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WSP

LAND AT ROSEMARY LANE, LEINTWARDINE

Transport Statement
LWD Developments LLP

July 2014

Quality Management

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Land at Rosemary Lane, Leintwardine

Transport Statement

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WSP UK Limited ('WSP') has prepared this report for Land at Rosemary Lane, Leintwardine ('The Site') in accordance with the instructions of Richard Brown Planning Consultant acting on behalf of LWD Developments LLP ('the Client') by email dated 15 January 2014 and under the terms and conditions of appointment for WSP. This report has been prepared for the Client and WSP shall not be responsible for any use of the report other than that for which it was prepared and provided. Should the Client require to pass copies of the report to other parties for information, the whole of the report should be copied, but no professional liability or warranty shall be extended to other parties by WSP in this connection without the explicit written agreement thereto by WSP. The report may be assigned by the Client by way of absolute legal assignment to a purchaser (or purchasers) of all or part of the site to which the report refers ('The Site') without the consent of WSP being required and such assignment shall be effective upon written notice thereof being given by the Client to WSP. No further assignments shall be permitted unless expressly agreed by WSP. In the event of the Client entering into a legal joint venture to develop the Site, the report can be regarded as having been issued by WSP jointly in favour of the Client and the joint venture partner(s). WSP makes no representation to the recipient of this report, other than the Client, as to the accuracy or completeness of the contents of this report and would recommend that any non-Client recipient undertakes its own independent verification of the contents of the report.

Table of Contents

Figures

Drawings

Drawing 1649/SK/001/H

Appendices

Appendix A	Scoping Correspondence
Appendix B	Traffic Survey Data
Appendix C	Personal Injury Accident Data
Appendix D	Masterplan
Appendix E	TRICS Output
Appendix F	Junctions 8 Output

1 Introduction

1.1 Preamble

1.1.1 WSP has been commissioned by LWD Developments LLP to provide transportation advice in support of an outline planning application for 'a residential development of up to 57 dwellings (Use Class C3) means of access and associated works with all other matters (relating to appearance, landscaping, layout and scale) reserved' on land at Rosemary Lane in Leintwardine, Herefordshire. The site location is shown on Figure 1.

1.1.2 This Transport Statement (TS) has been produced to address the feasibility of the proposed development in terms of transportation impact, access and sustainability credentials and has been prepared in accordance with guidance set out in the Department for Communities and Local Government (DCLG) / Department for Transport (DfT) *'Guidance on Transport Assessment'* (GTA) published in March 2007.

1.1.3 The GTA is intended to assist stakeholders in determining whether an assessment may be required and if so, what the level and scope of that assessment should be. The GTA provides guidance on the content and preparation of Transport Assessments and Transport Statements.

1.1.4 To ensure that the parameters of the TA are agreed, scoping discussions have been undertaken with Herefordshire Council (HC) as the local highway authority. WSP's scoping report of January 2014 and the response from HC dated 13 February 2014 are attached at Appendix A.

1.2 Report Structure

1.2.1 The remainder of the TS report is presented in the following sections:

- Section 2 provides an overview of national and local policy relevant to the site and the proposed development;
- Section 3 details the site location and existing conditions in the vicinity;
- Section 4 considers the accessibility of the site to local facilities;
- Section 5 details the development proposals;
- Section 6 outlines the vehicular trip generation associated with the proposed development;
- Section 7 assesses the impact of the proposed development on the local highway network; and
- Section 8 summarises and concludes this Transport Statement.

2 Policy Context

2.1 Introduction

2.1.1 This section sets out an overview of transport policy to provide context for the assessment of the transport impact of the development proposals. Relevant national and local policy and guidance has been examined and reviewed.

2.2 National Policy

National Planning Policy Framework, DCLG, March 2012

2.2.1 Introduced on 27 March 2012, the National Planning Policy Framework (NPPF) seeks to reduce the complexity and improve the accessibility of the planning system, whilst protecting the environment and encouraging growth in a sustainable manner.

2.2.2 The NPPF replaces previous Planning Policy Guidance Notes and Statements, becoming the definitive national planning policy from which local planning authorities can, in collaboration with their communities, produce local plans appropriate to the character and needs of their area.

2.2.3 Key to the NPPF and its success is the following statement from Paragraph 14:

2.2.4 *"At the heart of the National Planning Policy Framework* is a ***presumption in favour of sustainable development,*** *which should be seen as a golden thread running through both plan-making and decision-taking."*

2.2.5 Transport forms one of the 12 core land use planning principles set out by the NPPF. This principle directs that locations which are sustainable or which can be made sustainable should become the focus for significant development. Opportunities to utilise sustainable modes to their fullest, such as public transport, walking and cycling should be actively taken and these considerations are discussed in this Transport Statement. Paragraph 7 of the NPPF notes three 'dimensions' of sustainable development:

- Economic,
- Social, and
- Environmental.

2.2.6 Transport is able to contribute significantly to a development's adherence to these, through means such as providing infrastructure to support economic growth, enhancing accessibility to services and fulfilling the social needs of people and providing solutions which minimise pollution and environmental impact.

2.2.7 This Transport Statement also shows how the proposed development accords with Paragraph 29 of the NPPF which details transport as having:

"... an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives."

2.2.8 Furthermore, this Transport Statement demonstrates how the proposed development fulfils the requirements set out in paragraph 32 of NPPF, to account for:

- The opportunities for sustainable transport modes to be used, reducing the need for major transport infrastructure;
- Provision of safe and suitable access to the site for all people; and
- Improvements which can be undertaken within the transport network to limit the significant impacts of the development.

2.2.9 As encouraged in the NPPF, the proposed development has been planned in such a way that gives people a *"real choice"* regarding their mode of travel. Its density and proximity to local facilities ensures that sustainable modes can be considered a favourable option for local trips.

2.2.10 Paragraph 32 of the NPPF also posits that:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe"

2.2.11 This Transport Statement demonstrates through a comprehensive analysis of traffic generation and impact on highway operation that the residual impact of the proposed development cannot be considered severe and therefore, in line with the NPPF, there is no cause for refusal of planning permission on transport grounds.

National Planning Practice Guidance (NPPG), DCLG, March 2014

2.2.12 Launched on 6 March 2014, the National Planning Practice Guidance (NPPG) was designed to provide a 'usable and accessible' resource for planning guidance, streamlining the accessibility to such information by cancelling a number of existing guidance documents.

2.2.13 With regards to the preparation of documents concerning the assessment of transportation impacts of development, the NPPG sets out the broad expectations of the coverage and analysis which should be included within a Transport Statement.

2.3 Local Policy

Herefordshire Local Transport Plan, HC, March 2013

2.3.1 Herefordshire's Local Transport Plan (LTP) covers the period 2013 to 2015 and has been prepared as two core documents, a set of LTP strategies and a set of LTP policies. One of the key objectives of the LTP is to ensure that residents in rural areas such as Leintwardine are able to continue to '*gain access*', with this objective also applying to people who are not able to access a car. The aims of the objective are to:

- Ensure that the County's extensive highway network remains fit for purpose and safe for the travelling public;
- Review passenger transport services to ensure that access can continue to be provided for those most in need; and
- Provide alternatives for longer distance commuters so that they can also reduce their car use and adopt healthier lifestyles.

2.3.2 Section 3 of the LTP strategy notes that in the rural areas of Herefordshire the primary mode of transport for the majority of people is the car, and this characteristic is expected to continue. The location of the proposed development within Leintwardine will mean that a number of facilities will be accessible on foot or by cycle, although, consistent with findings of the LTP, there will need to be a certain level of car trips to access some larger facilities which are not provided within the village.

2.3.3 In the context of the above, the LTP strategy asserts the importance of the '*quality and safety*' of the local highway network is important to limiting accident risk and maintaining connectivity.

2.3.4 With regards to the provision of new developments, LTP policy AM6 states that:

"*Whenever possible, we* [HC] *will be mindful that our maintenance planning acknowledges planned developments to ensure that we can maintain the highway network to an acceptable standard where it meets future demand originating from changes in highway use.*"

2.3.5 WSP on behalf of LWD Developments LLP will collaborate with HC in order to ensure that any highways works which are provided by the proposed development are suitable for HC to maintain as easily as possible.

2.3.6 LTP policy AT2 seeks to provide measures which will encourage active travel to, from and within new developments. As is subsequently detailed, the proposed development at Rosemary Lane will achieve this via integration of the development with the existing footpath network to the north of the site and the provision of footway from the proposed development's primary access on Rosemary Lane.

2.3.7 Critically, the layout of the proposed development will accord with the hierarchy of transport modes set out in LTP policy DC1 and reproduced below.

Highest	1	Pedestrians and people with mobility difficulties
	2	Cyclists and public transport users
	3	Commercial / business users and powered two wheelers
	4	Car borne shoppers / visitors and coach borne visitors
Lowest	5	Car borne commuters

Herefordshire Unitary Development Plan, HC, March 2007

2.3.8 Adopted in March 2007, HC's Unitary Development Plan (UDP) was prepared to guide development within Herefordshire until the adoption of the Core Strategy which is currently under preparation for Herefordshire's Local Plan.

2.3.9 At the direction of the Secretary of State, a number of the UDP's policies were saved on 24 February 2010. Policy H4 of the UDP identifies Leintwardine as a 'main village' within Herefordshire.

2.3.10 With regards to transport, policy T6 identifies the importance of walking infrastructure and sets out measures to ensure that new development caters for pedestrians suitably, including the provision of direct walking routes and infrastructure which encourages journeys to be made on foot.

2.3.11 Similarly, policy T7 provides expectations of the how development proposals should cater for the requirements of cycle journeys, including the incorporation of safe and attractive cycle routes.

2.3.12 The proposed development at Rosemary Lane will ensure that appropriate provision is made for pedestrians and cyclists as per policies T6 and T7 of the UDP and, as previously stated, that it reflects the hierarchy set out by policy DC1 of the LTP.

Herefordshire Pre-Submission Core Strategy, HC, July 2013

2.3.13 HC's Core Strategy will, once adopted, be a document within the county's Local Plan which sets out the strategic planning framework for the county, and will superseded the Unitary Development Plan.

2.3.14 Foremost among the policies of the Core Strategy is policy SS1, which concerns the presumption in favour of sustainable development, as set out in the NPPF. Specifically, the policy states that HC will:

'…always work proactively to find solutions which mean that proposals can be approved wherever possible and to secure development that improves the social, economic and environmental conditions in Herefordshire.'

2.3.15 With regards to the consideration of traffic and transportation in respect of new development, policy MT1 notes that development proposals should incorporate the following requirements:

- Demonstrate that the strategic ad local highway network can absorb the traffic impacts of the development without adversely affecting the safe and efficient flow of traffic on the network or that traffic impacts can be environmentally managed to acceptable levels to reduce and mitigate any adverse impacts from the development.
- Promote and, where possible, incorporate integrated transport connections and supporting infrastructure (depending on the nature and location of the site), including access to services by means other than private motorised transport;
- Ensure the developments are designed and laid out to achieve safe entrance and exit, have appropriate operational and manoeuvring space, accommodate provision for all modes of transport, the needs of people with disabilities and should also provide safe access for the emergency services;
- Protect existing local and strategic footways, cycleways and bridleways unless an alternative route of at least equal utility value can be used, and facilitate improvements to existing or provide new connections to these routes, especially where such schemes have been identified in the Local Transport Plan and/or Infrastructure Delivery Plan.
- Comply with both the council's Highway's Development Design Guide and cycle and vehicle parking standards as prescribed in the Local Transport Plan – having regard to the location of the site and the need to promote sustainable travel choices.

2.3.16 It is considered that the proposed development accords with the requirements set out in policy MT1, based on the proposed scale of development and the level of provision to be made for all modes of transport, especially active modes.

2.4 Car and Cycle Parking

2.4.1 Car and cycle parking at the proposed development will be provided in line with standards applicable at the time of Reserved Matters applications. Table 2.1 below summarises the current standards from Section 2 of HC's Highways Design Guide for New Developments. The parking standards set out in Table 2.1 have been used to develop the site layout to its present form. The standards below are maximum standards, therefore it may be appropriate to discuss parking provision with HC in order to ensure an appropriate level of parking is provided. Of concern with existing Leintwardine residents is the level of car parking on Rosemary Lane in the vicinity of the fish and chip shop and pub. Agreeing appropriate parking provision on site for residents will ensure that any existing parking issues will not be exacerbated.

Table 2.1: Herefordshire Council Residential Parking Standards

Dwelling Type	Car Parking Standard	Cycle Parking Standards	
		Long Stay	Short Stay
Units with 1 bedroom where grouped parking	Max 1 car space/unit	One locker per unit	One space per unit
Units with 1 bedroom where individual parking	Max 1 car space/unit	One locker per unit (may be provided by a garage)	One space per unit
Units with 2 or 3 bedrooms where grouped or individual parking	Max 2 car spaces/unit	One space per bedroom (may be provided by a locker or garage)	One space per unit
Units with more than 3 bedrooms where grouped or individual parking	Max 3 car spaces/unit	One space per bedroom (may be provided by a locker or garage)	One space per unit

Source: Herefordshire Council

3 Existing Conditions

3.1 Site Location and Existing Site Use

3.1.1 As shown on Figure 1, the site is located to the north of Rosemary Lane in the village of Leintwardine, Herefordshire. The site is bordered by open land to the north and east, by Rosemary Lane to the south and by dwellings to the west.

3.2 Local Highway, Pedestrian and Cycle Networks

3.2.1 In the immediate vicinity of the site Rosemary Lane is rural in nature, with a 5m carriageway. On the southern side of Rosemary Lane, there is an access junction to a small light industrial land use, located in a section of the road where a 30mph speed limit is applicable. Immediately to the east of the junction, Rosemary Lane is derestricted and continues eastwards for approximately 300m where it forms the major arm of a priority controlled T-junction with a lane to the north.

3.2.2 To the west of the site frontage, Rosemary Lane is residential in nature and subject to a 30mph speed limit. The carriageway is 5m wide and there is a footway of approximately 1m in width on the southern side of the carriageway, which continues on the northern side of the carriageway to the west of Leintwardine fire station.

3.2.3 Approximately 100m west of the fire station, Rosemary Lane forms the major arm of a priority controlled T-junction with Watling Street, which forms the northern, minor arm of the junction. To the west of the junction, Rosemary Lane has a 7.3m carriageway and footways of 2m on both sides of the carriageway.

3.2.4 Rosemary Lane is the minor arm of a priority controlled T-junction with A4113 High Street, which is situated approximately 300m to the west of the site. At the junction, Rosemary Lane flares to accommodate left and right turning vehicles at the stop line.

3.2.5 The A4113 High Street follows a north to south orientation through Leintwardine. Within the village the A4113 High Street is a single carriageway road subject to a 30mph speed limit. Footway lines the eastern side of the carriageway throughout the village, with footway also present along the western carriageway edge in several locations.

3.2.6 Watling Street runs parallel to A4113 High Street through the village and benefits from footway lining both sides of the carriageway in many locations. It is subject to a 30mph speed limit, and is connected to A4113 High Street by Church Street, Tipton's Lane and Dark Lane. Intermittent street lighting is provided through the village.

3.2.7 The local highway network is typically low trafficked and therefore provides suitable opportunities for cycling within Leintwardine.

3.3 Baseline Highway Conditions

3.3.1 The extent of the highway network to be assessed has been set out in the Transport Statement Scoping Report and agreed with HC as noted in the correspondence in Appendix A. Traffic surveys at key locations on the local highway network have been undertaken in order to establish existing traffic conditions.

3.3.2 A Manual Classified Count (MCC) was undertaken on 4 March 2014 by K&M Traffic Surveys at the A4113 High Street / Rosemary Lane priority controlled T-junction, covering the period 0700 – 1000 and 1600 – 1900.

