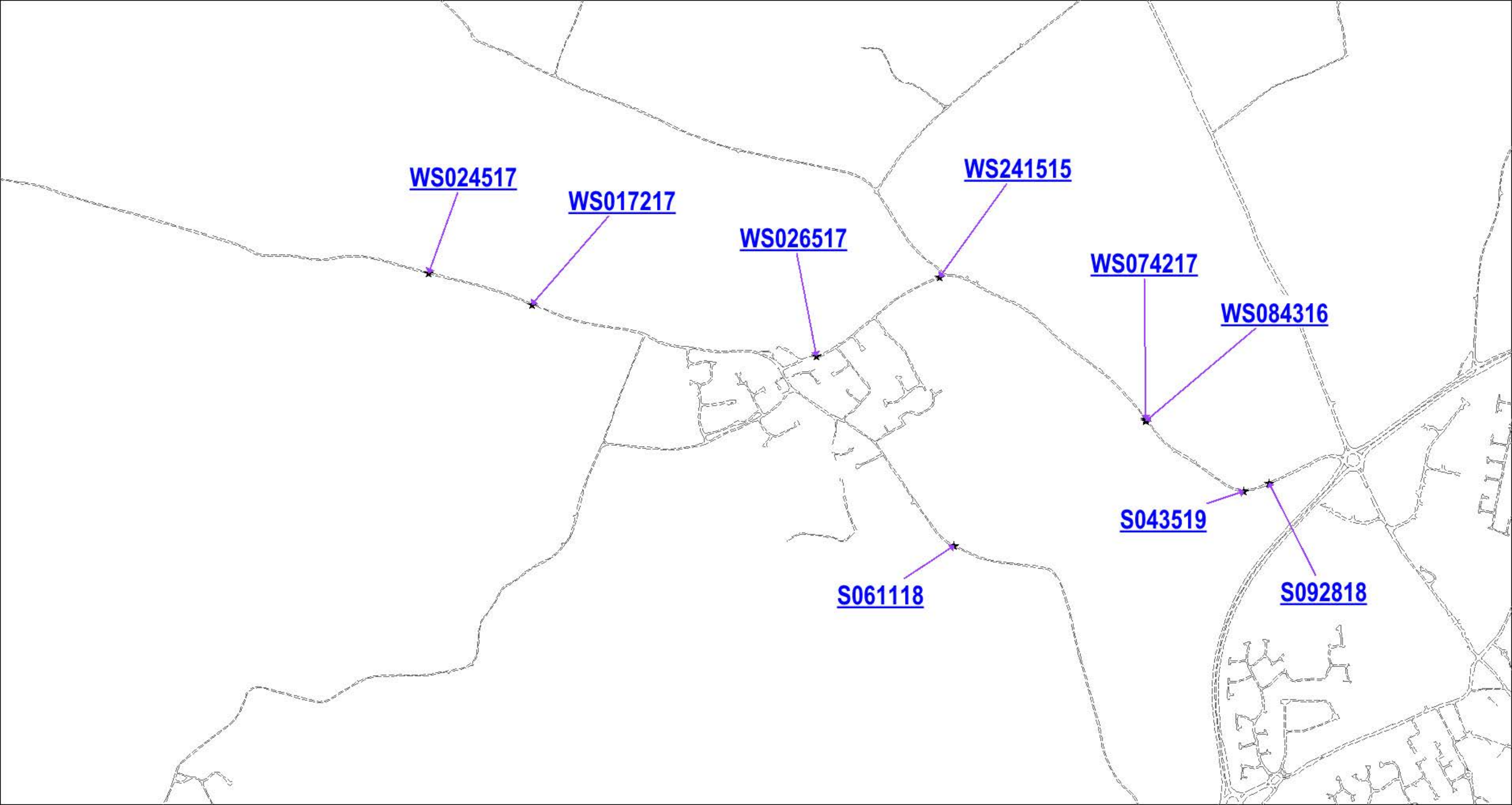
DAY: WEDNESDAY

TIME	MOVEMENT 5							
	FROM HIGH STREET (S) TO BRADDEN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	0	0	0	0	0	0	3
16:15	5	0	0	0	0	0	0	5
16:30	2	0	0	0	0	0	0	2
16:45	7	1	0	0	0	0	0	8
H/TOT	17	1	0	0	0	0	0	18
17:00	4	2	0	0	0	0	0	6
17:15	8	1	0	0	0	0	0	9
17:30	7	0	0	0	0	0	0	7
17:45	5	1	0	0	0	0	0	6
H/TOT	24	4	0	0	0	0	0	28
18:00	5	1	0	0	0	0	0	6
18:15	9	0	0	0	0	0	0	9
18:30	4	0	0	0	0	0	0	4
18:45	0	0	0	0	0	0	0	0
H/TOT	18	1	0	0	0	0	0	19
P/TOT	59	6	0	0	0	0	0	65

MOVEMENT 6							
FROM HIGH STREET (S) TO HIGH STREET (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10	1	0	0	0	0	0	11
24	4	2	0	0	0	0	30
36	9	0	0	0	0	0	45
31	9	0	0	0	1	0	41
101	23	2	0	0	1	0	127
39	5	0	0	0	0	1	45
33	4	0	0	1	0	0	38
34	4	0	0	0	0	0	38
32	1	1	0	0	1	0	35
138	14	1	0	1	1	1	156
27	0	1	0	0	1	0	29
15	3	1	0	0	0	0	19
17	1	1	0	0	0	0	19
14	0	0	0	0	0	0	14
73	4	3	0	0	1	0	81
312	41	6	0	1	3	1	364

Appendix B

Personal Injury Accident Data



WS024517

WS017217

WS026517

WS241515

WS074217

WS084316

S043519

S061118

S092818

Date	Police_ref	Easting	Northing	Severity	Road_cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road_type	Speed_lim	Junct_det
15/09/2015	WS241515	467331	250150	3. Slight	2. Wet/Damp	7. Darkness: street lighting unknown	1	20:45:00	1	5. C	61	6. Single carriageway	60	3. T & Stag Jct
24/06/2016	WS084316	468041	249655	3. Slight	2. Wet/Damp	1. Daylight	2	14:05:00	3	5. C	2	6. Single carriageway	60	8. Pri Drive
20/01/2017	WS017217	465932	250055	3. Slight	2. Wet/Damp	1. Daylight	2	11:15:00	2	5. C	2	6. Single carriageway	60	8. Pri Drive
29/03/2017	WS026517	466907	249877	3. Slight	2. Wet/Damp	1. Daylight	1	10:32:00	2	5. C	2	6. Single carriageway	30	0. Not within 20m of junction
06/04/2017	WS024517	465575	250163	3. Slight	1. Dry	6. Darkness: no street lighting	2	19:58:00	2	5. C	2	6. Single carriageway	60	0. Not within 20m of junction
24/09/2017	WS074217	468040	249661	2. Serious	1. Dry	1. Daylight	1	09:30:00	2	5. C	2	6. Single carriageway	60	8. Pri Drive
20/08/2018	S061118	467380	249227	3. Slight	1. Dry	1. Daylight	2	16:15:00	2	6. Unclassified	4908	6. Single carriageway	60	3. T & Stag Jct
21/12/2018	S092818	468465	249441	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	1	07:49:00	2	5. C	2	6. Single carriageway	60	3. T & Stag Jct
04/06/2019	S043519	468378	249413	3. Slight	2. Wet/Damp	1. Daylight	2	17:02:00	2	5. C	2	6. Single carriageway	60	0. Not within 20m of junction

Junct_ctrl	Roadclass2	Roadnum2	Weather	Location	Parish
4. Give way or Uncontrolled	5. C	2	1. Fine (without high wind)	C2, TOWCESTER RD & C61, TOWCESTER RD JUNC, GREENS NORTON.	105. Greens Norton
4. Give way or Uncontrolled	6. Unclassified		2. Raining (without high wind)	C2, TOWCESTER RD & U, ENTRANCE TO CAR PARK JUNC, GREENS NORTON.	105. Greens Norton
4. Give way or Uncontrolled	6. Unclassified		7. Fog or mist	C2, BLAKESLEY RD & U, EXIT FROM GREENS NORTON PARK JUNC, GREENS NORTON.	105. Greens Norton
			1. Fine (without high wind)	C2, TOWCESTER RD, GREENS NORTON.	105. Greens Norton
			1. Fine (without high wind)	C2, BLAKESLEY RD & U, ACCESS TO CASWELL PK JUNC, 402M E, GREENS NORTON.	105. Greens Norton
4. Give way or Uncontrolled	6. Unclassified		1. Fine (without high wind)	C2, TOWCESTER RD & U, ENTRANCE TO RUGBY CLUB JUNC, GREENS NORTON.	105. Greens Norton
4. Give way or Uncontrolled	6. Unclassified	4908	1. Fine (without high wind)	U4908 MILL LANE, ENTRANCE TO MILL FARM, GREENS NORTON.	105. Greens Norton
4. Give way or Uncontrolled	6. Unclassified	4904	2. Raining (without high wind)	C2 GREENS NORTON RD & U4904 GRASS CLOSE JUNCTION, TOWCESTER.	227. Towcester
			2. Raining (without high wind)	C2 TOWCESTER ROAD, GREENS NORTON.	105. Greens Norton