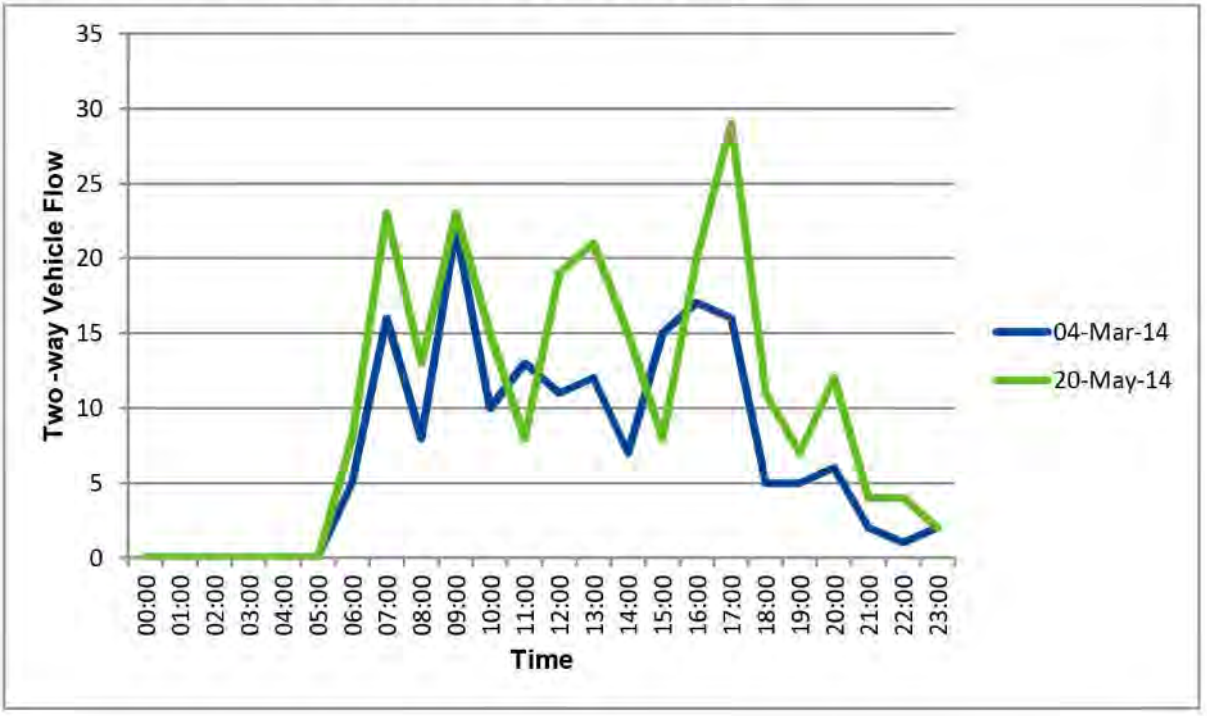
3.3.3 An Automatic Traffic Counter (ATC) was also deployed by K&M Traffic Surveys for a period of seven days between 26 February 2014 and 4 March 2014 inclusive, on Rosemary Lane in the vicinity of the site. The MCC and ATC traffic survey data is included in Appendix B.

3.3.4 Through correspondence with HC it has become apparent that Trippleton Lane, which is to the east of the site and provides one of several routes between Leintwardine and Burrington, was closed at the time that the ATC was in place.

3.3.5 It is agreed with HC that the road closure is unlikely to have a significant effect on the traffic flows on Rosemary Lane. Nonetheless a further ATC was undertaken on Rosemary Lane over the seven day period between 15 May 2014 and 21 May 2014 after Trippleton Lane was reopened. The survey data is also included at Appendix B, and a comparison of the two sets of ATC data confirms that traffic flows were higher, albeit not substantially, when Trippleton Lane was open.

3.3.6 Chart 3.1 below provides a comparison of the total two-way flow on Rosemary Lane in the vicinity of the site on Tuesday 4 March 2014 when Trippleton Lane was closed and Tuesday 20 May when Trippleton Lane was open.

Chart 3.1: Comparison of Surveyed Rosemary Lane ATC Data



3.3.7 In order to provide a robust assessment, the traffic flow data from 20 May 2014 has been used in the analysis of the impact of the proposed development on Rosemary Lane, specifically at the proposed vehicular access point.

3.3.8 The MCC data from 4 March 2014 at the A4113 High Street / Rosemary Lane junction has been used in the analysis of that junction.

3.3.9 Following a review of the MCC data, the AM and PM peak hours have been determined to be broadly in line with the typical peaks of 0800-0900 and 1700-1800 respectively and these peak hours have therefore been used in the analysis in this report. The peak hour traffic flows are shown on Figures 2 and 3 for the AM and PM peak hours respectively.

3.4 Public Rights of Way

3.4.1 Figure 4 shows the location of Public Rights of Way (PROW) within Leintwardine. There are a number of PROW in Leintwardine, including within the site which present themselves as beneficial for use for leisure walkers and as additional routes for accessing the village's facilities.

3.4.2 Of particular note is a footpath located to the north of the site which provides direct access to Warden's Lane and from there, Watling Street.

3.5 Public Transport Network

Bus Services

3.5.1 As shown on Figure 5, the closest bus stop to the site is located on Rosemary Lane, immediately east of the A4113 High Street / Rosemary Lane junction and can be accessed from the centre of the site within a five minute walk. The stop is formed of a pole with a flag and timetable information, and there is partially sheltered seating nearby.

3.5.2 The 740 bus service from the stop provides an AM peak hour service to Ludlow and a PM peak service returning from Ludlow. The service also provides connections to local destinations at intervals throughout the rest of the day. The 738 service also provides a daily peak hour service to Ludlow. Additional services using the stop provide weekly return services to Hereford.

Rail Services

3.5.3 The closest railway station to the site is Hopton Heath, which is located approximately 5.6km to the north west of the site. Hopton Heath has four services each day, connecting to local destinations including Shrewsbury and Church Stretton. Hopton Heath railway station is accessible via the 740 bus service.

3.5.4 Approximately 14km to the east of the site is Ludlow railway station which is accessible from Leintwardine via the 738 and 740 bus services and a subsequent walk of less than five minutes from the bus stops in Ludlow to the railway station. The station benefits from 27 car parking spaces and five covered cycle racks. Table 3.1 below summarises the direct services available from Ludlow railway station.

Table 3.1: Direct Services Available from Ludlow Station

Destination	Frequency		Typical Journey Time (mins)
	AM Peak (0900-0959) to destination	PM Peak (1700-1859) from destination	
Abergavenny	1	1	50
Cardiff Central	1	1	90
Church Stretton	2	2	17
Hereford	1	1	25
Leominster	1	1	10
Manchester Piccadilly	1	1	103
Shrewsbury	2	2	31

Source: National Rail Enquiries – March 2014

3.5.5 Table 3.1 above shows that Ludlow station benefits from peak hour services to a number of destinations locally and further afield. Services for Hereford, Leominster and Shrewsbury have journey times of a duration which will be attractive to commuters and for trips to these destinations for leisure purposes.

3.5.6 Ludlow also has direct rail connections to Cardiff and Manchester, demonstrating its accessibility to national economic and cultural centres.

3.6 Personal Injury Accident Analysis

3.6.1 Personal Injury Accident (PIA) data was requested from HC for the most recently available 5 year period, from 1 January 2009 to 31 December 2013 and is included in Appendix C. The study area is illustrated on Figure 6.

3.6.2 The data provided by HC shows that no PIAs were recorded in the study area. It can therefore be concluded that there are presently no accident issues or trends which could be intensified by additional traffic.

3.7 Summary

3.7.1 A review of the existing conditions has determined the following:

- Two-way peak hour traffic flows in the vicinity of the site are presently low in both in the AM and PM peaks.
- No Personal Injury Accidents have occurred in Leintwardine in the latest five years, as shown on Figure 6.
- Ludlow railway station facilitates journeys to local destinations including Hereford and Shrewsbury, in addition to places such as Cardiff and Manchester.

4 Accessibility to Local Facilities

4.1 Introduction

4.1.1 As detailed in Section 3, the site is located in close proximity to Leintwardine's footway and footpath network which, in combination with the local highway network provides good pedestrian and cycle access to facilities within the village. Figure 7 shows the location of the site in the context of nearby local facilities.

4.2 Walking and Cycling Accessibility Guidelines

Walking

4.2.1 Guidance given by the CIHT in their publication 'Guidelines for Providing for Journeys on Foot, 2000' suggests that in terms of commuting, walking to school and recreational journeys, walk distances of up to 2,000 metres can be considered, with the desirable and acceptable distances being 500 and 1,000 metres respectively.

4.2.2 For non-commuter journeys the guidance suggests that walk distance of up to 1,200 metres can be considered, with the desirable and acceptable distances being 400 metres and 800 metres respectively.

4.2.3 Assuming a 'typical' walking speed of approximately 4.8kph, Table 4.1 below summarises the broad walk journey times that can be 'considered'; are 'acceptable'; and those that are 'desirable'. Figure 7 shows isochrones which indicate distances from the site at 500m intervals.

Table 4.1: CIHT Walk Journey Distance and Time Thresholds

CIHT Standard	Distance (m)		Walk time (mins)	
	Commuting, Walking to School and Recreation	Other Non-commuter Journeys	Commuting, Walking to School and Recreation	Other Non-commuter Journeys
Desirable	500	400	6¼	5
Acceptable	1,000	800	12½	10
Considered	2,000	1,200	25	15

Source: CIHT "Guidelines for Providing Journeys on Foot"

Cycling

4.2.4 National Travel Survey data shows that cycling has the potential to substitute for short car trips, particularly those less than 5km, and to form part of a longer journey on public transport. At an average cycle speed of 16kph, this relates to a journey time of circa 20 minutes.

4.3 Accessible Facilities

4.3.1 A number of facilities in Leintwardine are accessible on foot or by cycle from the site. Table 4.2 below presents the nearest examples of several facility types within 1km of the site location, a distance which can be covered in approximately 13 minutes on foot or four minutes by cycle. The distances shown in Table 4.2 below have been measured from the centre of the site to a connection to the local pedestrian and highway network, and then via the network to the destination.

Table 4.2: Accessibility to Facilities in Leintwardine

Facility Name	Location	Facility Type	Distance from Centre of Site
The Lion	A4113 High Street	Restaurant / Hotel	450m
Leintwardine Post Office	A4113 High Street	Post Office	450m
Leintwardine Convenience Store	A4113 High Street	Convenience Store	500m
Leintwardine Library & Village Hall	A4113 High Street	Library / Village Hall	500m
Leintwardine Endowed CofE Primary School	Watling Street	Primary School	500m
Mortimer Medical Centre	Jay Lane	GP Surgery	800m

4.3.2 Leintwardine benefits from a number of facilities catering for typical daily requirements. Additional facilities, including large supermarkets are located in Ludlow, which is approximately 10km due east of Leintwardine.

4.4 Summary

4.4.1 The site is accessible on foot and by cycle to all of the facilities located in Leintwardine, with the compact nature of the village meaning that facilities can be typically be reached on foot in 10 minutes or fewer.

5 Proposed Development

5.1 Development Proposals and Vehicular Access Strategy

5.1.1 It is proposed to develop the site for residential use in the order of 57 dwellings.

5.1.2 As shown on Drawing 1649/SK/001/H it is proposed to provide vehicular access to the site via a priority controlled T-junction located on Rosemary Lane. A review of the site's topography has shown that there is a difference in levels between the site and the existing carriageway. The level differences have been accounted for in the design of the vehicular access, and the internal road within the development, which are proposed to gradually reduce in level southwards through the site towards the access, which will be at the same grade as Rosemary Lane.

5.1.3 The arrangement has been agreed in principle with HC Highways from a technical perspective, however the LPA have noted concerns regarding the impact on landscape character. The proposed access would necessitate the removal of hedgerow along the site boundary to accommodate visibility splays at 2.4m x 43m and footway to the west of the junction. On the basis of the LPA's concerns, alternative vehicular access options have been considered and are detailed in turn below.

- Rosemary (northern end)

5.1.4 Rosemary extends from Rosemary Lane and currently serves approximately 50 dwellings including eight on Middle Wardens. It is evident that proposing a vehicular access at this location may impact negatively on Public Right of Way (PROW) LX29, which is currently incorporated into the masterplan for the proposed development. Furthermore, accessing the site at this location would result in a convoluted access, particularly for dwellings located adjacent to Rosemary Lane. It is therefore considered that access via Rosemary (northern end) is not considered feasible or practical and should not be pursued.

- Middle Wardens

5.1.5 Middle Wardens extends north eastwards from Rosemary and serves eight dwellings. Middle Wardens is outwith the highway boundary and as such it is considered that access at this location is not feasible.

- Rosemary (stem south of Middle Wardens)

5.1.6 The stem leading off Rosemary serves four dwellings and facilitates PROW LX30 into the site. The western section of the carriageway is within the highway boundary, whilst the eastern section is within private ownership. The carriageway width at this location is insufficient to accommodate two-way vehicular traffic and it is therefore considered that this is not a feasible point of vehicular access to the site.

5.1.7 In summary, it is evident that from a highways and technical perspective, the most appropriate form of access would be the simple priority T-junction with Rosemary Lane as proposed. The junction arrangement adheres to design standards and provides a safe and convenience access to the site. In addition, the removal of the hedgerow to accommodate the site access junction will result in a perceived carriageway width increase due to removal of overhanging vegetation, which will assist in addressing concerns held by existing Leintwardine residents.

5.2 Pedestrian and Cycle Access

5.2.1 As shown in the masterplan drawing contained in Appendix D, the proposed development utilises the existing public footpath network to provide pedestrian connections to the neighbouring areas of Leintwardine.

5.2.2 PROWs LX29 and LX30 both pass through the site and these have been integrated in such a way that they will promote trips to the village to the west, and leisure trips into the countryside to the east of the village.

5.2.3 A 2m footway will be provided on the site frontage on Rosemary Lane. The footway will proceed west and tie in to the existing footway provision on the northern side of Rosemary Lane's carriageway.

5.3 Car and Cycle Parking

5.3.1 Car and cycle parking will be provided in line with the standards applicable at the time of Reserved Matters applications. The parking standards set out in Section 2 have been used to develop the site layout to its present form.

6 Trip Generation

6.1 Introduction

6.1.1 This section outlines the trip rates and anticipated trip generation of the proposed development and the methodology used to assign and distribute trips. Whilst the development proposals are for 57 dwellings, a quantum of 70 dwellings has been considered for the purposes of a robust assessment.

6.2 Committed Development

6.2.1 During scoping discussions HC have not indicated a requirement for any consented development to be specifically included within this assessment.

6.3 Proposed Development Vehicular Trip Generation

6.3.1 In order to derive trip rates for the proposed development, the category 'Private Housing' in TRICS database v7.1.1 has been interrogated. The use of this category ensures that the forecast trip generation of the proposed development can be considered robust. The following criteria have also been applied in the determination of vehicular trip rates.

- Regions: All in England except Greater London;
- Survey Days: Neutral weekdays (i.e. Tuesday, Wednesday, Thursday);
- Location Types: Suburban Area, Edge of Town;
- Survey Date Range: 04/01/2013 – 03/01/2014.

6.3.2 Of the sites derived using these criteria those sites which had a large population nearby were filtered out. The trip rates derived from the remaining sites are summarised in Table 6.1 below, with the TRICS outputs included in Appendix E. The trip rates have been agreed with HC.

Table 6.1: Vehicular Trip Rates (per Dwelling)

AM Peak (0800-0900)			PM Peak (1700-1800)		
Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
0.101	0.360	0.461	0.352	0.231	0.583

Source: TRICS v7.1.1

6.3.3 Based on the trip rates in Table 6.1 above and a robust quantum of 70 dwellings, the vehicular trip generation of the proposed development is shown in Table 6.2 below.

Table 6.2: Vehicular Trip Generation (70 dwellings)

AM Peak (0800-0900)			PM Peak (1700-1800)		
Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
7	25	32	25	16	41

Source: Consultant calculated

6.4 Proposed Development Vehicular Trip Distribution and Assignment

6.4.1 Trip distribution and assignment for the proposed development has been undertaken based on an analysis of Special Workplace Statistics (SWS) compiled from 2001 Census Journey to Work data. Data from the 2001 Census has been used as the 2011 Census data of this type is not available as of yet.

6.4.2 The 2001 data for the Mortimer ward in which the site is located has been used to provide a detailed forecast of the proposed development's traffic distribution on the local highway network. This methodology has been accepted by HC as part of the scoping correspondence included in Appendix A.

6.4.3 Figure 8 shows the vehicular assignment determined for the proposed development. The trip generation shown in Table 6.2 above has been applied to the assignment, with the resultant flows illustrated on Figures 9 and 10 for the AM and PM peaks respectively.

6.5 Summary

6.5.1 This section has reviewed the vehicular trip generation characteristics of the proposed development. It has been determined that the proposals will generate 32 two-way vehicle trips in the AM peak, and 41 two-way vehicle trips in the PM peak.

6.5.2 The forecast trip generations represent approximately an additional vehicle trip on Rosemary Lane every two minutes in the peak hours. All of these trips will arrive and depart the site via Rosemary Lane to the west, before dispersing across the local highway network.

7 Development Impact

7.1 Introduction

7.1.1 This Section assesses the impact of the traffic generated by the proposed development on the local highway network.

7.2 Assessment Scenarios

7.2.1 It has been agreed with HC that a forecast year of 2019 should be considered, based on an application year of 2014, plus five years.

7.2.2 In the forecast year, the local highway network has been assessed without the proposed development traffic (**Do Nothing** scenario) and with the proposed development traffic included (**Do Something** scenario). The traffic flows across the local highway network for each of the forecast scenarios are shown on the Figures as follows:

- 2019 Do Nothing AM Peak – Figure 11;
- 2019 Do Nothing PM Peak – Figure 12;
- 2019 Do Something AM Peak – Figure 13; and
- 2019 Do Something PM Peak – Figure 14.

7.3 Traffic Growth

7.3.1 Background traffic growth rates for the period 2014-2019 have been obtained using the Department for Transport's (DfT) TEMPRO v6.2 database. The growth rates obtained are for the "Rural (Herefordshire County)" geographical area in TEMPRO, and for the rural-minor road type. The growth rates are as follows:

- 2014 – 2019 AM Peak: 1.0485; and
- 2014 – 2019 PM Peak: 1.0530.

7.4 Junction Assessments

7.4.1 It has been agreed with HC that the following junctions will be subject to assessment:

- Site Access / Rosemary Lane junction; and
- A4113 High Street / Rosemary Lane priority controlled T-junction.

7.4.2 The junctions have been assessed using the industry standard Junctions 8 software package, with the Demand Data Type option set to 'One Hour'. When reviewing Junctions 8 outputs it is important to note that it is generally accepted that a junction is approaching capacity and will begin to display characteristics indicating delay when the Ratio of Flow to Capacity (RFC) of one or more of its arms exceeds 0.85. The maximum queue is displayed in vehicles and is rounded up from the Junctions 8 output to the nearest one vehicle.

7.5 Site Access / Rosemary Lane Junction Assessment

7.5.1 The proposed site access arrangement is a priority controlled T-junction formed by the site access as the minor arm and Rosemary Lane as the major arm, as shown on Drawing 1649/SK/001/H. The forecast operation of this junction has been assessed in the 2019 Do Something scenario only, as it will not be present in the 2019 Do Nothing Scenario.

7.5.2 Table 7.1 below summarises the results of the AM and PM peak hour Junctions 8 assessments for this scenario, with the Junctions 8 outputs included in Appendix F.

Table 7.1: Site Access Junctions 8 Assessment Summary – 2019 Do Something – AM and PM Peaks

Arm	AM Peak (0800-0900)		PM Peak (1700-1800)	
	RFC	Max Q (vehs)	RFC	Max Q (vehs)
Rosemary Lane (W)	-	-	-	-
Site Access	0.048	1	0.031	1
Rosemary Lane (E)	0.000	0	0.000	0

Source: Junctions 8 assessment output

7.5.3 As can be seen from Table 7.1 above, the vehicular access of the proposed development will operate well within capacity and will not result in perceptible queuing on any arm.

7.6 A4113 High Street / Rosemary Lane Junction Assessment

7.6.1 As the primary point of distribution on to the local highway network for development traffic, the operation of the A4113 High Street / Rosemary Lane priority controlled T-junction has been assessed using the industry standard Junctions 8 software. Table 7.2 below shows the results of the 2014 baseline assessment of junction operation.

Table 7.2: A4113 High Street / Rosemary Lane – 2014 Baseline – AM and PM Peaks

Arm	AM Peak (0800-0900)		PM Peak (1700-1800)	
	RFC	Max Q (vehs)	RFC	Max Q (vehs)
A4113 High Street (N)	-	-	-	-
Rosemary Lane	0.063	1	0.039	1
A4113 High Street (S)	0.034	1	0.039	1

Source: Junctions 8 assessment output

7.6.2 Table 7.2 above shows that the junction is currently operating with substantial capacity. The results validate against the observed junction queue lengths.

7.6.3 The operation of the A4113 High Street / Rosemary Lane junction in the 2019 Do Nothing and Do Something scenarios has also been assessed. The results are summarised in Table 7.3 below and the Junctions 8 outputs are included in Appendix F.

Table 7.3: A4113 High Street / Rosemary Lane – 2019 Assessments – AM and PM Peaks

Arm	2019 Do Nothing				2019 Do Something			
	AM Peak (0800-0900)		PM Peak (1700-1800)		AM Peak (0800-0900)		PM Peak (1700-1800)	
	RFC	Max Q (vehs)	RFC	Max Q (vehs)	RFC	Max Q (vehs)	RFC	Max Q (vehs)
A4113 High Street (N)	-	-	-	-	-	-	-	-
Rosemary Lane	0.066	1	0.041	1	0.088	1	0.056	1
A4113 High Street (S)	0.036	1	0.041	1	0.045	1	0.075	1

Source: Junctions 8 assessment output

7.6.4 The comparison of forecast year scenario results shown in Table 7.3 above confirms that with the addition of traffic from the proposed development, the junction will continue to retain substantial capacity, and has RFCs of well below the 0.85 threshold at which delay may begin to be observed.

7.7 Summary

7.7.1 This section has determined that the A4113 High Street / Rosemary Lane junction operates well within capacity. The analysis of forecast year assessments for 2019 with and without the proposed development shows that this junction, and the proposed site access junction, will not be subject to any capacity issues in the future.

8 Summary and Conclusion

8.1 Summary

8.1.1 WSP has been commissioned by LWD Developments LLP to provide transportation advice in support of proposals for a development of 57 dwellings on land at Rosemary Lane in Leintwardine, Herefordshire. The site location is shown on Figure 1.

8.1.2 A review of the existing conditions has found that in the vicinity of the site, the existing two-way flows on Rosemary Lane are low in both the AM and PM peak hours. The review of Personal Injury Accident (PIA) data has also found that within the study area, which included Rosemary Lane and A4113 High Street, no Personal Injury Accidents have occurred within the most recently available five year period.

8.1.3 A review of public transport services has determined that there are several bus services which are accessible within walking distance of the site, and that Ludlow railway station facilities journeys to local destinations including Hereford and Shrewsbury, in addition to places such as Cardiff and Manchester.

8.1.4 The site is accessible on foot and by cycle to all of the facilities located in Leintwardine, with the compact nature of the village meaning that facilities can be typically be reached on foot in 10 minutes or fewer. Local facilities include a convenience store, GP and primary school.

8.1.5 As shown on Drawing 1649/SK/001/H it is proposed to provide vehicular access to the site via a priority controlled T-junction located on Rosemary Lane.

8.1.6 Considering a robust development quantum of 70 dwellings, it has been determined that the proposals will generate 32 two-way vehicle trips in the AM peak, and 41 two-way vehicle trips in the PM peak. The forecast trip generations represent an additional vehicle trip on Rosemary Lane approximately every two minutes in the peak hours. All of these trips will arrive and depart the site via Rosemary Lane to the west, before dispersing across the local highway network.

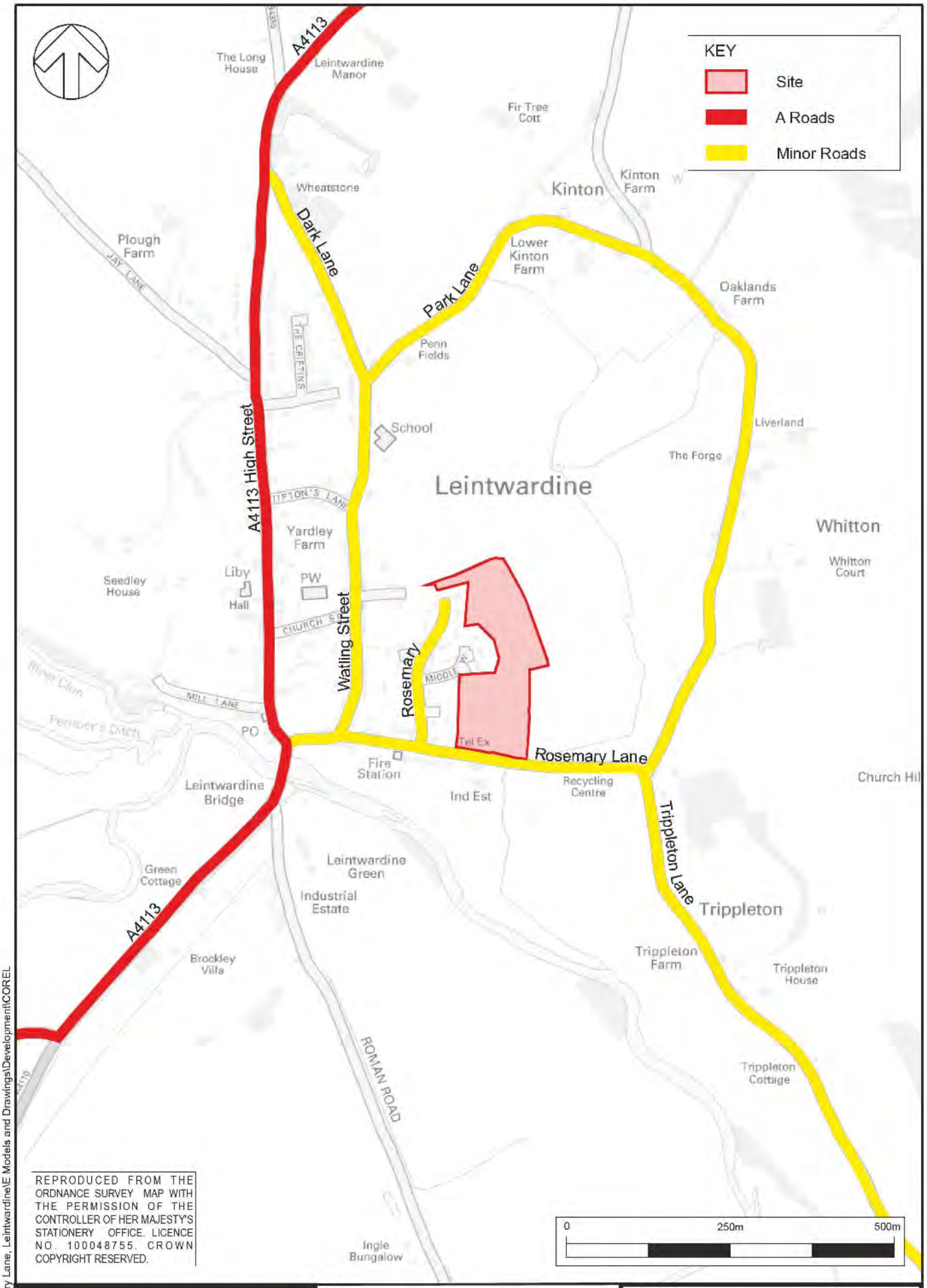
8.1.7 A review of the impact on the proposed development on the local highway network has shown that the key junction in the vicinity of the site, A4113 High Street / Rosemary Lane, will continue to operate well within capacity in the forecast year of 2019 with the addition of traffic from the proposed development.

8.2 Conclusion

8.2.1 This Transport Statement considers the existing conditions and reveals that the site is accessible to facilities in Leintwardine and will benefit from good pedestrian and cyclist routes to these facilities.

8.2.2 The proposed development is anticipated to generate a negligible increase in travel demand, representing small increase in vehicular traffic flows. Under the guidelines set out in the NPPF, it is therefore considered that the proposals should be permitted.

Figures



WSP

TITLE:

SITE LOCATION AND LOCAL HIGHWAY NETWORK

FIGURE No:

1

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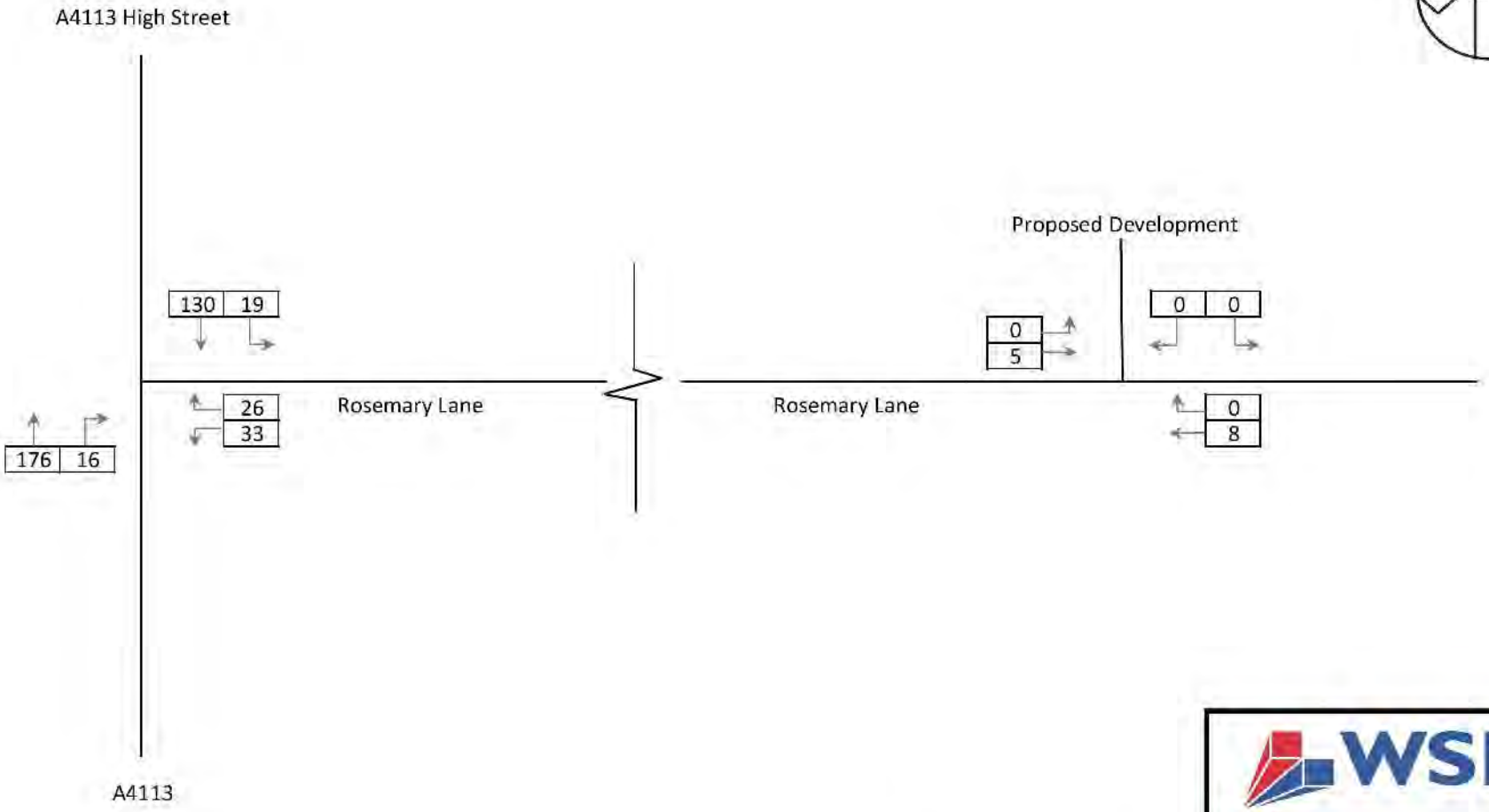


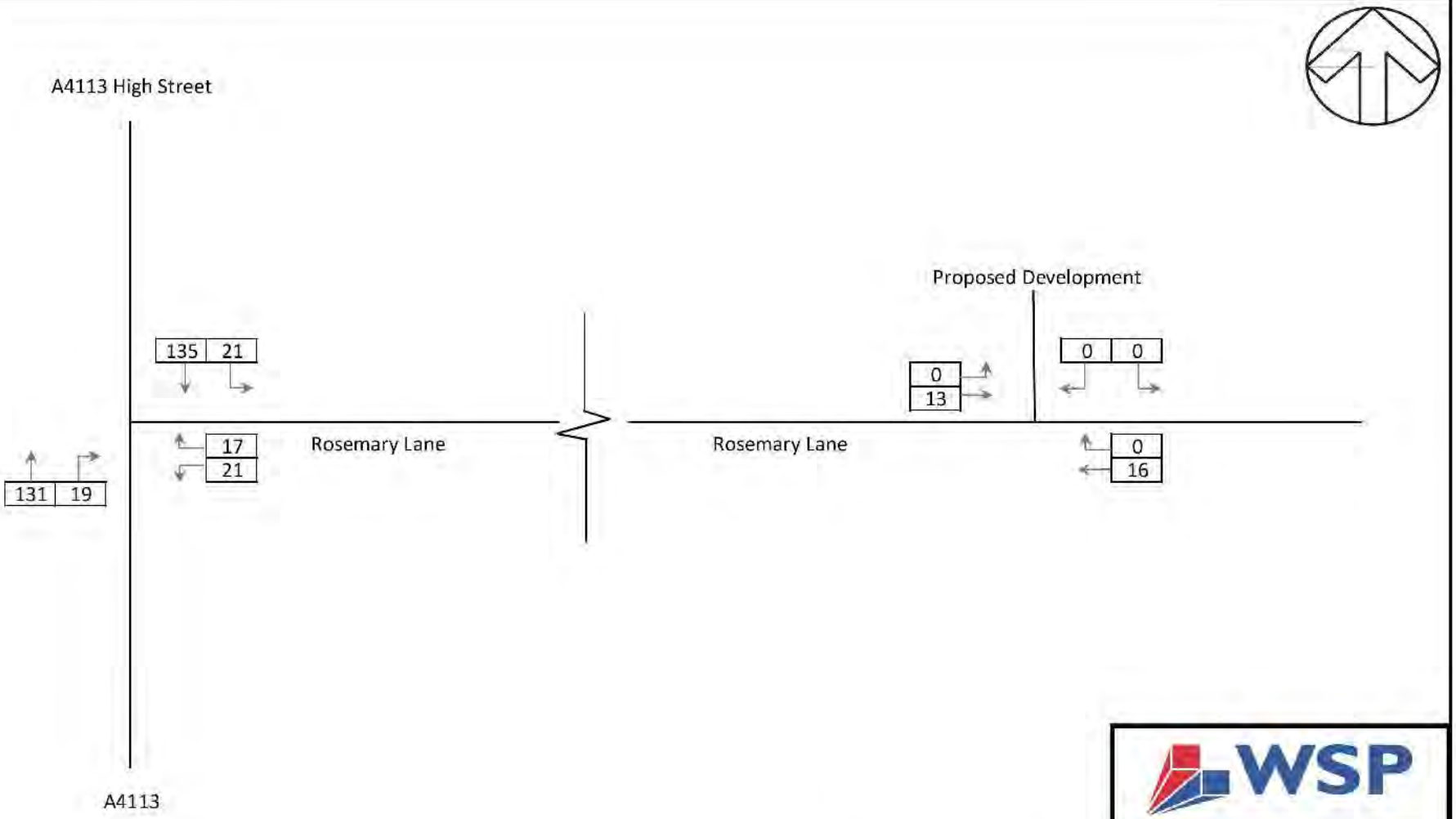
Key
123 Total Vehicles

Traffic flows at A4113 High Street / Rosemary Lane junction from MCC survey undertaken on 4 March 2014.
Traffic flows at site access point from ATC undertaken on 20 May 2014.