Acc_desc	Day	Cf1
V1 LOSES CONTROL AT SPEED, LEFT C/WAY TO N /S COLLIDES WITH HEDGE, SPINS & COLLIDES WITH HEDGE AGAIN.	3. Tuesday	
V1 TURNS RIGHT INTO PATH OF V2 TRAVELLING IN OPP DIRECTION, V2 THEN COLLIDES WITH V3 WAITING FOR V1 TO MAKE TURN.	6. Friday	403. Poor turn or manoeuvre
V1 TURNING RIGHT AT JUNC COLLIDES WITH V2 TRAVELLING S.	6. Friday	707. Rain, sleet, snow, or fog
V1 LOSES CONTROL ON WET SURFACE & COLLIDES WITH V2.	4. Wednesday	103. Slippery road (due to weather)
V1 XES C/WAY & COLLIDES F/O/S WITH V2 TRAVELLING IN OPP DIRECTION.	5. Thursday	509. Distraction in vehicle
V1 TURNING RIGHT COLLIDES WITH V2 TRAVELLING S.	1. Sunday	403. Poor turn or manoeuvre
V'S 1&2 TRAVELLING N/E, V2 SLOWING DOWN TO TURN RIGHT INTO PROPERTY ENTRANCE V1 ATTEMPTS TO OVERTAKE V2 IN DOING SO V1 COLLIDES WITH F/O/SIDE OF V2, V1 FLIPS OVER AND COMES TO REST IN HEDGE ROW.	2. Monday	602. Careless/Reckless/In a hurry
V1 TRAVELLING E/BOUND ON C2 COLLIDES WITH REAR OF V2 THAT WAS STATIONARY AT JUNCTION OF U4904 WAITING TO TURN RIGHT	6. Friday	
V1 S/E BOUND LOSES CONTROL OF VEHICLE ON L/H BEND AND SPINS ACROSS C/WAY COLLIDING WITH V2 TRAVELLING OPPOSITE DIRECTION BOTH VEHICLES LEAVE C/WAY AND COME TO A REST ON VERGESIDE.	3. Tuesday	103. Slippery road (due to weather)

Cf2	Vcu2	Vcuref2	Conf2	Cf3	Vcu3	Vcuref3	Conf3	Cf4	Vcu4	Vcuref4	Conf4
405. Failed to look properly	V. Vehicle	1	A. Very likely								
405. Failed to look properly	V. Vehicle	1	B. Possible	307. Travelling too fast for conditions	V. Vehicle	1	B. Possible				
307. Travelling too fast for conditions	V. Vehicle	1	A. Very likely								
405. Failed to look properly	V. Vehicle	1	B. Possible	403. Poor turn or manoeuvre	V. Vehicle	1	B. Possible				
405. Failed to look properly	V. Vehicle	1	A. Very likely	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	706. Dazzling sun	V. Vehicle	2	A. Very likely
406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	405. Failed to look properly	V. Vehicle	1	A. Very likely				
307. Travelling too fast for conditions	V. Vehicle	1	A. Very likely	410. Loss of control	V. Vehicle	1	A. Very likely	605. Inexperienced or learner driver/rider	V. Vehicle	1	A. Very likely

Date	Police_ref	Veh_ref	Type	Manvres	Movef	Movet	Skid	Leave	Drvsex	Drvage	PostCode	Journey
15/09/2015	WS241515	1	9. Car	17. Going ahead right bend	6. SW	3. E			1. Male			6. Unknown
24/06/2016	WS084316	1	9. Car	9. Turning right	4. SE	2. NE			2. Female	30	NN7-2	5. Other
24/06/2016	WS084316	2	9. Car	18. Going ahead other	8. NW	4. SE			2. Female	33	MK7-7	2. Commuting to/from work
24/06/2016	WS084316	3	9. Car	3. Going ahead but held up	4. SE	8. NW			2. Female	65	NN12-8	1. Journey as part of work
20/01/2017	WS017217	1	9. Car	13. Overtaking moving vehicle O/S	8. NW	4. SE			1. Male	19	NN12-8	6. Unknown
20/01/2017	WS017217	2	9. Car	9. Turning right	2. NE	8. NW			1. Male	65	MK18-5	1. Journey as part of work
29/03/2017	WS026517	1	5. Motorcycle over 500cc	18. Going ahead other	6. SW	2. NE	1. Skidded		1. Male	28	NN12-8	2. Commuting to/from work
29/03/2017	WS026517	2	9. Car	3. Going ahead but held up	6. SW	2. NE			1. Male	61	NN12	6. Unknown
06/04/2017	WS024517	1	9. Car	18. Going ahead other	8. NW	4. SE			2. Female	59	NN12-7	1. Journey as part of work
06/04/2017	WS024517	2	9. Car	18. Going ahead other	4. SE	8. NW			1. Male	47	NN12-8	5. Other
24/09/2017	WS074217	1	9. Car	9. Turning right	4. SE	2. NE			1. Male	71	NN12-7	5. Other
24/09/2017	WS074217	2	4. Motor Cycle over 125 cc and up to 500cc	18. Going ahead other	8. NW	4. SE			1. Male	47	NN11-3	6. Unknown
20/08/2018	S061118	1	9. Car	13. Overtaking moving vehicle O/S	8. NW	4. SE	5. Overturned		1. Male	17	NN11-4	5. Other
20/08/2018	S061118	2	9. Car	9. Turning right	8. NW	4. SE			1. Male	71	NN4-5	5. Other
21/12/2018	S092818	1	9. Car	18. Going ahead other	7. W	3. E			1. Male		NN12-8	6. Unknown
21/12/2018	S092818	2	9. Car	10. Waiting to turn right	7. W	3. E			2. Female	32	NN12-8	1. Journey as part of work
04/06/2019	S043519	1	9. Car	16. Going ahead left bend	8. NW	4. SE		7. O/S	1. Male	18	NN12-8	1. Journey as part of work
04/06/2019	S043519	2	9. Car	18. Going ahead other	4. SE	8. NW		1. Nearside	2. Female	66	NN12-8	5. Other

Date	Police_ref	Severity	Veh_ref	Cas_ref	Class	Sex	Age	Car_pass	Seatbelt
15/09/2015	WS241515	3. Slight	1	1	2. Vehicle Passenger	2. Female	18	2. Back seat	4. Unknown
24/06/2016	WS084316	3. Slight	1	1	1. Driver / Rider	2. Female	30		1. Worn and independently confirmed
24/06/2016	WS084316	3. Slight	2	2	1. Driver / Rider	2. Female	33		1. Worn and independently confirmed
20/01/2017	WS017217	3. Slight	1	1	1. Driver / Rider	1. Male	19		1. Worn and independently confirmed
20/01/2017	WS017217	3. Slight	2	2	1. Driver / Rider	1. Male	65		1. Worn and independently confirmed
29/03/2017	WS026517	3. Slight	1	1	1. Driver / Rider	1. Male	28		
06/04/2017	WS024517	3. Slight	1	1	1. Driver / Rider	2. Female	59		1. Worn and independently confirmed
06/04/2017	WS024517	3. Slight	2	2	1. Driver / Rider	1. Male	47		1. Worn and independently confirmed
24/09/2017	WS074217	2. Serious	2	1	1. Driver / Rider	1. Male	47		
20/08/2018	S061118	3. Slight	1	1	1. Driver / Rider	1. Male	17		1. Worn and independently confirmed
20/08/2018	S061118	3. Slight	2	2	1. Driver / Rider	1. Male	71		1. Worn and independently confirmed
21/12/2018	S092818	3. Slight	2	1	1. Driver / Rider	2. Female	32		
04/06/2019	S043519	3. Slight	1	1	1. Driver / Rider	1. Male	18		1. Worn and independently confirmed
04/06/2019	S043519	3. Slight	2	2	1. Driver / Rider	2. Female	66		1. Worn and independently confirmed

Appendix C

Adopted Highway, MfS Speed & Visibility Calculations



T20510
Greens Norton

Blakesley Hill Speed Survey
Weekday 24 Hour Average

EASTERN SITE

Direction	Volume	Speed	Total
Eastbound	1191	37	44067.0
	1173	38	44574.0
	1215	37	44955.0
	1107	38	42066.0
	1057	37	39109.0
Total	5743		214771.0