WSP

TITLE:
2014 AM Peak Hour
Observed Flows
(0800-0900)

FIGURE No:
2



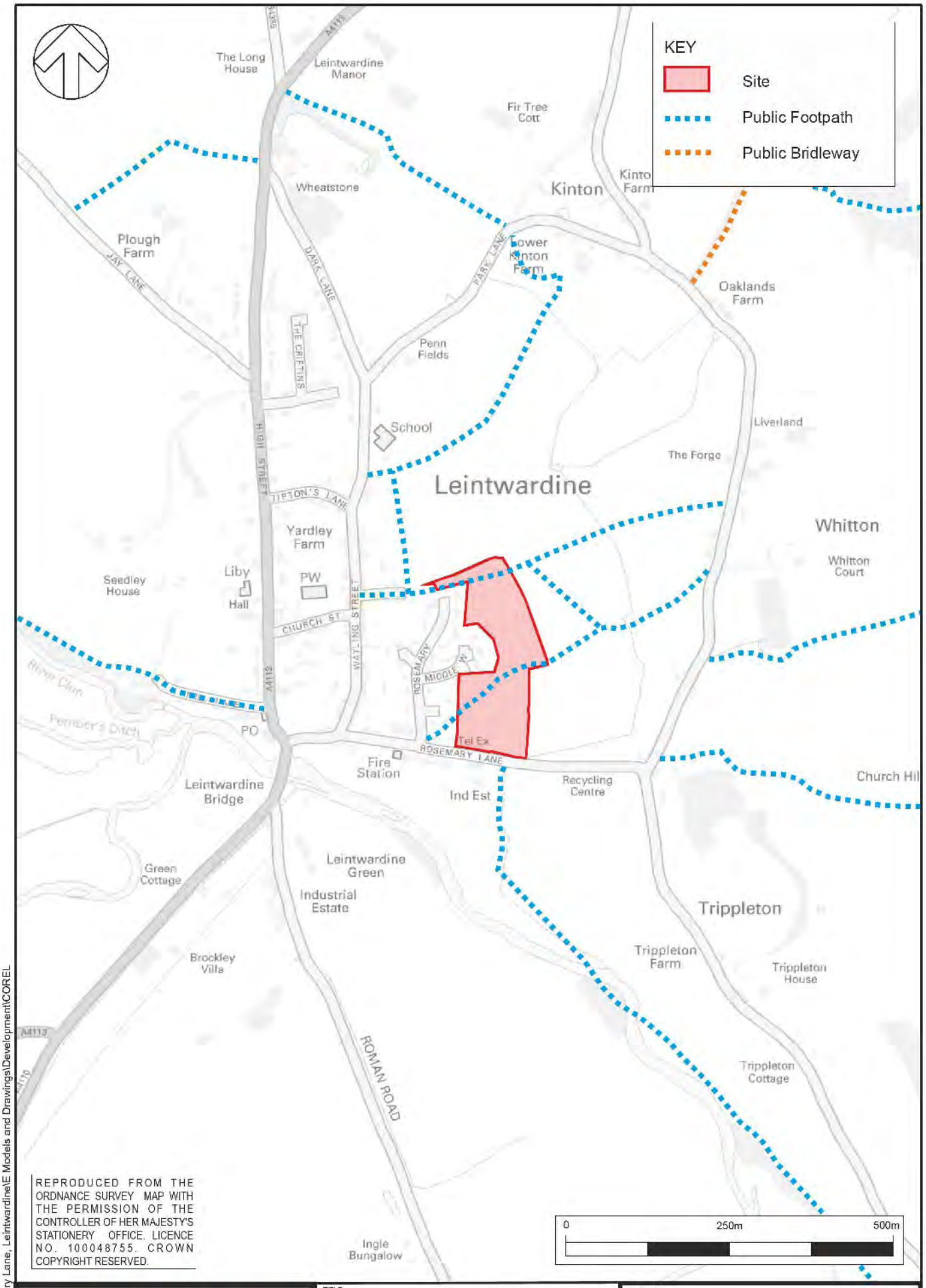
Key
123 Total Vehicles

Traffic flows at A4113 High Street / Rosemary Lane junction from MCC survey undertaken on 4 March 2014.
Traffic flows at site access point from ATC undertaken on 20 May 2014.

WSP

TITLE:
2014 PM Peak Hour
Observed Flows
(1700-1800)

FIGURE No:
3



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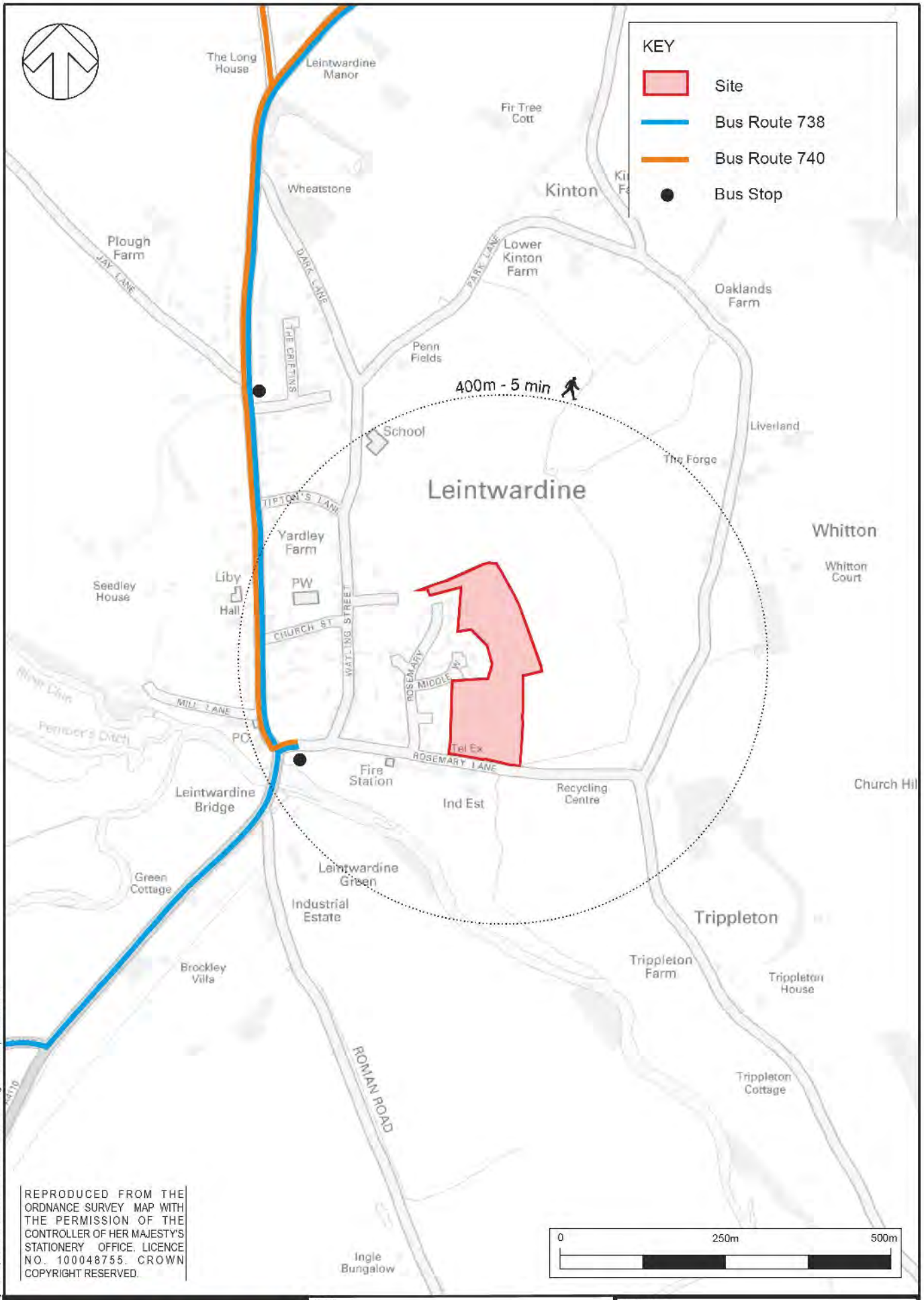
WSP

TITLE:

PUBLIC RIGHTS OF WAY

FIGURE No:

4



WSP

TITLE:

PUBLIC TRANSPORT NETWORK

FIGURE No:

5

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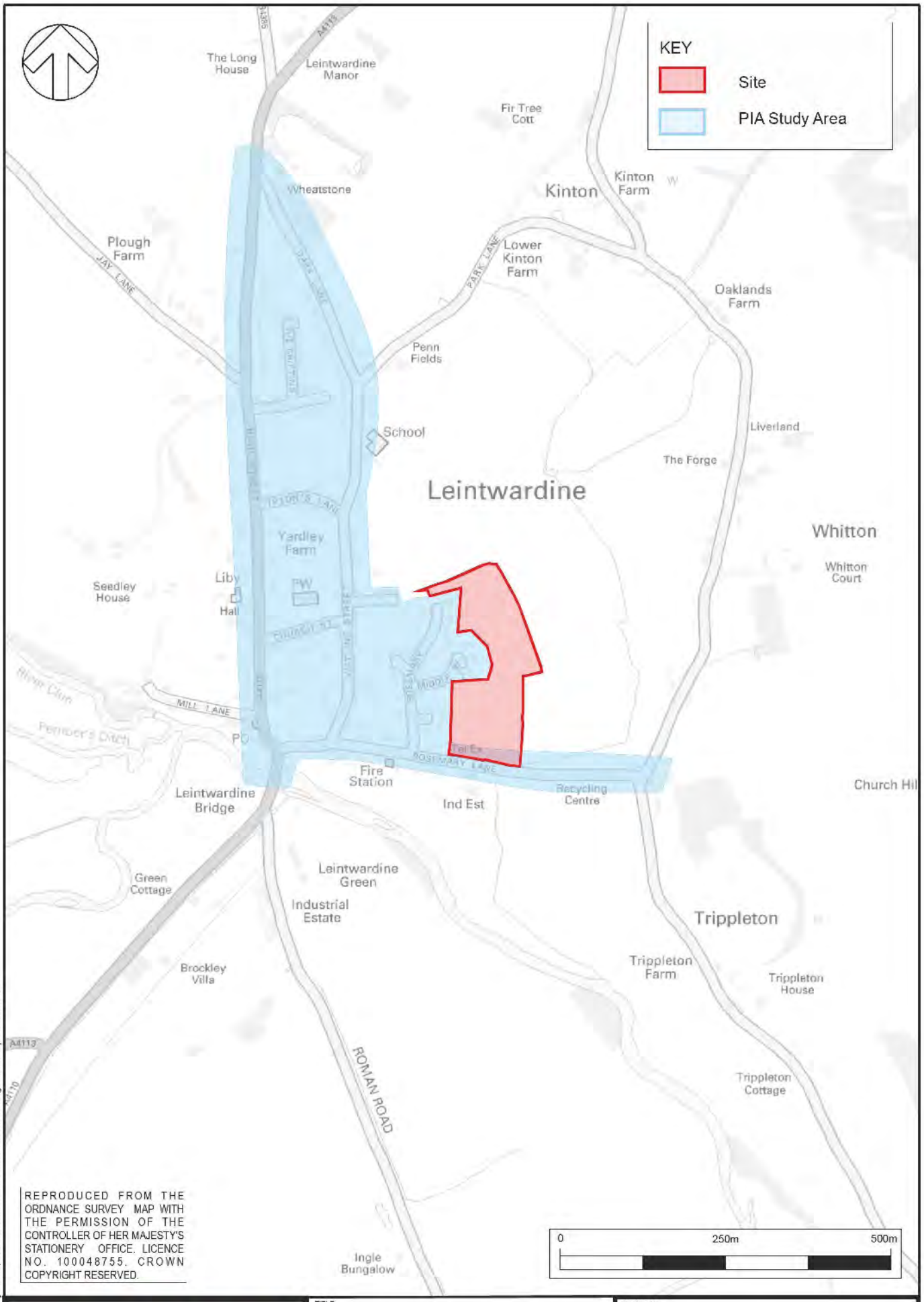


S:\70001849 - Rosemary Lane, Leintwardine\E Models and Drawings\Development\COREL

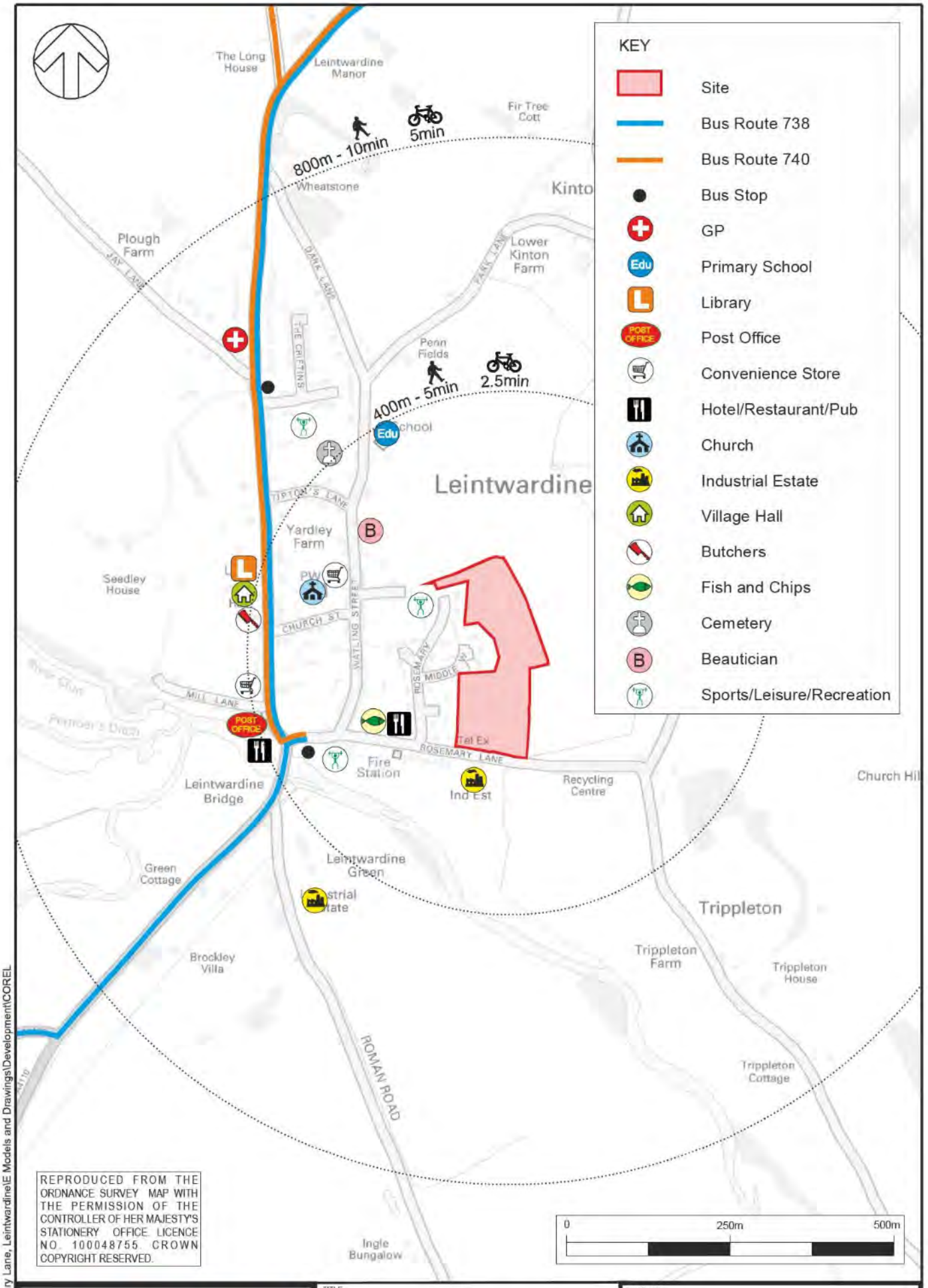
WSP

TITLE:

PERSONAL INJURY ACCIDENTS (1/1/2009 - 31/12/2013)

FIGURE No:

6



WSP

TITLE:

LOCAL FACILITIES

FIGURE No:

7

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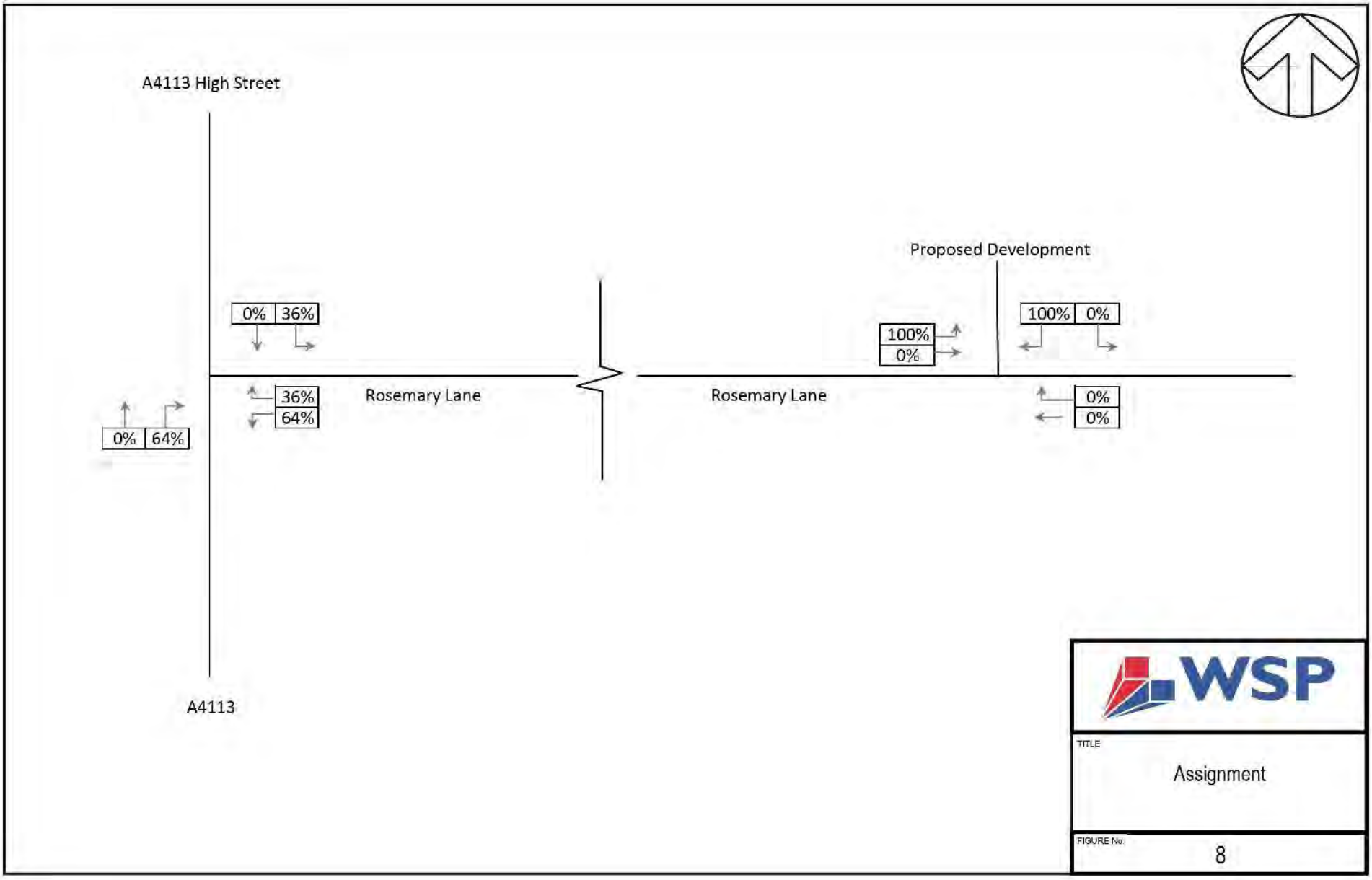