Average 85th Percentile Speed = 37.4
Dry Weather Addition = 2.5

Adjusted 85th Percentile Speed = 39.9

Direction	Volume	Speed	Total
Westbound	1139	42	47838.0
	1166	41	47806.0
	1197	42	50274.0
	1088	42	45696.0
	1025	41	42025.0
Total	5615		233639.0

Average 85th Percentile Speed = 41.6
Dry Weather Addition = 2.5

Adjusted 85th Percentile Speed = 44.1

WESTERN SITE

Direction	Volume	Speed	Total
Eastbound	1106	44	48664.0
	1082	45	48690.0
	1126	44	49544.0
	1041	44	45804.0
	964	44	42416.0
Total	5319		235118.0

Average 85th Percentile Speed = 44.2
Dry Weather Addition = 2.5

Adjusted 85th Percentile Speed = 46.7

Direction	Volume	Speed	Total
Westbound	1061	45	47745.0
	1065	45	47925.0
	1116	45	50220.0
	1003	45	45135.0
	952	44	41888.0
Total	5197		232913.0

Average 85th Percentile Speed = 44.8
Dry Weather Addition = 2.5

Adjusted 85th Percentile Speed = 47.3

T20510
Greens Norton

ABOVE 60 KPH DESIGN/MEASURED SPEED

Para 10.1.5 MfS2

EASTERN SITE

Eastbound

Calculation Params		Speed Survey Result
v	17.732	39.9 mph
t	2	
d	3.68	
a	4.3 (gradient)	

SSD = 73.7 m **Vis required = 76.1 m**

Westbound

Calculation Params		Speed Survey Result
v	19.60435	44.1 mph
t	2	
d	3.68	
a	2.2 (gradient)	

SSD = 88.5 m **Vis required = 90.9 m**

WESTERN SITE

Eastbound

Calculation Params		Speed Survey Result
v	20.75708	46.7 mph
t	2	
d	3.68	
a	4.3 (gradient)	

SSD = 93.9 m **Vis required = 96.3 m**

Westbound

Calculation Params		Speed Survey Result
v	21.0297	47.3 mph
t	2	
d	3.68	
a	2.2 (gradient)	

SSD = 98.8 m **Vis required = 101.2 m**



Elev 93 m, 52.13 °N, 1.00 °W

Pete - ITOWCEST12

FORECAST FOR TOWCESTER, UK (/WEATHER/GB/TOWCESTER/ITOWCEST12)

PWS DATA (/DASHBOARD/PWS/ITOWCEST12)

- PWS DATA (/DASHBOARD/PWS/ITOWCEST12)
- COMMENTS (/DASHBOARD/PWS/ITOWCEST12/COMMENTS)

Station Summary

Online(updated just now)

CURRENT CONDITIONS

MAP



23.9 °C
Feels Like 23.9 °



WIND & GUST
1.4 / 1.8 km/h

DEWPOINT
6.2 °C

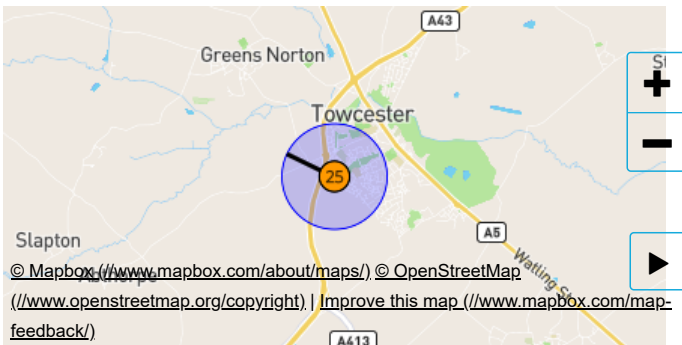
PRECIP RATE
0.00 mm/hr

PRESSURE
1,012.12 hPa

HUMIDITY
32 %

PRECIP ACCUM
0.00 mm

UV
3



lat=52.126236&lon=-1.001246&zoom=13&tl.play=0&tl.spd=2&groupSevere=

PWS CURRENT CONDITIONS

TEMPERATURE



WIND



PRESSURE



CURRENT
24°

DEWPOINT
6.2 °C
HUMIDITY
32 %



WIND FROM
WSW
GUST
1.8 km/h

CURRENT
1,012.12 HPa



PRECIP RATE
0.00 mm/hr

PRECIP
TOTAL
0.00 mm



CURRENT UV
3

UV RISK



CURRENT
383.90
watts/m²

ASSOCIATED WEBCAM

THERE IS NO ASSOCIATED
WEBCAM WITH THIS STATION

Weather History for ITOWCEST12

Weekly Mode

March

15

2020

Summary
March 9, 2020 - March 15, 2020

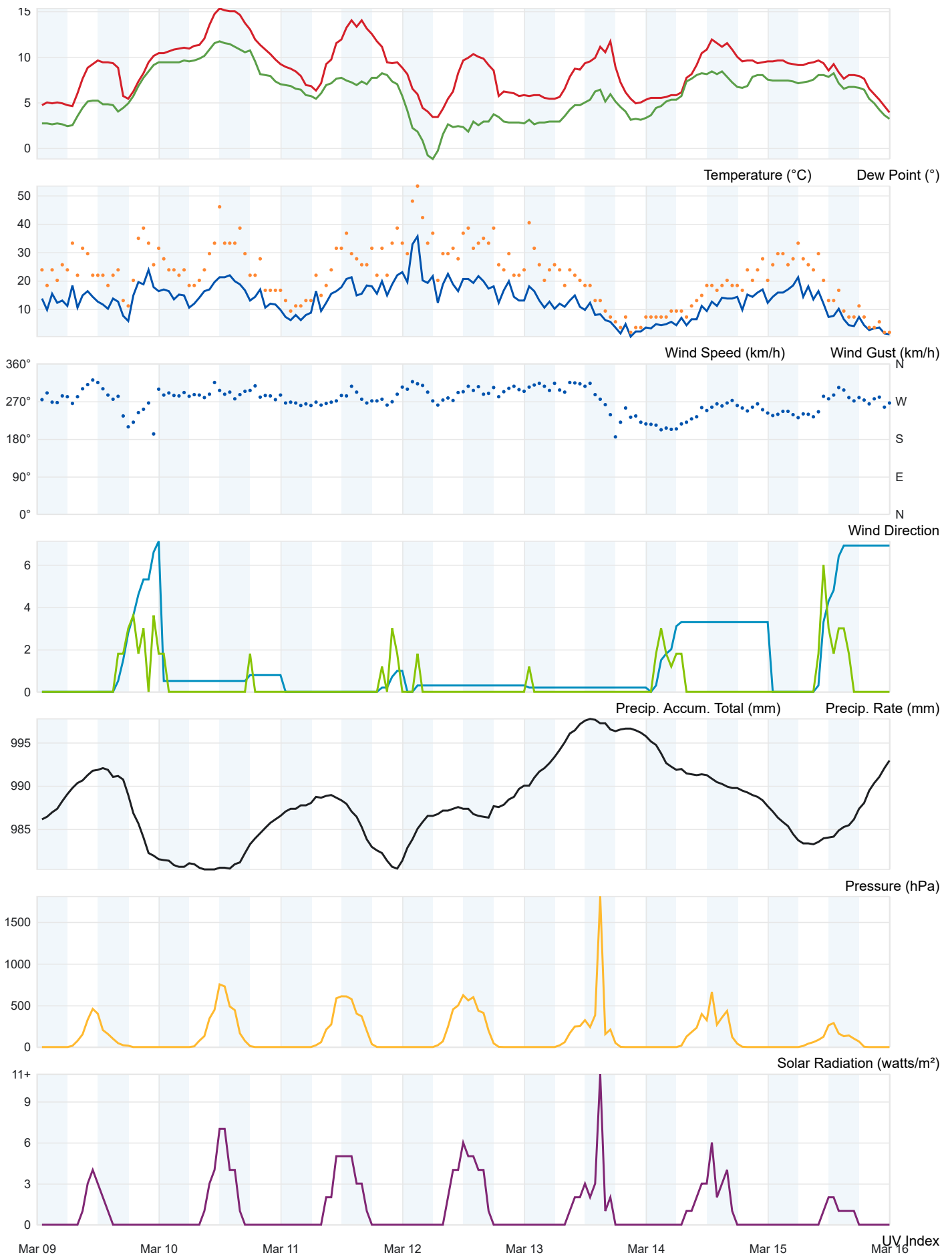
	High	Low	Average
Temperature	15.3 °C	2.9 °C	8.3 °C
Dew Point	11.7 °C	-1.5 °C	5.5 °C
Humidity	97 %	52 %	83 %
Precipitation	19.60 mm	--	--

	High	Low	Average
Wind Speed	35.6 km/h	0.0 km/h	5.4 km/h
Wind Gust	53.3 km/h	--	8.5 km/h
Wind Direction	--	--	West
Pressure	997.73 hPa	979.51 hPa	--