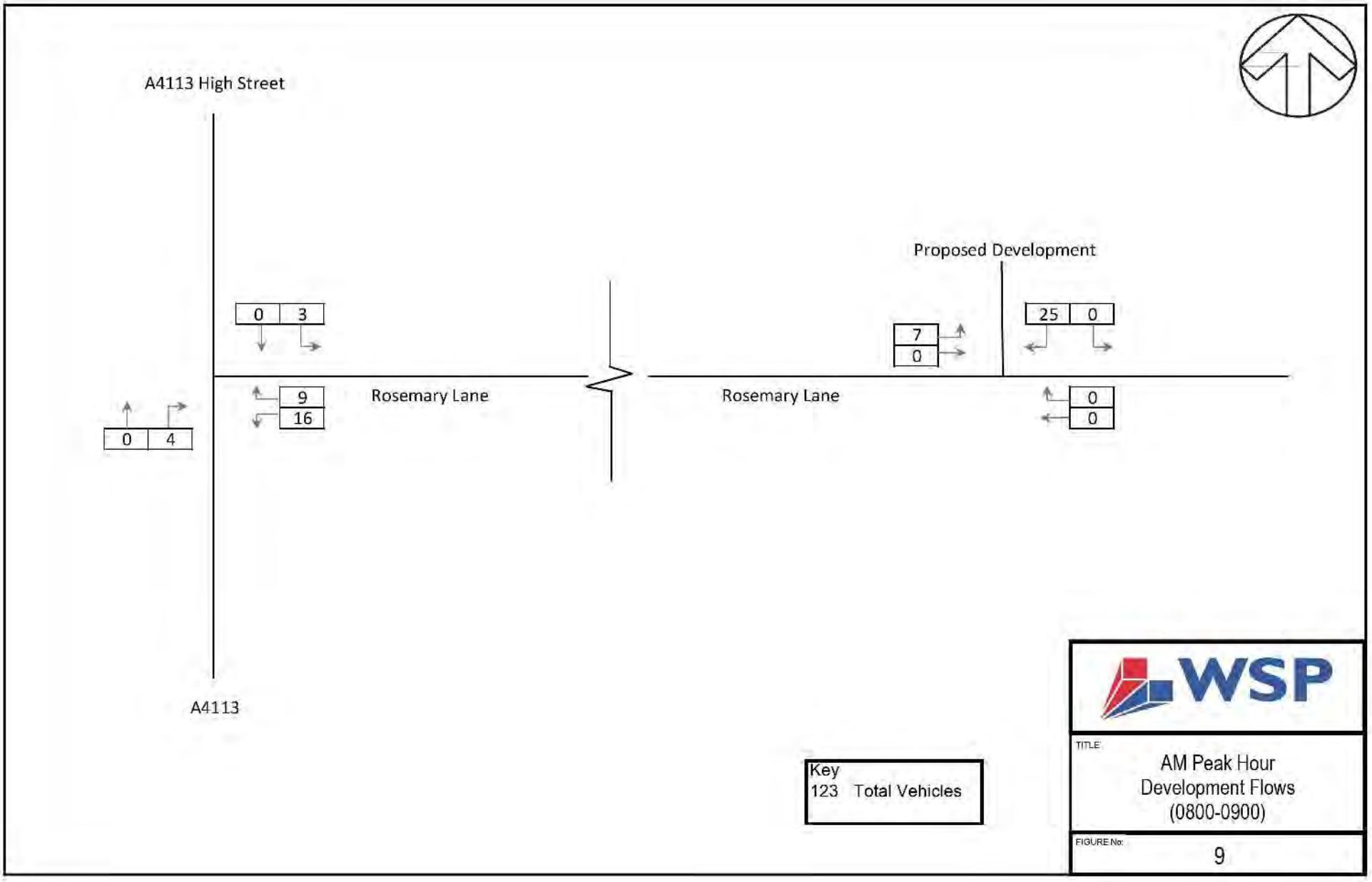
WSP

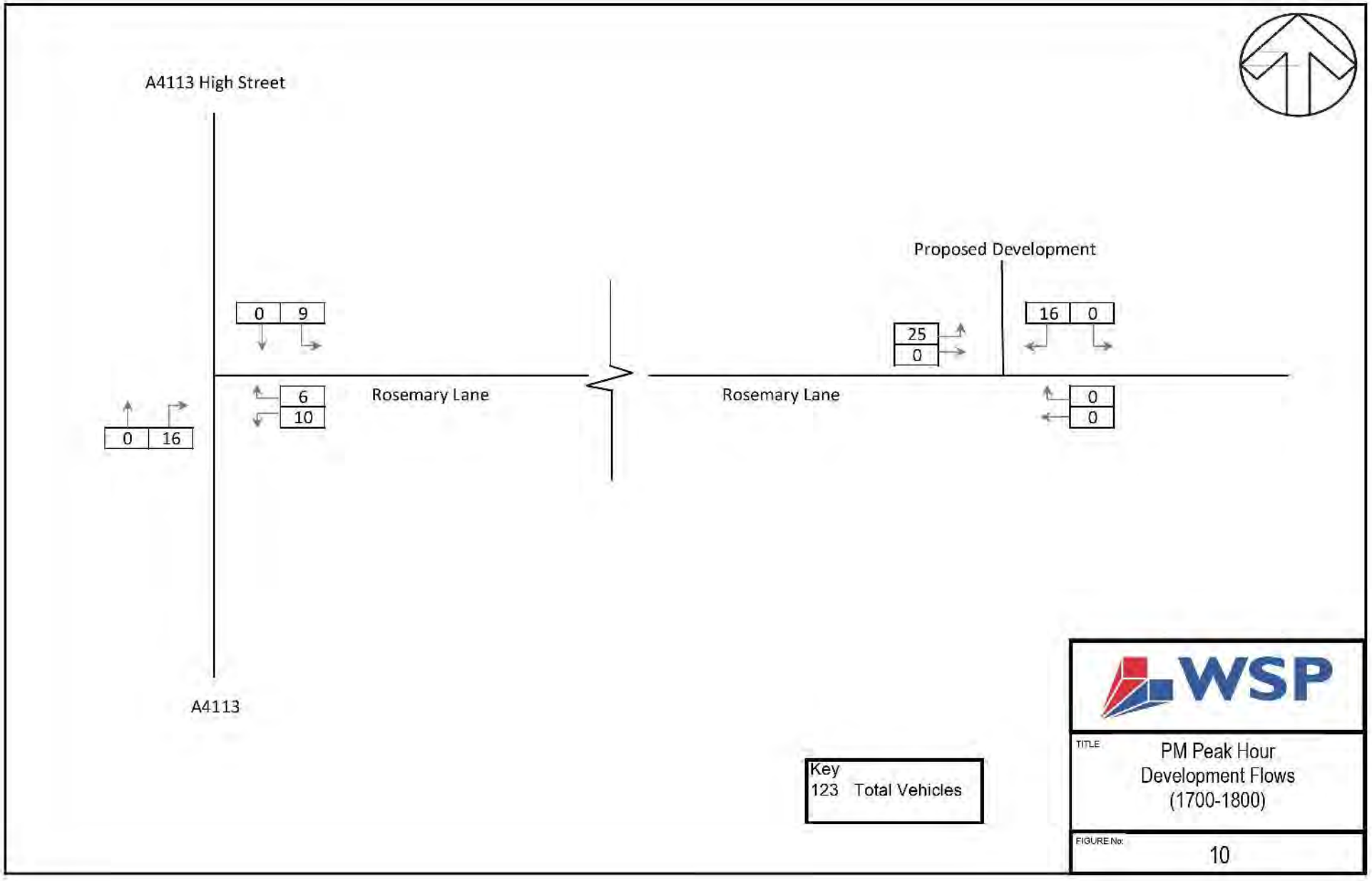
TITLE

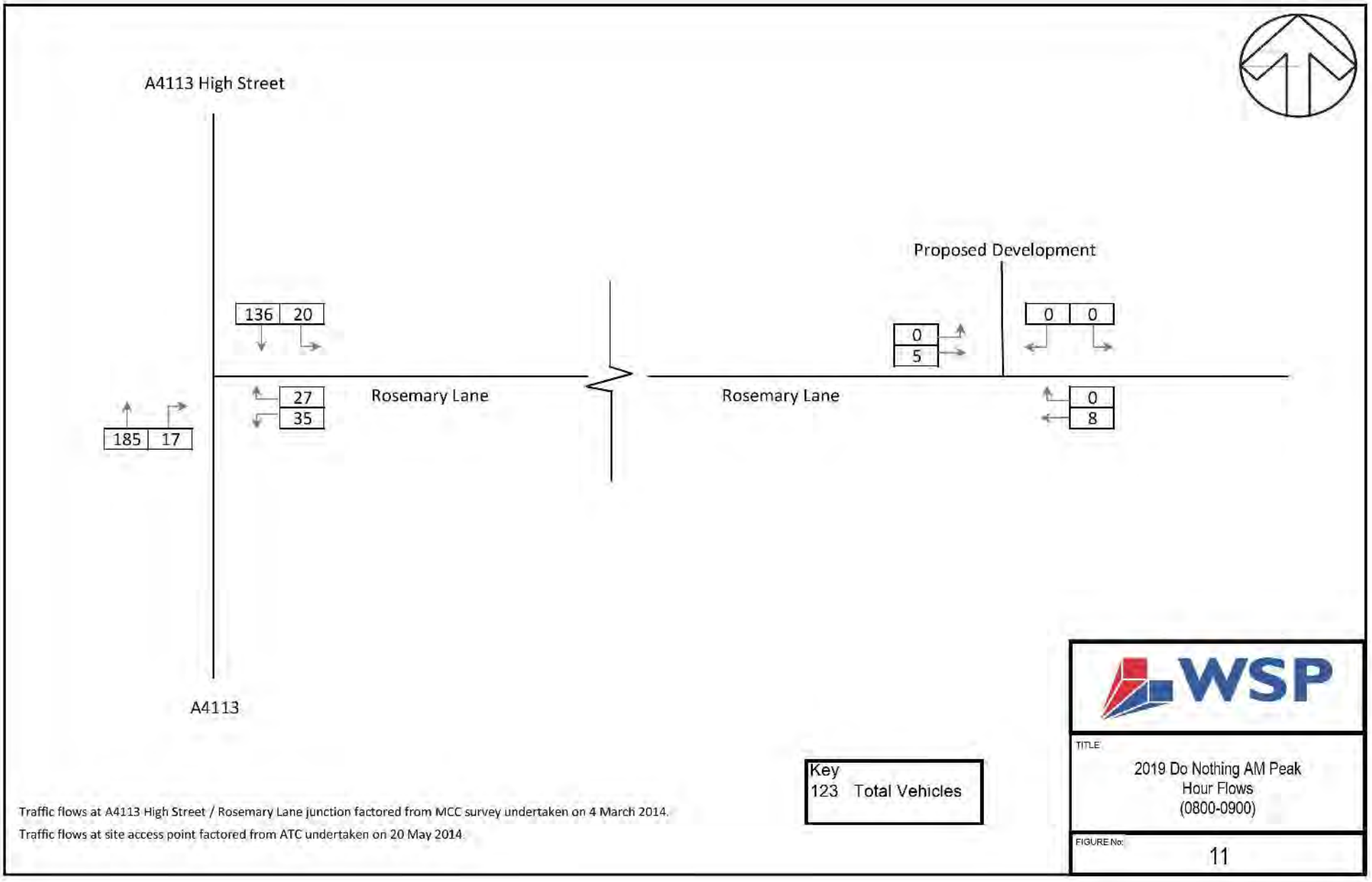
Assignment

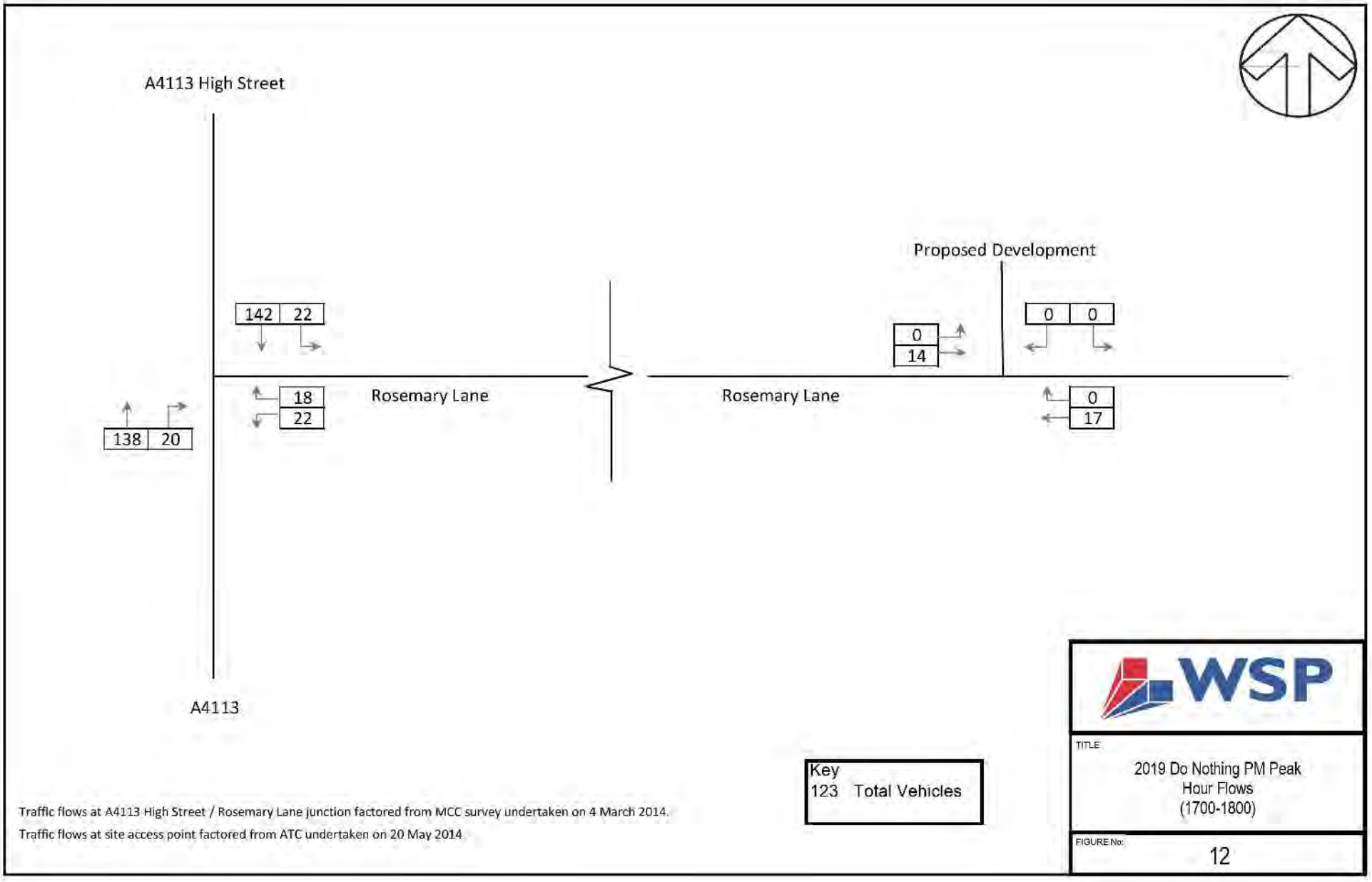
FIGURE No.

8


A4113 High Street
Proposed Development
0
3
7
0
25
0
9
16
Rosemary Lane
Rosemary Lane
0
4
0
0
A4113
Key
123 Total Vehicles
WSP
TITLE:
AM Peak Hour
Development Flows
(0800-0900)
FIGURE No:
9

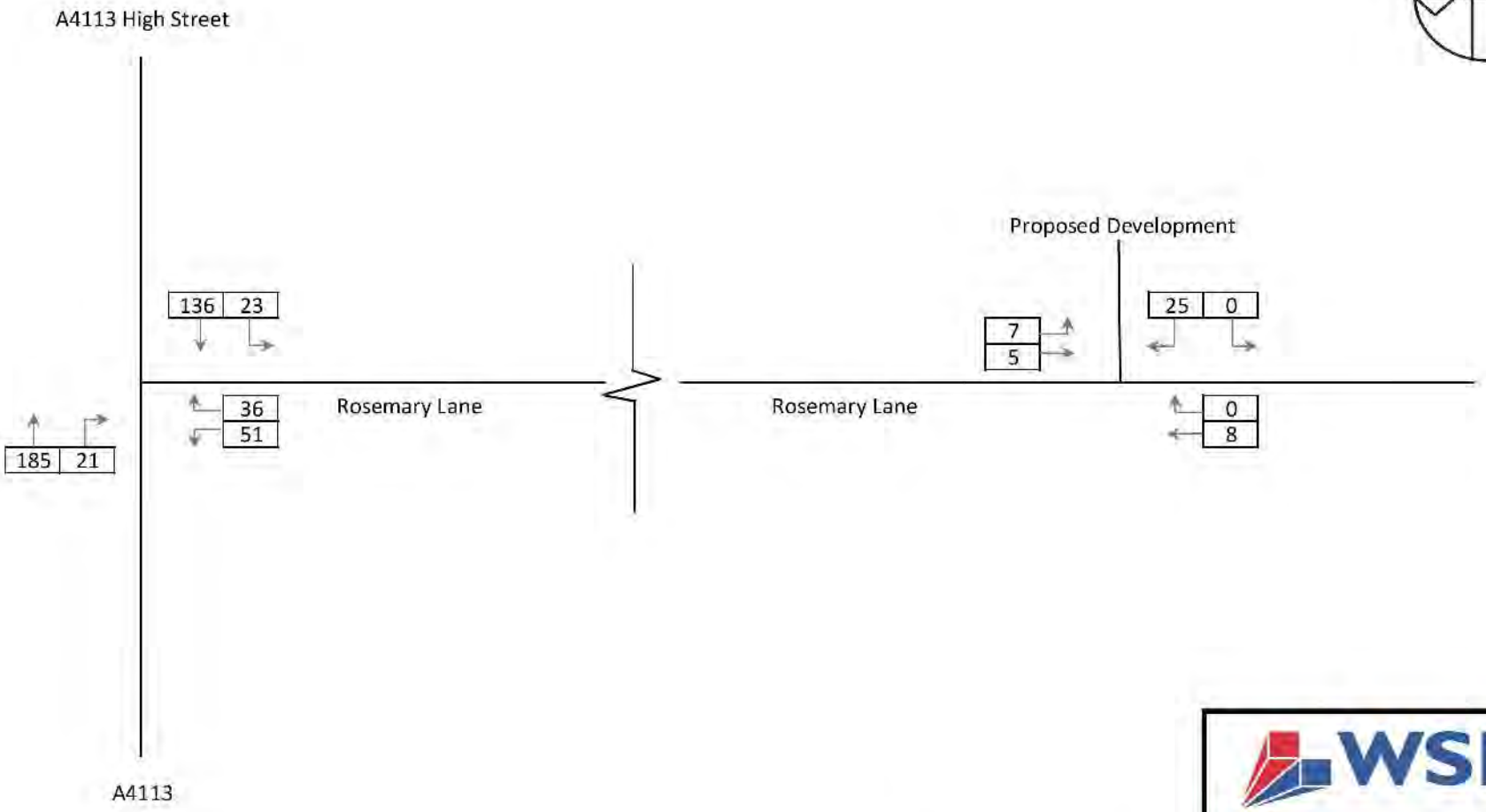

A4113 High Street
Proposed Development
0
9
25
0
16
0
6
10
Rosemary Lane
Rosemary Lane
0
16
0
0
A4113
Key
123 Total Vehicles
WSP
TITLE
PM Peak Hour
Development Flows
(1700-1800)
FIGURE No:
10


A4113 High Street
Proposed Development
136
20
0
0
0
5
27
35
Rosemary Lane
Rosemary Lane
0
8
185
17
A4113
Key
123 Total Vehicles
Traffic flows at A4113 High Street / Rosemary Lane junction factored from MCC survey undertaken on 4 March 2014.
Traffic flows at site access point factored from ATC undertaken on 20 May 2014.
WSP
TITLE:
2019 Do Nothing AM Peak Hour Flows (0800-0900)
FIGURE No:
11



Traffic flows at A4113 High Street / Rosemary Lane junction factored from MCC survey undertaken on 4 March 2014.

Traffic flows at site access point factored from ATC undertaken on 20 May 2014.



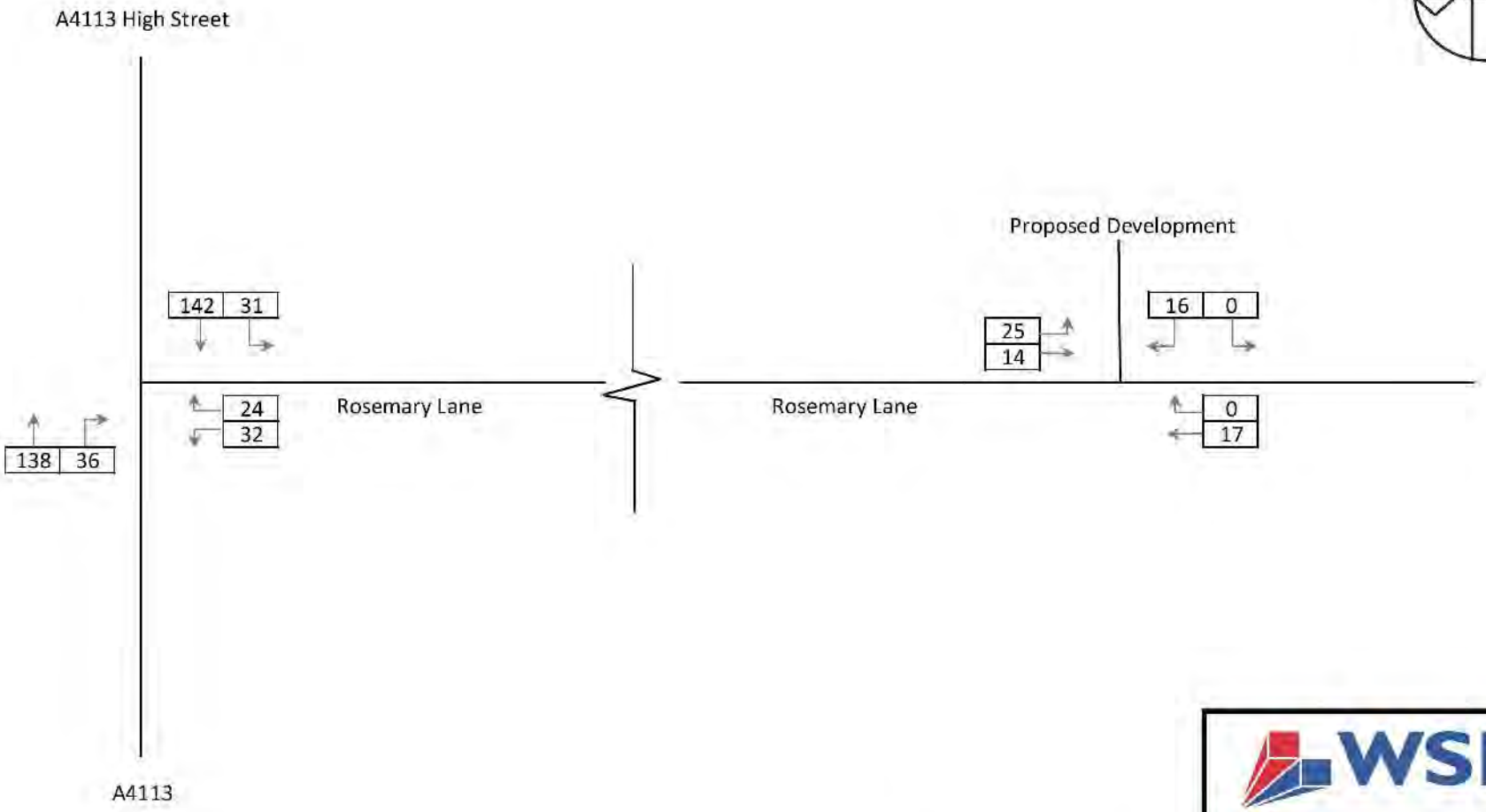
Key
123 Total Vehicles

Traffic flows at A4113 High Street / Rosemary Lane junction factored from MCC survey undertaken on 4 March 2014.
Traffic flows at site access point factored from ATC undertaken on 20 May 2014.

WSP

TITLE:
2019 Do Something
AM Peak Hour Flows
(0800-0900)

FIGURE No:
13



Key
123 Total Vehicles

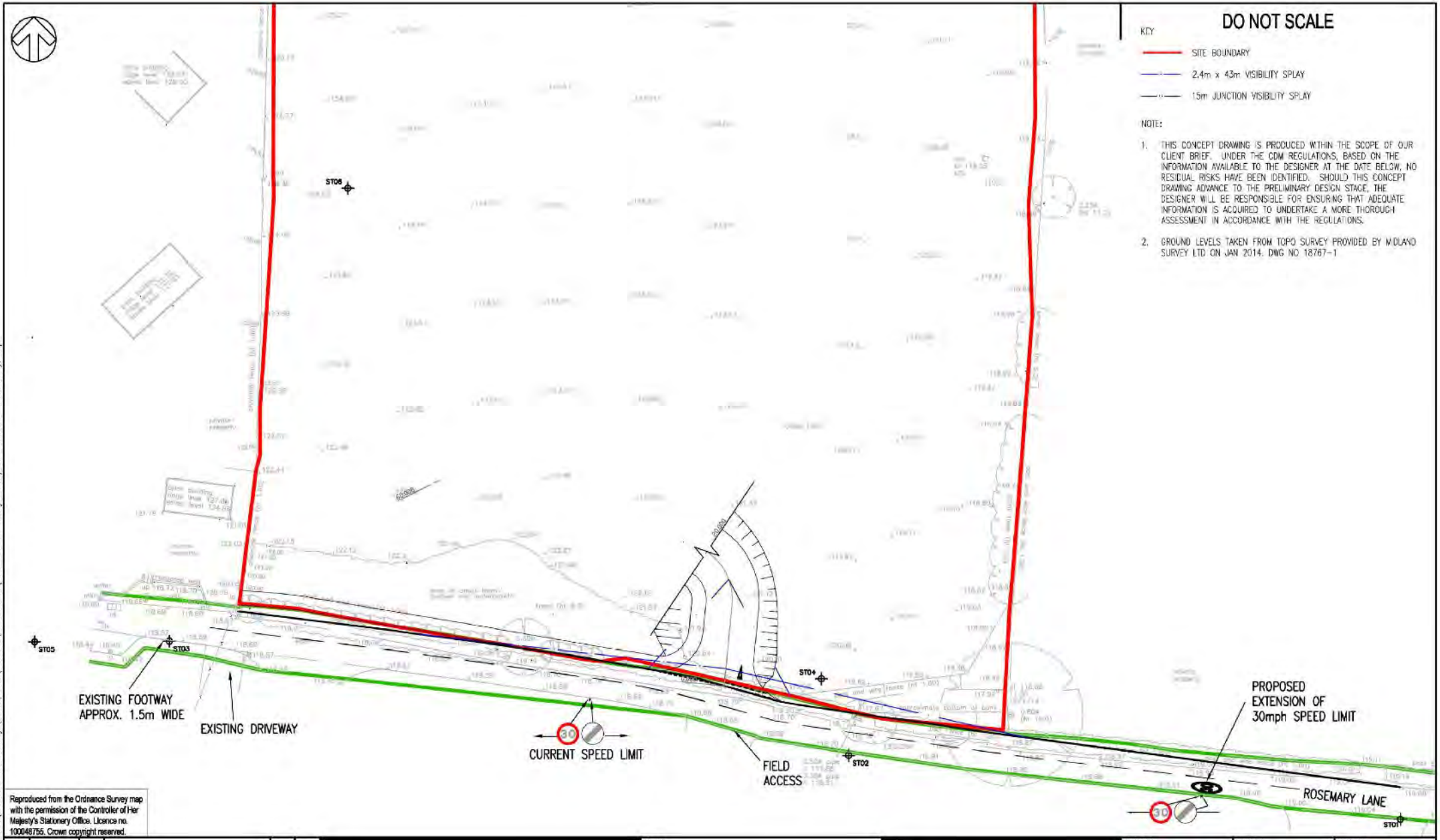
Traffic flows at A4113 High Street / Rosemary Lane junction factored from MCC survey undertaken on 4 March 2014.
Traffic flows at site access point factored from ATC undertaken on 20 May 2014.