Graph

Table

March 9, 2020 - March 15, 2020



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[utm_source=theweatherchannelhomepage&utm_medium=iconlarge&utm_term=eachannelpage&utm_content=header&utm_campaign=theweatherchannel\)](https://www.essentialaccessibility.com/the-weather-channel?utm_source=theweatherchannelhomepage&utm_medium=iconlarge&utm_term=eachannelpage&utm_content=header&utm_campaign=theweatherchannel)

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Elev 93 m, 52.13 °N, 1.00 °W

Pete - ITOWCEST12

[FORECAST FOR TOWCESTER, UK \(/WEATHER/GB/TOWCESTER/ITOWCEST12\)](#)
[PWS DATA \(/DASHBOARD/PWS/ITOWCEST12\)](#)

- [PWS DATA \(/DASHBOARD/PWS/ITOWCEST12\)](#)
- [COMMENTS \(/DASHBOARD/PWS/ITOWCEST12/COMMENTS\)](#)

Station Summary

Online(updated just now)

CURRENT CONDITIONS

MAP



23.9 °C
Feels Like 23.9 °



WIND & GUST
3.2 / 3.5 km/h

DEWPOINT
6.2 °C

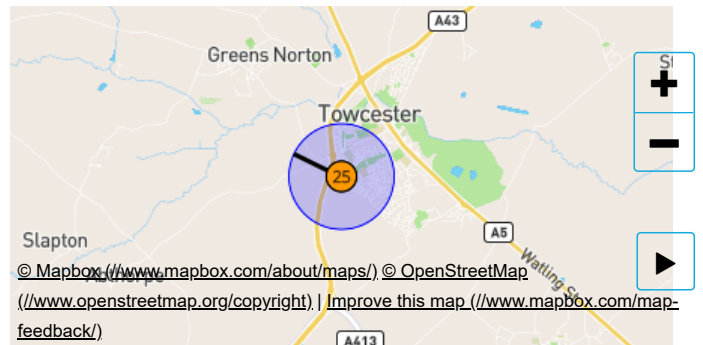
PRECIP RATE
0.00 mm/hr

PRESSURE
1,012.02 hPa

HUMIDITY
32 %

PRECIP ACCUM
0.00 mm

UV
3


[lat=52.126236&lon=-1.001246&zoom=13&tl.play=0&tl.spd=2&groupSevere=](#)

PWS CURRENT CONDITIONS

TEMPERATURE



WIND



PRESSURE



CURRENT
24°

DEWPOINT
6.2 °C
HUMIDITY
32 %



WIND FROM
WNW
GUST
3.5 km/h

CURRENT
1,012.02 HPa



PRECIP RATE
0.00 mm/hr

PRECIP
TOTAL
0.00 mm



CURRENT UV
3

UV RISK



CURRENT
387.80
watts/m²

ASSOCIATED WEBCAM

THERE IS NO ASSOCIATED
WEBCAM WITH THIS STATION

Weather History for ITOWCEST12

Weekly Mode

March

22

2020

Previous

View

Next

Summary
March 16, 2020 - March 22, 2020

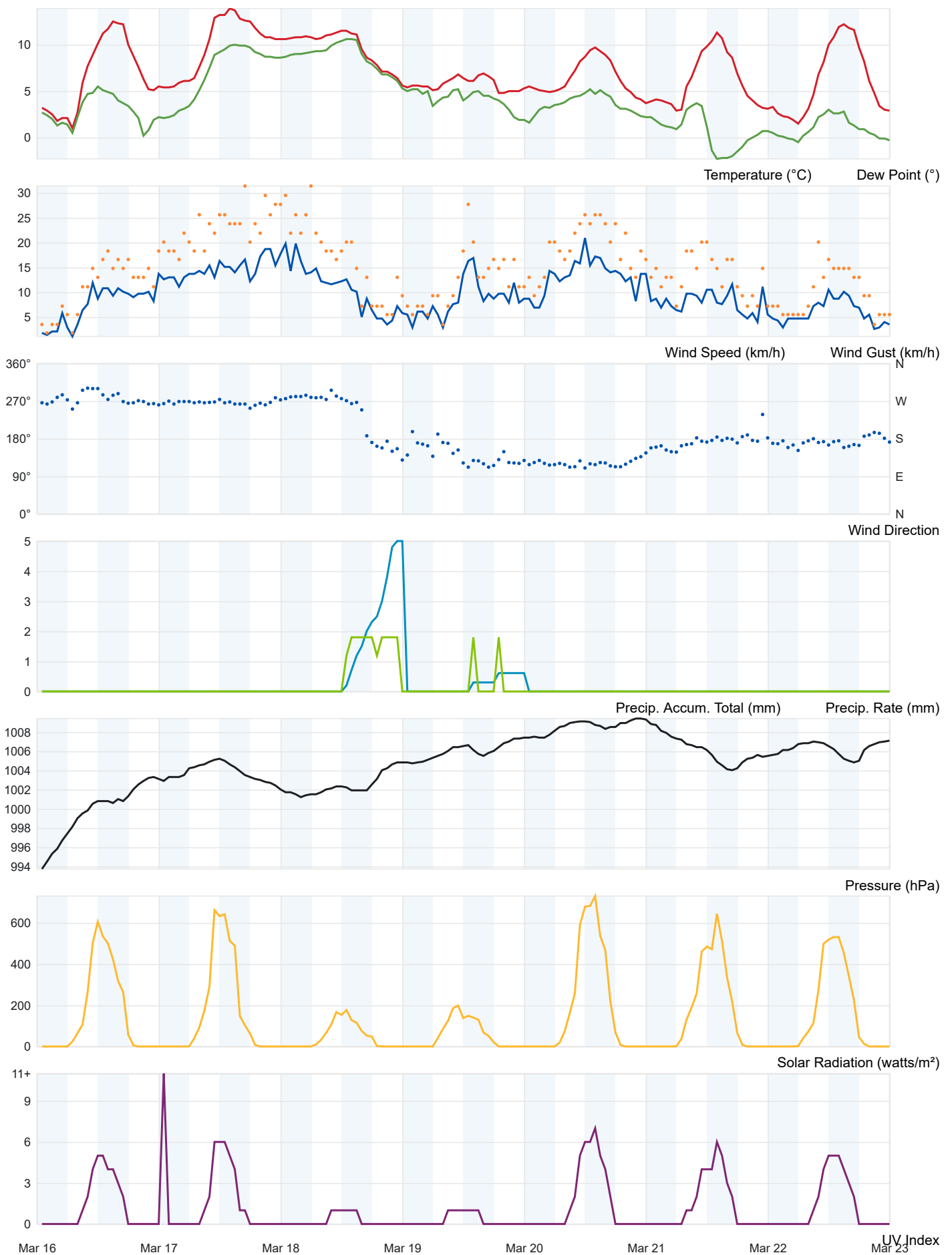
	High	Low	Average
Temperature	13.9 °C	0.4 °C	6.8 °C
Dew Point	10.6 °C	-6.4 °C	3.5 °C
Humidity	98 %	29 %	81 %
Precipitation	5.61 mm	--	--

	High	Low	Average
Wind Speed	20.9 km/h	0.0 km/h	3.5 km/h
Wind Gust	31.4 km/h	--	5.3 km/h
Wind Direction	--	--	SSW
Pressure	1,009.41 hPa	992.72 hPa	--

Graph

Table

March 16, 2020 - March 22, 2020



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Appendix D

Stage 1 RSA and Designer's Response

**LAND SOUTH OF BLAKESLEY HILL,
GREENS NORTON,
NORTHAMPTONSHIRE**

PROPOSED HIGHWAY WORKS

STAGE 1

ROAD SAFETY AUDIT REPORT

REQUESTED BY:

HUB TRANSPORT PLANNING

JULY 2020



RKS
Associates

Project: Land south of Blakesley Hill, Greens Norton, Northamptonshire
Proposed Highway Works

Client: Hub Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1184-01

Issue date: 7th July 2020

Status: Final

Authorised by: VP/MP

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RKS
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Hertfordshire
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CONTENTS

1	Introduction.....	1
2	Local Alignment.....	4
3	Junctions.....	5
4	Walking, Cycling & Horse Riding	5
5	Traffic Signs, Carriageway Markings & Lighting	7
6	Audit Team Statement	8

Appendices

- Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit
Appendix B: Designers Response



1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed access arrangements serving a new residential development on land located to the south of Blakesley Hill, Greens Norton in Northamptonshire. The proposed access is associated with a residential development of up to 66 residential units.

1.2 The highway works involve the provision of a new access in the form of a simple priority junction on the southern side of Blakesley Hill facilitating all movements into and out of the development. Additional highway works include improvements to the footway along the southern side of Blakesley Hill and a new gateway feature on the eastbound approach to Greens Norton.

1.3 Blakesley Hill is a single two-way carriageway approximately 6m wide with a grass verge along its northern side and a footway that is set back from the carriageway by a grass verge along the southern side. The carriageway is lit and subject to a 30mph speed limit that changes to a derestricted speed limit a short distance west of the proposed development access.

1.4 Hub Transport Planning has supplied the following information upon which this combined Stage 1 RSA is based:

- Hub Transport Planning Drawing Number: T20510-001 Revision A: – Proposed Site Access With Visibility Splays and Gateway;
- Hub Transport Planning Drawing Number: T20510-002 Revision A: – Proposed Site Access Longitudinal Cross Section;
- Hub Transport Planning Drawing Number: T20510-003 Revision A: – Proposed Site Access Refuse Vehicle Swept Path Analysis 01; and
- Transport Assessment (Document Reference: T20510) prepared by Hub Transport Planning (June 2020).

1.5 The main parties to the Audit of this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, HE Cert Comp, Reg RSA (IHE)
Road Safety Audit Team Member	Mark Prosser MCIHT, MSoRSA, HE Cert Comp
Client Organisation	Northamptonshire County Council
Design Organisation	Hub Transport Planning

1.6 The Audit was undertaken following examination of the submitted documents, including site visit undertaken by the Audit Team Leader on Thursday 2nd July 2020 between the hours of 10:30am and 11:00am. The weather was overcast, and the road surface was damp following earlier rainfall. No traffic congestion or incidents were observed during the site inspection, moderate traffic flows and low cycle and pedestrian volumes were observed travelling along Balakesley Hill.



Terms of Reference

- 1.7** The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB) and the temporary relaxations to GG-119 issued by Highways England on 27th March 2020.
- 1.8** The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.9** The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.10** The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Local Highway Authority on completion.



Collision Data

- 1.11** Personal Injury Collision (PIC) information obtained from Northamptonshire County Council contained in the Transport Assessment indicates that no collisions have occurred along Blakesley Hill in the vicinity of the proposed development access.

Traffic Flows/Trip Generation

- 1.12** The traffic flow information contained in the Transport Assessment provided by the design engineers indicates that the two-way traffic flow along Blakesley Hill is approximately 200 vehicles during the AM and PM peak hour period. The proposed development is likely to generate 38 and 43 two-way movements respectively in the network AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).



2 LOCAL ALIGNMENT

2.1 Problem:

Summary: Potential collisions due to standing water or service covers

Location: *Throughout*

No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether or not there will be any safety implications. Poor or inadequate drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

Recommendation:

Ensure that adequate surface water drainage is provided and located away from pedestrian/cycle crossing desire lines.



3 **JUNCTIONS**

3.1 **Problem**

Summary: Potential risk of vehicles collisions between vehicles entering and exiting development simultaneously

Location: *Entry/Egress to development*

The scheme drawings indicate that the width of the development access road is 5.5m wide with 6m kerb radii. The vehicle swept path analysis indicates that refuse vehicles will utilise the full width of the entry/egress to access the development, it is acknowledged that these movement will be tidal and infrequent. However, there is concern that the width of the access may result in vehicles overrunning into the opposing carriageway when entering and exiting the development. This may increase the risk of side swipe collisions between vehicles entering and exiting the development simultaneously.

Recommendation:

Review the width of the access, if possible the access should be widened to mitigate the risk of side swipe collisions between vehicles entering and exiting the development simultaneously or sufficient inter-visibility demonstrated between vehicles entering and emerging from the development access

3.2 **Problem**

Summary: Potential risk of side swipe collisions associated with vehicles overrunning opposing carriageway

Location: *Proposed Gateway feature on Blakesley Hill*

The proposed gateway feature on Blakesley Hill located to the west of Bury Hill junction is located on a slight right hand bend. There is concern that the proposed visual narrowing of the carriageway associated with the gateway feature may encourage vehicles travelling eastbound to overrun the opposing carriageway on its approach to Bury Hill junction. This may increase the risk of side swipe collisions between vehicles travelling east along Blakesley Hill and vehicles turning left out of Bury Hill simultaneously.

Recommendation:

In order to improve the layout the proposed gateway feature should be relocated further west from Bury Hill junction.



4 WALKING, CYCLING & HORSE RIDING

- 4.1** The Audit Team raise no concerns at this Stage 1 RSA in respect of walking, cycling and horse riding, however full details should be provided at the detailed design stage.



5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS & LIGHTING

- 5.1** The Audit Team raise no concerns at this Stage 1 RSA in respect of traffic signs, carriageway markings and lighting, however full details should be provided at the detailed design stage.



6 AUDIT TEAM STATEMENT

- 6.1** We certify that this audit has been carried out in accordance with the temporary relaxation to GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits dated 27th March 2020. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, RegRSA (IHE), HE Cert Comp

Signed:

Date: 7th July 2020

Audit Team Member

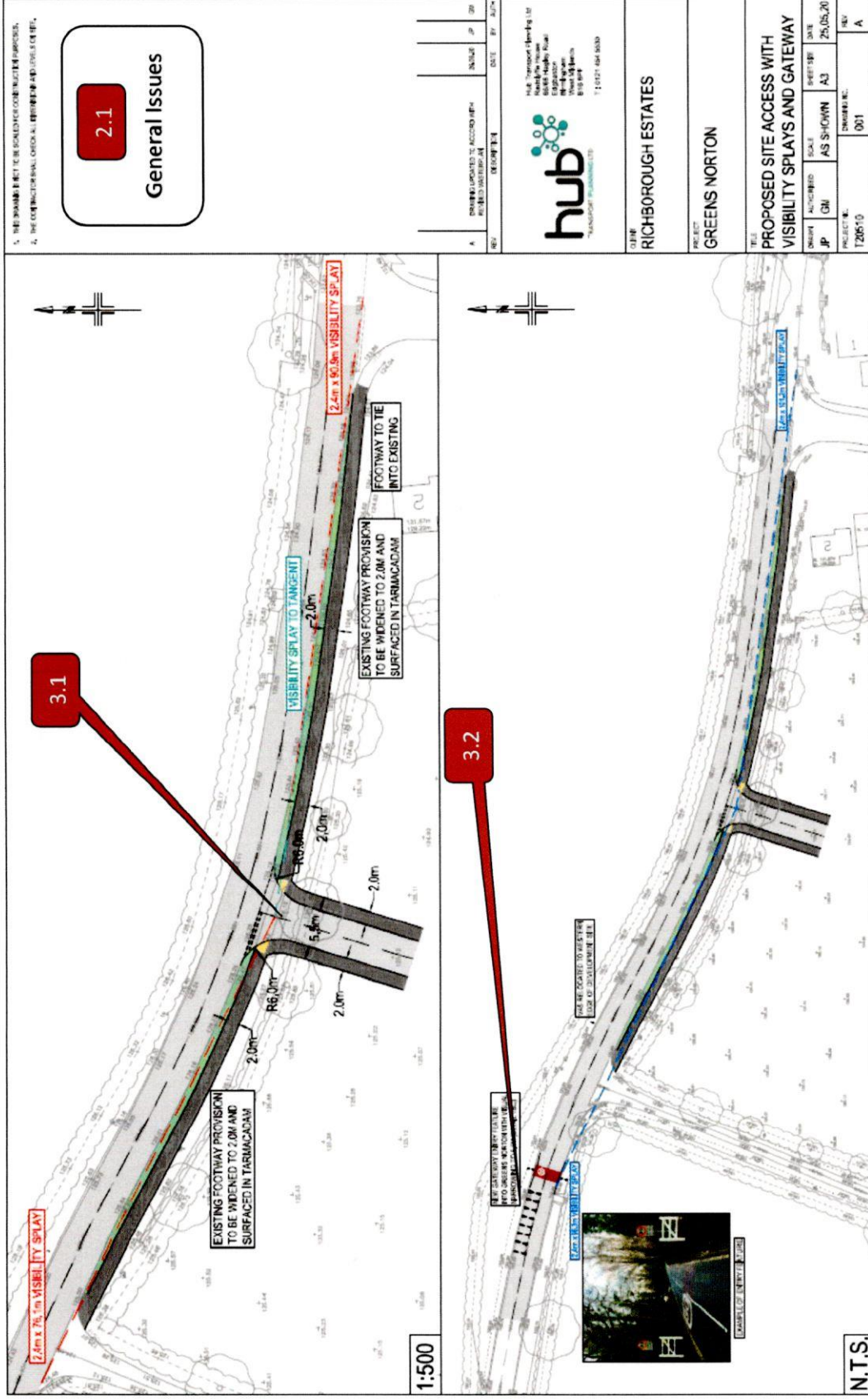
Mark Prosser
MCIHT, MSoRSA, HE Cert Comp

Signed:

Date: 7th July 2020



Appendix A





Appendix B



Item No.	Audit Team Recommendation(s)	Designer's Response
2.1	Ensure that adequate surface water drainage is provided and located away from pedestrian/cycle crossing desire lines.	Recommendation accepted – this will be dealt with at detailed design stage.
3.1	Review the width of the access, if possible the access should be widened to mitigate the risk of side swipe collisions between vehicles entering and exiting the development simultaneously or sufficient inter-visibility demonstrated between vehicles entering and emerging from the development access	Recommendation partly accepted – whilst our view is that large vehicle movements will be very infrequent and the use of the entire road width is commonplace across the UK (yet is not problematic in highway safety terms), we have increased the entry and exit radii of the junction from 6.0m to 10.0m to make these movements easier. However, current MfS guidance includes an acceptance that larger vehicles may need to utilise the entire carriageway width to manoeuvre to/from a site.
3.2	In order to improve the layout the proposed gateway feature should be relocated further west from Bury Hill junction.	Recommendation accepted – drawing T20510.001 rev B incorporates the relocated gateway feature and addresses the issue raised.

Designer's Statement:

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

.....
Designer

Date: 15/07/20

Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response (please delete as appropriate)

.....

Date:

Appendix E

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	2 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 207 (units:)
Range Selected by User: 5 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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

Selected survey days:

Tuesday	3 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	8 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:

Neighbourhood Centre (PPS6 Local Centre)	8
--	---

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:

Village	8
---------	---

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.

Secondary Filtering selection:

Use Class:

C3 8 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:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	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	3 days
50,001 to 75,000	2 days
75,001 to 100,000	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:

1.1 to 1.5	6 days
1.6 to 2.0	2 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:

No 8 days

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

PTAL Rating:

No PTAL Present 8 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-06	MIXED HOUSES	CAMBRIDGESHIRE
	CRAFT'S WAY		
	NEAR CAMBRIDGE		
	BAR HILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	207	
	Survey date: FRIDAY	22/06/18	Survey Type: MANUAL
2	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
3	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD		
	CHARING		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
4	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
5	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD		
	KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
6	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH SAINT MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
7	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH ST MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
8	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL

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

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. 7 WS-03-A-07 Tot: 0.280
85th Percentile = No. 2 CA-03-A-06 Tot: 0.585

Median Values		Mean Values	
Arrivals:	0.142	Arrivals:	0.145
Departures:	0.302	Departures:	0.279
Totals:	0.444	Totals:	0.424

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.286	0.500	0.786	3.38
2	CA-03-A-06	MIXED HOUSES	NEAR CAMBRIDGE	CAMBRIDGESHIRE	207	Fri	22/06/18	0.184	0.401	0.585	3.75
3	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.212	0.353	0.565	4.27
4	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.171	0.390	0.561	2.88
5	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.113	0.214	0.327	3.02
6	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.053	0.237	0.290	0.92
7	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.140	0.140	0.280	1.89
8	KC-03-A-05	DETACHED & SEM	NEAR CHATHAM	KENT	8	Fri	22/09/17	0.000	0.000	0.000	2.00

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.

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. 7 WS-03-A-07 Tot: 0.158
85th Percentile = No. 2 SM-03-A-02 Tot: 0.642

Median Values		Mean Values	
Arrivals:	0.305	Arrivals:	0.295
Departures:	0.110	Departures:	0.116
Totals:	0.415	Totals:	0.411

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.537	0.146	0.683	2.88
2	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.452	0.190	0.642	3.38
3	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.329	0.212	0.541	4.27
4	CA-03-A-06	MIXED HOUSES	NEAR CAMBRIDGE	CAMBRIDGESHIRE	207	Fri	22/06/18	0.348	0.140	0.488	3.75
5	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.263	0.079	0.342	0.92
6	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.220	0.088	0.308	3.02
7	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.088	0.070	0.158	1.89
8	KC-03-A-05	DETACHED & SEM	NEAR CHATHAM	KENT	8	Fri	22/09/17	0.125	0.000	0.125	2.00

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.

Appendix F

2011 Census Travel to Work Analysis

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
ONS Crown Copyright Reserved [from Nornis on 5 March 2020]

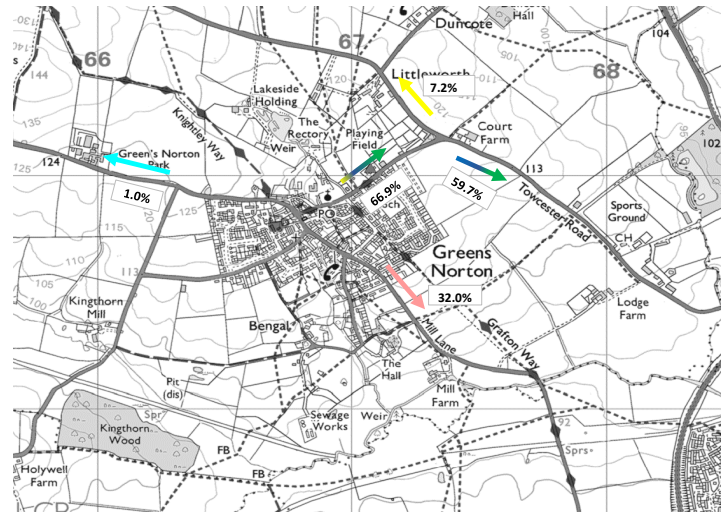
2298

population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
method of travel to work Driving a car or van

place of work : 2011 super output area - middle layer	usual residence E02005684 : South Northamptonshire 004	%	
E02005684 : South Northamptonshire 004	159	13.58	Mill Lane, Abthorpe Roundabout, Brackley Road
E02005685 : South Northamptonshire 005	139	6.92	Towcester Road, Towcester Roundabout, A5 South
E02003472 : Milton Keynes 014	139	6.05	Towcester Road, Towcester Roundabout, A5 South
E02005674 : Northampton 025	105	4.57	Towcester Road, Towcester Roundabout, A43 North
E02005677 : Northampton 028	94	4.09	Towcester Road, Towcester Roundabout, A43 North
E02005687 : South Northamptonshire 007	83	3.61	Mill Lane, Abthorpe Roundabout, A43 South
E02005690 : South Northamptonshire 010	74	3.22	Mill Lane, Abthorpe Roundabout, A43 South
E02005681 : South Northamptonshire 001	55	2.39	Towcester Road, North through Duncote, A5 North
E02005683 : South Northamptonshire 003	52	2.26	Towcester Road, Towcester Roundabout, A43 North
E02003475 : Milton Keynes 017	49	2.13	Towcester Road, Towcester Roundabout, A5 South
E02005651 : Northampton 002	46	2.00	Towcester Road, Towcester Roundabout, A43 North
E02003652 : Aylesbury Vale 001	46	2.00	Mill Lane, Abthorpe Roundabout, A43 South
E02005688 : South Northamptonshire 008	45	1.96	Mill Lane, Abthorpe Roundabout, A43 South
E02005670 : Northampton 021	44	1.91	Towcester Road, Towcester Roundabout, A5 South
E02003673 : Northampton 024	39	1.70	Towcester Road, Towcester Roundabout, A43 North
E02003468 : Milton Keynes 010	39	1.70	Towcester Road, Towcester Roundabout, A5 South
E02005627 : Daventry 009	38	1.65	Towcester Road, North through Duncote, A5 North
E02005625 : Daventry 007	35	1.52	Towcester Road, North through Duncote, A5 North
E02005924 : Cherwell 004	31	1.35	Mill Lane, Abthorpe Roundabout, A43 South
E02003480 : Milton Keynes 022	30	1.31	Towcester Road, Towcester Roundabout, A5 South
E02003478 : Milton Keynes 020	25	1.09	Towcester Road, Towcester Roundabout, A5 South
E02005678 : Northampton 029	24	1.04	Towcester Road, Towcester Roundabout, A43 North
E02003481 : Milton Keynes 023	24	1.04	Towcester Road, Towcester Roundabout, A5 South
E02003465 : Milton Keynes 007	21	0.91	Towcester Road, Towcester Roundabout, A5 South
E02003476 : Milton Keynes 018	21	0.91	Towcester Road, Towcester Roundabout, A5 South
E02005667 : Northampton 018	20	0.87	Towcester Road, Towcester Roundabout, A43 North
E02003467 : Milton Keynes 009	20	0.87	Towcester Road, Towcester Roundabout, A5 South
E02005679 : Northampton 030	18	0.78	Towcester Road, Towcester Roundabout, A43 North
E02005689 : South Northamptonshire 009	18	0.78	Mill Lane, Abthorpe Roundabout, A43 South
E02005691 : South Northamptonshire 011	18	0.78	Mill Lane, Abthorpe Roundabout, A43 South
E02003655 : Aylesbury Vale 004	18	0.78	Mill Lane, Abthorpe Roundabout, A43 South
E02005624 : Daventry 006	16	0.70	Towcester Road, North through Duncote, A5 North
E02005672 : Northampton 023	15	0.65	Towcester Road, Towcester Roundabout, A43 North
E02003489 : Milton Keynes 031	15	0.65	Towcester Road, Towcester Roundabout, A5 South
E02005626 : Daventry 008	14	0.61	Towcester Road, North through Duncote, A5 North
E02005664 : Northampton 015	14	0.61	Towcester Road, Towcester Roundabout, A43 North
E02003460 : Milton Keynes 002	14	0.61	Towcester Road, Towcester Roundabout, A5 South
E02005623 : Daventry 005	13	0.57	Towcester Road, Towcester Roundabout, A43 North
E02005686 : South Northamptonshire 006	13	0.57	Towcester Road, North through Duncote, A5 North
E02005621 : Daventry 003	12	0.52	Blakesley Hill West
E02005660 : Northampton 011	11	0.48	Towcester Road, North through Duncote, A5 North
E02003462 : Milton Keynes 004	11	0.48	Towcester Road, Towcester Roundabout, A43 North
E02003473 : Milton Keynes 015	11	0.48	Towcester Road, Towcester Roundabout, A5 South
E02003653 : Aylesbury Vale 002	11	0.48	Towcester Road, Towcester Roundabout, A5 South
E02005650 : Northampton 001	10	0.44	Mill Lane, Abthorpe Roundabout, A43 South
E02005657 : Northampton 008	10	0.44	Towcester Road, Towcester Roundabout, A43 North
E02003477 : Milton Keynes 019	10	0.44	Towcester Road, Towcester Roundabout, A5 South
E02005620 : Daventry 002	9	0.39	Towcester Road, Towcester Roundabout, A43 North
E02005675 : Northampton 026	9	0.39	Towcester Road, Towcester Roundabout, A43 North
E02005616 : Stratford-on-Avon 013	9	0.39	Mill Lane, Abthorpe Roundabout, A43 South
E02000977 : Westminster 018	9	0.39	Blakesley Hill West
E02005695 : Cherwell 015	9	0.39	Towcester Road, Towcester Roundabout, A5 South
E02005699 : Cherwell 019	8	0.39	Mill Lane, Abthorpe Roundabout, A43 South
E02005622 : Daventry 004	8	0.35	Towcester Road, Towcester Roundabout, A43 North
E02005647 : Kettering 009	8	0.35	Towcester Road, North through Duncote, A5 North
E02003479 : Milton Keynes 021	8	0.35	Towcester Road, Towcester Roundabout, A43 North
E02005923 : Cherwell 003	8	0.35	Towcester Road, Towcester Roundabout, A5 South
E02005927 : Cherwell 007	8	0.35	Mill Lane, Abthorpe Roundabout, A43 South
E02005628 : Daventry 010	7	0.30	Mill Lane, Abthorpe Roundabout, A43 South
E02005653 : Northampton 004	7	0.30	Blakesley Hill West
E02005676 : Northampton 027	7	0.30	Towcester Road, Towcester Roundabout, A43 North
E02006530 : Warwick 012	7	0.30	Towcester Road, Towcester Roundabout, A5 South
E02003605 : Central Bedfordshire 007	7	0.30	Mill Lane, Abthorpe Roundabout, A43 South
E02003466 : Milton Keynes 008	7	0.30	Blakesley Hill West
E02003470 : Milton Keynes 012	7	0.30	Towcester Road, Towcester Roundabout, A5 South
E02003462 : Milton Keynes 024	7	0.30	Towcester Road, Towcester Roundabout, A43 North
E02003661 : Aylesbury Vale 010	7	0.30	Towcester Road, Towcester Roundabout, A5 South
E02005655 : Northampton 006	6	0.26	Mill Lane, Abthorpe Roundabout, A43 South
E02005668 : Northampton 019	6	0.26	Towcester Road, Towcester Roundabout, A43 North
E02005682 : South Northamptonshire 002	6	0.26	Towcester Road, Towcester Roundabout, A43 North
E02005696 : Wellingborough 005	6	0.26	Towcester Road, Towcester Roundabout, A43 North
E02005697 : Wellingborough 006	6	0.26	Towcester Road, Towcester Roundabout, A43 North
E02006492 : Rugby 001	6	0.26	Towcester Road, North through Duncote, A5 North

Traffic Assignment out of Greens Norton	Sum	Sum %
Towcester Rd	1538	66.9
Mill Ln	736	32.0
Blakesley Hill West	24	1.0

	Sum	Sum %
Continue on Towcester Rd	1372	59.7
North via Duncote	167	7.2



E02003278 : Luton 021	6	0.26	0.130548 Towcester Road, Towcester Roundabout, A43 North
E02003471 : Milton Keynes 013	6	0.26	Towcester Road, Towcester Roundabout, A5 South
E02003488 : Milton Keynes 030	6	0.26	Towcester Road, Towcester Roundabout, A5 South
E02005926 : Cherwell 005	8	0.26	Towcester Road, Towcester Roundabout, A5 South
E02005933 : Cherwell 013	6	0.26	Mill Lane, Abthorpe Roundabout, A43 South
E02005993 : West Oxfordshire 001	6	0.26	Mill Lane, Abthorpe Roundabout, A43 South
E02005614 : Corby 003	5	0.22	Towcester Road, Towcester Roundabout, A43 North
E02005656 : Northampton 007	5	0.22	Towcester Road, Towcester Roundabout, A43 North
E02005662 : Northampton 013	5	0.22	Towcester Road, Towcester Roundabout, A43 North
E02005671 : Northampton 022	5	0.22	Towcester Road, Towcester Roundabout, A43 North
E02005694 : Wellingborough 003	5	0.22	Towcester Road, Towcester Roundabout, A43 North
E02005695 : Wellingborough 004	5	0.22	Towcester Road, Towcester Roundabout, A43 North
E02006523 : Warwick 005	5	0.22	Towcester Road, Towcester Roundabout, A43 North
E02003643 : Central Bedfordshire 024	5	0.22	0.10879 Blakesley Hill West
E02004844 : Broxbourne 002	5	0.22	Towcester Road, Towcester Roundabout, A5 South
E02003463 : Milton Keynes 005	5	0.22	Towcester Road, Towcester Roundabout, A5 South
E02005945 : Oxford 006	5	0.22	Towcester Road, Towcester Roundabout, A5 South
E02005652 : Northampton 003	4	0.17	Mill Lane, Abthorpe Roundabout, A43 South
E02005665 : Northampton 016	4	0.17	Towcester Road, Towcester Roundabout, A43 North
E02005666 : Northampton 017	4	0.17	Towcester Road, Towcester Roundabout, A43 North
E02005680 : Northampton 031	4	0.17	Towcester Road, Towcester Roundabout, A43 North
E02005700 : Wellingborough 009	4	0.17	Towcester Road, Towcester Roundabout, A43 North
E02001990 : Coventry 033	4	0.17	Towcester Road, North through Duncote, A5 North
E02001999 : Coventry 042	4	0.17	0.087032 Towcester Road, Towcester Roundabout, A43 North
E02003616 : Bedford 001	4	0.17	0.087032 Towcester Road, North through Duncote, A5 North
E02003610 : Central Bedfordshire 012	4	0.17	0.087032 Towcester Road, Towcester Roundabout, A43 North
E02003271 : Luton 014	4	0.17	0.087032 Towcester Road, Towcester Roundabout, A5 South
E02003485 : Milton Keynes 027	4	0.17	Towcester Road, Towcester Roundabout, A5 South
E02003490 : Milton Keynes 032	4	0.17	Towcester Road, Towcester Roundabout, A5 South
E02003666 : Aylesbury Vale 015	4	0.17	Towcester Road, Towcester Roundabout, A5 South
E02005928 : Cherwell 008	4	0.17	Mill Lane, Abthorpe Roundabout, A43 South
E02005930 : Cherwell 010	4	0.17	Mill Lane, Abthorpe Roundabout, A43 South
E02005931 : Cherwell 011	4	0.17	Mill Lane, Abthorpe Roundabout, A43 South
E02005952 : Oxford 013	4	0.17	Mill Lane, Abthorpe Roundabout, A43 South
E02005983 : Vale of White Horse 006	4	0.17	Mill Lane, Abthorpe Roundabout, A43 South
	2,298	100.00	

Appendix G

Junctions 9 Output - Site Access

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.1.7462 © Copyright TRL Limited, 2019				
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk 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: T20510 Site Access True Peak.j9

Path: G:\General\Projects\T20510 Greens Norton\Junction Assessments\Picady

Report generation date: 15/07/2020 16:35:51

»2030 Base + Development, AM

»2030 Base + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030 Base + Development										
Stream B-AC	D1	0.1	8.03	0.06	A	D2	0.0	7.92	0.03	A
Stream C-AB		0.0	6.08	0.00	A		0.0	5.59	0.00	A

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

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

File summary

File Description

Title	Site Access
Location	Greens Norton
Site number	
Date	26/05/2020
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T20510
Enumerator	James Parker
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Base + Development	AM	ONE HOUR	07:45	09:15	15
D2	2030 Base + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Blakesley Hill (E)		Major
B	Site Access		Minor
C	Blakesley Hill (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.60			125.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.20	33	46

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	521	0.097	0.244	0.154	0.349
B-C	666	0.104	0.263	-	-
C-B	646	0.255	0.255	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Base + Development	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	94	100.000
B		✓	28	100.000
C		✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	13	81
	B	27	0	1
	C	134	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	2
	C	2	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	8.03	0.1	A
C-AB	0.00	6.08	0.0	A
C-A				
A-B				
A-C				

2030 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030 Base + Development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	191	100.000
B		✓	14	100.000
C		✓	73	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	31	160
	B	13	0	1
	C	72	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	3
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.92	0.0	A
C-AB	0.00	5.59	0.0	A
C-A				
A-B				
A-C				

Appendix H

Junctions 9 Output - High St/Towcester Rd

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
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Filename: T20510 HS-TR True Peaks.j9

Path: G:\General\Projects\T20510 Greens Norton\Junction Assessments\Picady

Report generation date: 15/07/2020 16:37:57

- »2020 Base, AM
- »2020 Base, PM
- »2030 Base, AM
- »2030 Base, PM
- »2030 Base + Development, AM
- »2030 Base + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2020 Base									
Stream B-AC	D1	0.4	9.32	0.28	A	D2	0.8	11.47	0.45	B
Stream C-AB		0.2	6.46	0.14	A		0.1	6.46	0.06	A
	2030 Base									
Stream B-AC	D3	0.4	9.74	0.30	A	D4	1.0	12.46	0.49	B
Stream C-AB		0.2	6.53	0.15	A		0.1	6.51	0.07	A
	2030 Base + Development									
Stream B-AC	D5	0.5	10.01	0.31	B	D6	1.1	13.41	0.52	B
Stream C-AB		0.2	6.58	0.17	A		0.1	6.56	0.07	A

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

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

File summary

File Description

Title	High St/Towcester Rd
Location	Greens Norton
Site number	
Date	26/05/2020
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T20510
Enumerator	James Parker
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Towcester Road (E)		Major
B	High Street		Minor
C	Blakesley Hill		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.14	65	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	571	0.106	0.269	0.169	0.384
B-C	715	0.112	0.283	-	-
C-B	632	0.250	0.250	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	141	100.000
B		ONE HOUR	✓	136	100.000
C		ONE HOUR	✓	152	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	97	44
	B	97	0	39
	C	83	69	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	4	5
	B	1	0	5
	C	5	1	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)
B-AC	0.28	9.32	0.4	A	125	187
C-AB	0.14	6.46	0.2	A	72	108
C-A					67	101
A-B					89	134
A-C					40	61

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	187	100.000
B		ONE HOUR	✓	239	100.000
C		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	114	73
	B	125	0	114
	C	45	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	3	0	0
	C	0	4	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)
B-AC	0.45	11.47	0.8	B	219	329
C-AB	0.06	6.46	0.1	A	30	44
C-A					39	59
A-B					105	157
A-C					67	100

2030 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	152	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	164	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	105	47
	B	105	0	42
	C	90	74	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	4	5
	B	1	0	5
	C	5	1	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)
B-AC	0.30	9.74	0.4	A	135	202
C-AB	0.15	6.53	0.2	A	78	117
C-A					72	109
A-B					96	145
A-C					43	65

2030 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	202	100.000
B		ONE HOUR	✓	259	100.000
C		ONE HOUR	✓	82	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	123	79
	B	136	0	123
	C	49	33	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	2
	B	2	0	0
	C	0	4	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)
B-AC	0.49	12.46	1.0	B	238	356
C-AB	0.07	6.51	0.1	A	33	49
C-A					42	64
A-B					113	169
A-C					72	109

2030 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	161	100.000
B		ONE HOUR	✓	151	100.000
C		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	105	56
	B	105	0	46
	C	108	83	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	4	5
	B	1	0	5
	C	5	1	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)
B-AC	0.31	10.01	0.5	B	139	208
C-AB	0.17	6.58	0.2	A	90	135
C-A					85	128
A-B					96	145
A-C					51	77

2030 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	223	100.000
B		ONE HOUR	✓	269	100.000
C		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	100	123
	B	136	0	133
	C	58	37	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	2	0	0
	C	0	4	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)
B-AC	0.52	13.41	1.1	B	247	370
C-AB	0.07	6.56	0.1	A	37	56
C-A					50	75
A-B					92	138
A-C					113	169

Appendix I

Junctions 9 Output - High St/Bradden Rd

Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.5.1.7462										
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Filename: T20510 HS-BR True Peak.j9

Path: G:\General\Projects\T20510 Greens Norton\Junction Assessments\Picady

Report generation date: 15/07/2020 16:39:41

- »2020 Base, AM
- »2020 Base, PM
- »2030 Base, AM
- »2030 Base, PM
- »2030 Base + Development, AM
- »2030 Base + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2020 Base									
Stream B-C	D1	0.1	6.47	0.09	A	D2	0.1	6.42	0.06	A
Stream B-A		0.1	8.80	0.10	A		0.1	9.44	0.05	A
Stream C-AB		0.1	6.02	0.03	A		0.1	6.06	0.10	A
	2030 Base									
Stream B-C	D3	0.1	6.55	0.09	A	D4	0.1	6.50	0.07	A
Stream B-A		0.1	8.97	0.11	A		0.1	9.64	0.06	A
Stream C-AB		0.1	5.98	0.04	A		0.1	6.13	0.10	A
	2030 Base + Development									
Stream B-C	D5	0.1	6.57	0.09	A	D6	0.1	6.54	0.07	A
Stream B-A		0.1	9.03	0.11	A		0.1	9.72	0.06	A
Stream C-AB		0.1	5.94	0.04	A		0.1	6.13	0.11	A

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

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

File summary

File Description

Title	High Street/Bradden Road
Location	Greens Norton
Site number	
Date	26/05/2020
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T20510
Enumerator	James Parker
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	07:45	09:15	15
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15
D3	2030 Base	AM	ONE HOUR	07:45	09:15	15
D4	2030 Base	PM	ONE HOUR	16:45	18:15	15
D5	2030 Base + Development	AM	ONE HOUR	07:45	09:15	15
D6	2030 Base + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	High Street (S)		Major
B	Bradden Road		Minor
C	High Street (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.90			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.10	5.10	4.50	4.10	✓	2.00	55	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	507	0.093	0.234	0.147	0.335
B-C	661	0.102	0.257	-	-
C-B	661	0.257	0.257	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	98	100.000
B		✓	88	100.000
C		✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	15	83
	B	40	0	48
	C	149	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	2
	C	2	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	6.47	0.1	A
B-A	0.10	8.80	0.1	A
C-AB	0.03	6.02	0.1	A
C-A				
A-B				
A-C				

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	231	100.000
B		✓	55	100.000
C		✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	30	201
	B	19	0	36
	C	84	49	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	3
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	6.42	0.1	A
B-A	0.05	9.44	0.1	A
C-AB	0.10	6.06	0.1	A
C-A				
A-B				
A-C				

2030 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	106	100.000
B		✓	95	100.000
C		✓	180	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	16	90
	B	43	0	52
	C	161	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	2
	C	2	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	6.55	0.1	A
B-A	0.11	8.97	0.1	A
C-AB	0.04	5.98	0.1	A
C-A				
A-B				
A-C				

2030 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	250	100.000
B		✓	58	100.000
C		✓	144	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	32	218
	B	20	0	38
	C	91	53	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	3
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.50	0.1	A
B-A	0.06	9.64	0.1	A
C-AB	0.10	6.13	0.1	A
C-A				
A-B				
A-C				

2030 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 Base + Development	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	110	100.000
B		✓	95	100.000
C		✓	189	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	16	94
	B	43	0	52
	C	170	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	2
	C	2	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	6.57	0.1	A
B-A	0.11	9.03	0.1	A
C-AB	0.04	5.94	0.1	A
C-A				
A-B				
A-C				

2030 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 Base + Development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	260	100.000
B		✓	58	100.000
C		✓	148	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	32	228
	B	20	0	38
	C	95	53	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	3
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.54	0.1	A
B-A	0.06	9.72	0.1	A
C-AB	0.11	6.13	0.1	A
C-A				
A-B				
A-C				