WSP

TITLE:
2019 Do Something
PM Peak Hour Flows
(1700-1800)

FIGURE No:
14

Drawings



REV	DATE	BY	DESCRIPTION	CHK	APD
H	03/07/14	FI	SPINE ROAD REMOVED	LH	RGH

DRAWING STATUS: FOR INFORMATION ONLY

WSP
Mountbatten House, Basing View, Basingstoke, Hampshire RG21 4HJ
Tel: +44 (0)1256 318800 Fax: +44 (0)1256 318700
http://www.wspgroup.com

CLIENT: LWD DEVELOPMENT LLP

PROJECT: ROSEMARY LANE, LEINTWARDINE

ARCHITECT: LDA DESIGN

TITLE: PROPOSED SITE ACCESS

SCALE @ A3:	CHECKED:	APPROVED:
1:500	LH	RGH
CAD FILE:	DESIGN DRAWN:	DATE:
1649-SK-001 H.DWG	FI	July 14
PROJECT No:	DRAWING No:	REV:
70001649	1649-SK-001 H	H

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Appendices

Appendix A Scoping Correspondence

UNITED BY OUR DIFFERENCE

WSP

Land at Rosemary Lane, Leintwardine

Transport Statement Scoping Report
LWD Developments LLP

January 2014

Quality Management

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	Submission to HC			
Date	8 January 2014			
Prepared by	Ben Taylor			
Signature				
Checked by	Laura Hudson			
Signature				
Authorised by	Laura Hudson			
Signature				
Project number	70001649			
Report number				
File reference	S:\70001649 - Rosemary Lane, Leintwardine\C Documents\Reports\ SCOPING REPORT\Leintwardine TA Scoping Report.docx			

Land at Rosemary Lane, Leintwardine

Transport Statement Scoping Report

January 2014

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Ben Taylor

Table of Contents

Figures

Appendices

1 Introduction

1.1 Preamble

1.1.1 WSP has been appointed by LWD Developments LLP to provide transportation and highways advice in support of a planning application for the proposed development of land at Rosemary Lane, Leintwardine, Herefordshire.

1.1.2 As shown on Figure 1, the site is bordered to the north and east by open land, to the south by Rosemary Lane and to the west by residential areas served by Wardens Lane, Rosemary and Middle Wardens.

1.1.3 The Scoping Report has been prepared in accordance with 'Guidance on Transport Assessment' (GTA) (DfT / DCLG, March 2007) and sets out the parameters for a Transport Statement (TS) and is intended to aid discussions and agreement between WSP and Herefordshire Council (HC) as the local highway authority.

1.1.4 The report sets out the tasks we believe, at this time, are necessary to ensure that the Guidance is met and an accurate TS is produced which provides sufficiently robust analysis to allow Herefordshire Council to make informed decisions on a future planning application.

2 Development Proposals

2.1 Proposed Development

2.1.1 LWD Developments LLP is proposing to develop the site for residential use in the order of circa 70 dwellings. On this basis, and in line with the GTA, a Transport Statement will accompany any planning application.

2.2 Site Access

2.2.1 It is proposed to take vehicular access to the site via Rosemary Lane. The Transport Statement will set out the form which the access will take and set out a package of improvements to Rosemary Lane for vehicles and pedestrians in the vicinity of the access point.

2.2.2 The existing footpath at the north of the site accessed via Wardens Lane will provide an additional means of pedestrian access to the proposed development and will increase permeability with the village.

2.3 Car and Cycle Parking

2.3.1 Car and cycle parking will be provided in line with HC standards which are in place at the time of a Full / Reserved Matters planning application. During development of the site layout, due consideration will be given to the standards which are presently in force, with these being contained in HC's Highways Design Guide for New Developments. The applicable residential parking standards are reproduced in Table 2.1 below.

Table 2.1: Herefordshire Council Residential Parking Standards

Car Parking Standards		Cycle Parking Standards	
Description	Standard	Long Stay	Short Stay
Units with 1 bedroom where grouped parking	Max 1 car spaces / unit	One locker per unit	One space per unit
Units with 1 bedroom where individual parking	Max 1 car spaces / unit	One locker per unit (may be provided by a garage)	One space per unit
Units with 2 or 3 bedrooms where grouped or individual parking	Max 2 car spaces / unit	One space per unit (may be provided by a garage)	One space per unit
Units with more than 3 bedrooms where grouped or individual parking	Max 3 car spaces / unit	One space per unit (may be provided by a garage)	One space per unit

Source: Herefordshire Council Highways Design Guide for New Development

3 Transport Statement Scope

3.1 Introduction

3.1.1 A comprehensive Transport Statement (TS) will be prepared in support of the planning application, inclusive of the elements detailed below.

3.2 Land Use Audit

3.2.1 A detailed land use audit of the local area will be prepared including the identification of pedestrian desire lines. The audit will be used to demonstrate how key local facilities such as retail, employment and education can be accessed from the site by modes of transport other than single occupancy car and to demonstrate how the site access strategy facilitates easy access to these desire lines.

3.3 Public Transport

3.3.1 In addition to an appraisal of existing pedestrian and cyclist provision, an examination of local rail and bus provision will be undertaken.

3.4 Safety Record

3.4.1 The Personal Injury Accident records for the most recently available three year period will be obtained from HC for the local highway network. The records will be reviewed to determine any trends or patterns in accidents which may be worsened by the addition of traffic from the proposed development. The extent of the highway network to be considered is shown on Figure 2.

3.5 Baseline Traffic Flows

3.5.1 It is intended to commission a Manual Classified Count (MCC) survey at the A4113 High Street / Rosemary Lane junction. The survey will be undertaken on a neutral weekday for the periods 0700-1000 and 1600-1900 and will include queue length surveys to validate a baseline model of the junction.

3.5.2 An Automatic Traffic Count (ATC) survey will be undertaken on Rosemary Lane in the vicinity of the site for a period of one week, encompassing the day on which the MCC is undertaken.

3.6 Vehicular Trip Generation

3.6.1 In order to derive trip rates for the proposed development, the category 'Private Housing' in TRICS database v7.1.1 has been interrogated. The use of this category ensures that the forecast trip generation of the proposed development can be considered robust. The following criteria have also been applied in the determination of vehicular trip rates.

- Regions: All in England except Greater London;
- Survey Days: Neutral weekdays (i.e. Tuesday, Wednesday, Thursday);
- Location Types: Suburban Area, Edge of Town;
- Survey Date Range: 04/01/2013 – 03/01/2014.

3.6.2 Of the sites derived using these criteria those sites which had a large population nearby were filtered out. The trip rates derived from the remaining sites are summarised in Table 3.1 below, with the TRICS outputs include in Appendix A.

Table 3.1: Residential Vehicular Trip Rates per Dwelling

AM Peak (0800-0900)			PM Peak (1700-1800)		
Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
0.101	0.360	0.461	0.352	0.231	0.583

Source: TRICS v7.1.1

3.7 Distribution and Assignment

3.7.1 A detailed analysis of the 2011 Census data (Journey to Work) will be undertaken to provide a basis for distribution and assignment of trips generated by the proposed development. The Census data will be obtained for the Mortimer electoral ward, in which Leintwardine is located.

3.8 Committed Developments

3.8.1 Committed development within and around Leintwardine has been reviewed and it is considered that there is currently no proposals of sufficient quantum that necessitate cumulative assessment within the Transport Statement.

3.9 Assessment Years

3.9.1 With regard to assessment years, the GTA states at paragraph 4.47 *"In addition to the opening year, one or two further assessment years should be considered. For the local transport network, a development should be assessed with regard to the LDF, and for a period of no less than five years after the date of registration of a planning application".*

3.9.2 As the anticipated completion year has yet to be determined, it is proposed to use an assessment year of 2019, which would represent five year following the registration of the planning application.

3.10 Growth Factors

3.10.1 To provide an estimate of local traffic growth, a factor from the computer programme TEMPRO (version 6.2, dataset 6.2) has been derived. TEMPRO v6.2 automatically combines data with the NTM.

3.10.2 Table 3.2 below sets out the peak hour growth rates derived using this methodology, with the rates being considered suitable for use in the assessment process.

Table 3.2: TEMPRO Growth Factors

Period	Area	Road Type	Growth Rate	
			AM Peak	PM Peak
2014 - 2019	Rural (Herefordshire County)	Rural - Minor	1.049	1.053

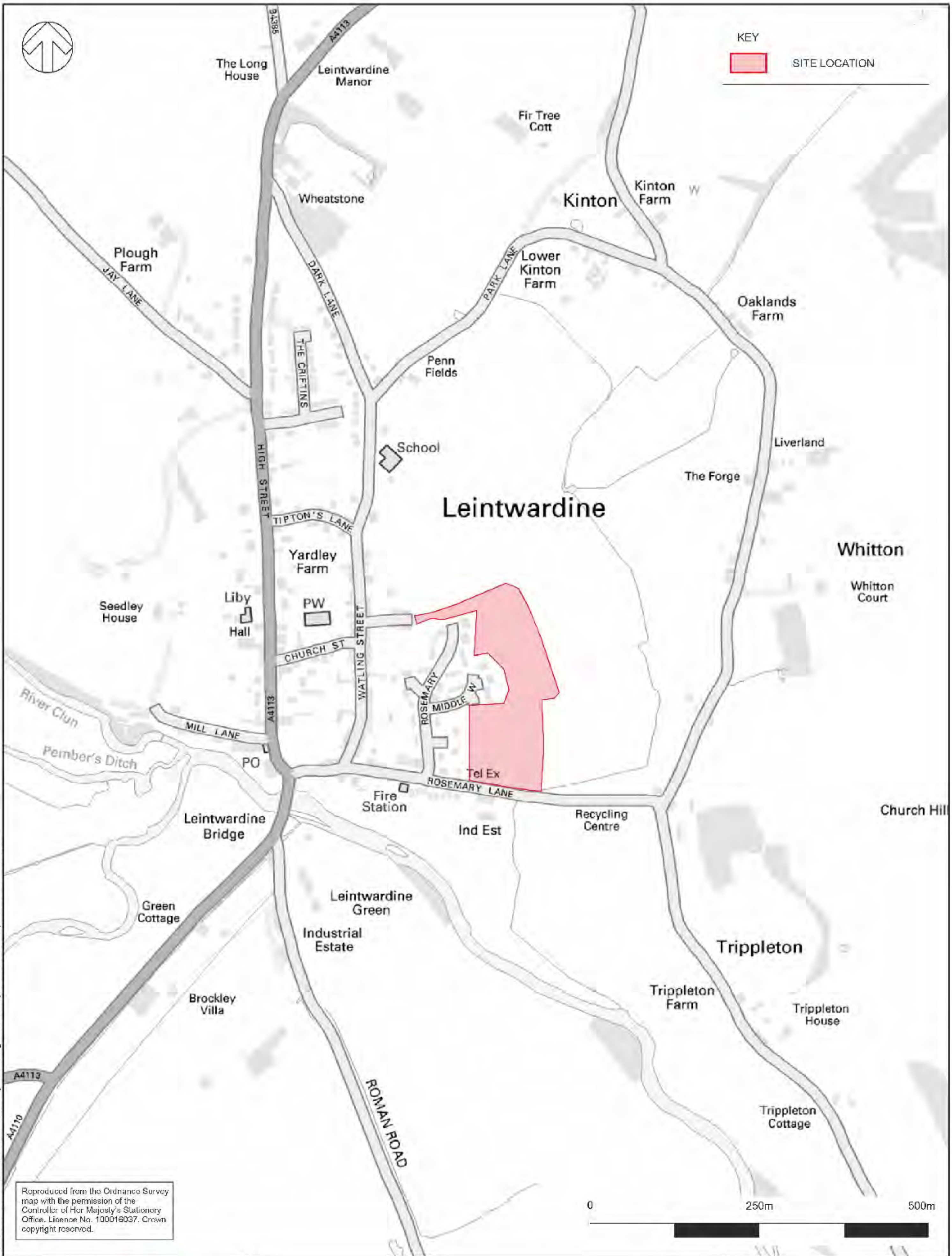
Source: TEMPRO v6.2

3.11 Assessment

3.11.1 The calculated development traffic will be added to forecast base traffic to analyse the future operation of key local junctions. It is proposed to assess the following junctions.

- Site Access / Rosemary Lane junction; and
- A4113 High Street / Rosemary Lane priority controlled T-junction.

Figures

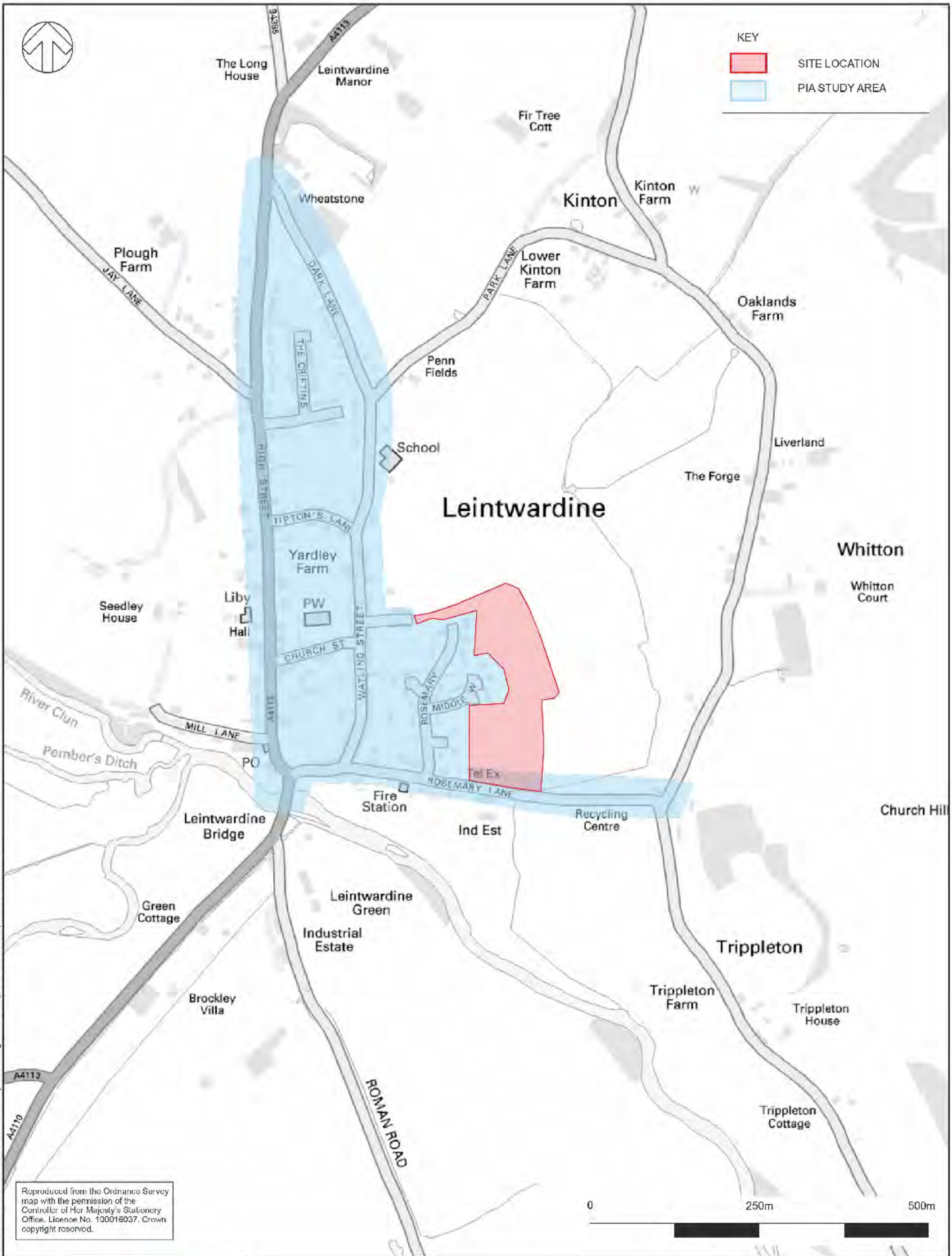


TITLE:

SITE LOCATION PLAN

FIGURE No:

1



WSP

TITLE:

PIA STUDY AREA

FIGURE No:

2

P:\301 Prospects\DEVELOPMENT New Bids\50400996 - Richard Brown Projects\A Management\02 Prospects\LEINTWARDINE, HEREFORDSHIRE\CORE\

Appendices

APPENDIX A – TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	**SOUTH WEST**		
	CW	CORNWALL	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	73 to 174 (units:)
Range Selected by User:	30 to 300 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 04/01/04 to 03/01/14

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	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	2

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

LIST OF SITES relevant to selection parameters

1 **CH-03-A-02** **HOUSES/FLATS** **CHESHIRE**
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

2 **CW-03-A-02** **SEMI D./DETATCHED** **CORNWALL**
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY *18/09/07* *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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	124	0.049	2	124	0.283	2	124	0.332
08:00 - 09:00	2	124	0.101	**2**	**124**	**0.360**	2	124	0.461
09:00 - 10:00	2	124	0.109	2	124	0.178	2	124	0.287
10:00 - 11:00	2	124	0.130	2	124	0.146	2	124	0.276
11:00 - 12:00	2	124	0.134	2	124	0.146	2	124	0.280
12:00 - 13:00	2	124	0.182	2	124	0.170	2	124	0.352
13:00 - 14:00	2	124	0.146	2	124	0.109	2	124	0.255
14:00 - 15:00	2	124	0.211	2	124	0.239	2	124	0.450
15:00 - 16:00	2	124	0.251	2	124	0.134	2	124	0.385
16:00 - 17:00	2	124	0.316	2	124	0.194	2	124	0.510
17:00 - 18:00	**2**	**124**	**0.352**	2	124	0.231	**2**	**124**	**0.583**
18:00 - 19:00	2	124	0.291	2	124	0.186	2	124	0.477
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.272			2.376			4.648

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

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

Parameter summary

Trip rate parameter range selected:	73 - 174 (units:)
Survey date date range:	04/01/04 - 03/01/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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Taylor, Ben

From: Davies, Dave <ddavies2@herefordshire.gov.uk>
Sent: 13 February 2014 18:02
To: Taylor, Ben
Subject: RE: Rosemary Lane, Leintwardine - Scoping

Ben,
Your scoping report appears reasonable.
Sorry for the delay.
Regards,

Dave Davies
Area Engineer (Development Control),
Herefordshire Council,
P. O. Box 236,
Plough Lane,
Hereford.
HR4 0WZ
Tel: 01432 261925 (Ext 1925)
Email: ddavies2@herefordshire.gov.uk

From: Taylor, Ben [mailto:Ben.Taylor@WSPGroup.com]
Sent: 27 January 2014 08:39
To: Davies, Dave
Cc: Hudson, Laura
Subject: FW: Rosemary Lane, Leintwardine - Scoping

Good Morning Dave

I was wondering whether you have had the opportunity yet to review our Transport Statement scoping report in respect of land at Rosemary Lane, Leintwardine?

Kind regards

Ben

Ben Taylor
Transport Planner

WSP in the UK, Mountbatten House, Basing View, Basingstoke RG21 4HJ
Tel: +44(0)1256 318850
Mob: +44(0)7887 059733

From: Taylor, Ben
Sent: 08 January 2014 19:09
To: 'ddavies2@herefordshire.gov.uk'
Cc: Hudson, Laura
Subject: Rosemary Lane, Leintwardine - Scoping

Dave

Further to your telephone conversation in mid-December with my colleague Laura Hudson, please find attached our Scoping report for a Transport Statement in support of a proposed residential development on land to the north of

Rosemary Lane, Leintwardine, Herefordshire. The precise development quantum is presently undetermined, however it is expected to be in the order of 70 dwellings.

We welcome your comments on the attached report, and should you require any further information at this time, please let me know.

I look forward to hearing from you.

Kind regards

Ben Taylor
Transport Planner

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Website: www.wspgroup.co.uk

Appendix B Traffic Survey Data

K&M TRAFFIC SURVEYS

DATE : TUESDAY 4TH MARCH 2014

LOCATION : A4113 HIGH STREET / ROSEMARY LANE, LEINTWARDINE, HEREFORDSHIRE

HIGH STREET / ROSEMARY LANE PRIORITY JUNCTION

	ROSEMARY LANE OUT LEFT TO A41113 HIGH ST SOUTH						ROSEMARY LANE OUT RIGHT TO A4113 HIGH ST NORTH						ROSEMARY LANE RIGHT TURN IN FROM HIGH ST SOUTH						ROSEMARY LANE LEFT TURN IN FROM HIGH ST N					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1					1	2					2	0					0	1					1
0715-0730	4					4	1					1	1		1		1	3	3					3
0730-0745	3		1			4	5					5	3					3	1	1				2
0745-0800	4					4	4					4	4					4	4					4
0800-0815	6					6	2					2	3					3	2					2
0815-0830	10		1			11	6		1			7	6					6	4		2			6
0830-0845	7		1			8	6					6	4					4	3	1				4
0845-0900	7		1			8	11					11	3					3	7					7
0900-0915	7					7	5	1				6	3					3	2					2
0915-0930	4				1	5	2					2	2	1				3	1					1
0930-0945	4					4	2					2	2					2	3					3
0945-1000	5	1				6	3					3	4					4	1					1
0700-1000	**62**	**1**	**4**	**0**	**1**	**68**	**49**	**1**	**1**	**0**	**0**	**51**	**35**	**1**	**1**	**0**	**1**	**38**	**32**	**2**	**2**	**0**	**0**	**36**
0700-0800	12	0	1	0	0	13	12	0	0	0	0	12	8	0	1	0	1	10	9	1	0	0	0	10
0715-0815	17	0	1	0	0	18	12	0	0	0	0	12	11	0	1	0	1	13	10	1	0	0	0	11
0730-0830	23	0	2	0	0	25	17	0	1	0	0	18	16	0	0	0	0	16	11	1	2	0	0	14
0745-0845	27	0	2	0	0	29	18	0	1	0	0	19	17	0	0	0	0	17	13	1	2	0	0	16
0800-0900	30	0	3	0	0	33	25	0	1	0	0	26	16	0	0	0	0	16	16	1	2	0	0	19
0815-0915	31	0	3	0	0	34	28	1	1	0	0	30	16	0	0	0	0	16	16	1	2	0	0	19
0830-0930	25	0	2	0	1	28	24	1	0	0	0	25	12	1	0	0	0	13	13	1	0	0	0	14
0845-0945	22	0	1	0	1	24	20	1	0	0	0	21	10	1	0	0	0	11	13	0	0	0	0	13
0900-1000	20	1	0	0	1	22	12	1	0	0	0	13	11	1	0	0	0	12	7	0	0	0	0	7

K&M TRAFFIC SURVEYS

DATE : TUESDAY 4TH MARCH 2014

LOCATION : A4113 HIGH STREET / ROSEMARY LANE, LEINTWARDINE, HEREFORDSHIRE

HIGH STREET / ROSEMARY LANE PRIORITY JUNCTION

	ROSEMARY LANE OUT LEFT TO A41113 HIGH ST SOUTH						ROSEMARY LANE OUT RIGHT TO A4113 HIGH ST NORTH						ROSEMARY LANE RIGHT TURN IN FROM HIGH ST SOUTH						ROSEMARY LANE LEFT TURN IN FROM HIGH ST N					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	9					**9**	4		1			**5**	6					**6**	10		1		1	**12**
1615-1630	4					**4**	2					**2**	3					**3**	4					**4**
1630-1645	7				1	**8**	7					**7**	5					**5**	3					**3**
1645-1700	2					**2**	4	1				**5**	4					**4**	5				1	**6**
1700-1715	6					**6**	4					**4**	6					**6**	10					**10**
1715-1730	5					**5**	7			1		**8**	4					**4**	2					**2**
1730-1745	4					**4**	1					**1**	4			1		**5**	4			1		**5**
1745-1800	6				1	**7**	4					**4**	4					**4**	4					**4**
1800-1815	2		1			**3**	6		1			**7**	7	1	1			**9**	5		1			**6**
1815-1830	3					**3**	5					**5**	2					**2**	6					**6**
1830-1845	1					**1**	2					**2**	3					**3**	3					**3**
1845-1900	2					**2**	4					**4**	7					**7**	2					**2**
1600-1900	**51**	**0**	**1**	**0**	**2**	**54**	**50**	**1**	**2**	**1**	**0**	**54**	**55**	**1**	**1**	**1**	**0**	**58**	**58**	**0**	**2**	**1**	**2**	**63**
1600-1700	22	0	0	0	1	**23**	17	1	1	0	0	**19**	18	0	0	0	0	**18**	22	0	1	0	2	**25**
1615-1715	19	0	0	0	1	**20**	17	1	0	0	0	**18**	18	0	0	0	0	**18**	22	0	0	0	1	**23**
1630-1730	20	0	0	0	1	**21**	22	1	0	1	0	**24**	19	0	0	0	0	**19**	20	0	0	0	1	**21**
1645-1745	17	0	0	0	0	**17**	16	1	0	1	0	**18**	18	0	0	1	0	**19**	21	0	0	1	1	**23**
1700-1800	21	0	0	0	1	**22**	16	0	0	1	0	**17**	18	0	0	1	0	**19**	20	0	0	1	0	**21**
1715-1815	17	0	1	0	1	**19**	18	0	1	1	0	**20**	19	1	1	1	0	**22**	15	0	1	1	0	**17**
1730-1830	15	0	1	0	1	**17**	16	0	1	0	0	**17**	17	1	1	1	0	**20**	19	0	1	1	0	**21**
1745-1845	12	0	1	0	1	**14**	17	0	1	0	0	**18**	16	1	1	0	0	**18**	18	0	1	0	0	**19**
1800-1900	8	0	1	0	0	**9**	17	0	1	0	0	**18**	19	1	1	0	0	**21**	16	0	1	0	0	**17**

K&M TRAFFIC SURVEYS

DATE : TUESDAY 4TH MARCH 2014

LOCATION : A4113 HIGH STREET / ROSEMARY LANE, LEINTWARDINE, HEREFORDSHIRE

HIGH STREET / ROSEMARY LANE PRIORITY JUNCTION

	A4113 HIGH STREET STRAIGHT AHEAD NORTHBOUND						A4113 HIGH STREET STRAIGHT AHEAD SOUTHBOUND					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	19	2				**21**	11	3				**14**
0715-0730	26	4				**30**	25	1	1			**27**
0730-0745	28	1				**29**	25					**25**
0745-0800	31	3	1			**35**	38	6				**44**
0800-0815	38	1	1			**40**	35	3				**38**
0815-0830	27	4	1			**32**	42	4	1			**47**
0830-0845	55	1	2			**58**	29	3				**32**
0845-0900	43	3				**46**	11	2				**13**
0900-0915	23	2			1	**26**	36	5	2			**43**
0915-0930	33	3				**36**	22	3				**25**
0930-0945	23	6				**29**	24	3		1		**28**
0945-1000	30	3				**33**	10	2				**12**
0700-1000	**376**	**33**	**5**	**0**	**1**	**415**	**308**	**35**	**4**	**1**	**0**	**348**
0700-0800	104	10	1	0	0	**115**	99	10	1	0	0	**110**
0715-0815	123	9	2	0	0	**134**	123	10	1	0	0	**134**
0730-0830	124	9	3	0	0	**136**	140	13	1	0	0	**154**
0745-0845	151	9	5	0	0	**165**	144	16	1	0	0	**161**
0800-0900	163	9	4	0	0	**176**	117	12	1	0	0	**130**
0815-0915	148	10	3	0	1	**162**	118	14	3	0	0	**135**
0830-0930	154	9	2	0	1	**166**	98	13	2	0	0	**113**
0845-0945	122	14	0	0	1	**137**	93	13	2	1	0	**109**
0900-1000	109	14	0	0	1	**124**	92	13	2	1	0	**108**

K&M TRAFFIC SURVEYS

DATE : TUESDAY 4TH MARCH 2014

LOCATION : A4113 HIGH STREET / ROSEMARY LANE, LEINTWARDINE, HEREFORDSHIRE

HIGH STREET / ROSEMARY LANE PRIORITY JUNCTION

	A4113 HIGH STREET STRAIGHT AHEAD NORTHBOUND						A4113 HIGH STREET STRAIGHT AHEAD SOUTHBOUND					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	27				1	**28**	38		1			**39**
1615-1630	37	1		1	1	**40**	39					**39**
1630-1645	41	1				**42**	34	3		1		**38**
1645-1700	31	1				**32**	33	2				**35**
1700-1715	33	2				**35**	26	1				**27**
1715-1730	30	1	3		1	**35**	41				1	**42**
1730-1745	34	2		1		**37**	30			1		**31**
1745-1800	23	2				**25**	35	1				**36**
1800-1815	24	2				**26**	28	2				**30**
1815-1830	24		1	2		**27**	28	1				**29**
1830-1845	25					**25**	18	1				**19**
1845-1900	25	1				**26**	16					**16**
1600-1900	**354**	**13**	**4**	**4**	**3**	**378**	**366**	**11**	**1**	**2**	**1**	**381**
1600-1700	136	3	0	1	2	**142**	144	5	1	1	0	**151**
1615-1715	142	5	0	1	1	**149**	132	6	0	1	0	**139**
1630-1730	135	5	3	0	1	**144**	134	6	0	1	1	**142**
1645-1745	128	6	3	1	1	**139**	130	3	0	1	1	**135**
1700-1800	120	7	3	1	1	**132**	132	2	0	1	1	**136**
1715-1815	111	7	3	1	1	**123**	134	3	0	1	1	**139**
1730-1830	105	6	1	3	0	**115**	121	4	0	1	0	**126**
1745-1845	96	4	1	2	0	**103**	109	5	0	0	0	**114**
1800-1900	98	3	1	2	0	**104**	90	4	0	0	0	**94**

K&M TRAFFIC SURVEYS

DATE : TUESDAY 4TH MARCH 2014

LOCATION : A4113 HIGH STREET / ROSEMARY LANE, LEINTWARDINE, HEREFORDSHIRE

	HIGH STREET / ROSEMARY LANE		
	ROSEMARY LANE		RIGHT TURN
	INSIDE	OUTSIDE	IN
0705	0	0	0
0710	0	0	0
0715	0	0	0
0720	0	0	0
0725	0	0	0
0730	0	0	0
0735	0	0	0
0740	0	0	0
0745	1	1	0
0750	0	0	0
0755	0	0	0
0800	0	0	0
0805	0	0	0
0810	0	0	0
0815	0	1	0
0820	0	0	0
0825	0	0	0
0830	1	1	0
0835	1	0	0
0840	1	0	0
0845	0	0	0
0850	0	0	0
0855	1	2	0
0900	0	0	0
0905	0	0	0
0910	0	0	0
0915	0	0	0
0920	0	0	0
0925	0	0	0
0930	0	0	0
0935	0	0	0
0940	0	0	0
0945	0	0	0
0950	0	0	0
0955	0	0	0
1000	0	0	0

	HIGH STREET / ROSEMARY LANE		
	ROSEMARY LANE		RIGHT TURN
	INSIDE	OUTSIDE	IN
1605	0	0	0
1610	0	0	0
1615	0	0	0
1620	0	0	0
1625	0	0	0
1630	0	0	0
1635	0	0	0
1640	0	0	0
1645	0	0	0
1650	0	0	0
1655	0	0	0
1700	0	0	0
1705	0	0	0
1710	0	0	0
1715	0	0	0
1720	0	0	0
1725	0	0	0
1730	0	0	0
1735	0	0	0
1740	0	0	0
1745	0	0	0
1750	0	0	0
1755	0	0	0
1800	0	0	0
1805	0	0	0
1810	0	0	0
1815	0	0	0
1820	0	0	0
1825	0	0	0
1830	0	0	0
1835	0	0	0
1840	0	0	0
1845	0	0	0
1850	0	0	0
1855	0	0	0
1900	0	0	0

QUEUES RECORDED IN TOTAL NUMBER OF VEHICLES

Site No: 17209001 Grid Reference: SO40746,73842

Rosemary Lane, Leintwardine (30mph Sign)

Vehicle Count Report Week Begin: 26-Feb-14 Channel: Eastbound

Time Begin	Wed 26/02/2014	Thu 27/02/2014	Fri 28/02/2014	Sat 01/03/2014	Sun 02/03/2014	Mon 03/03/2014	Tue 04/03/2014	5-Day Av	7-Day Av	
00:00	0	0	0	0	0	1	0	0	0	
01:00	0	0	1	0	1	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	1	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	
06:00	0	0	1	0	0	1	3	1	1	
07:00	4	6	6	1	2	3	5	5	4	
08:00	4	7	8	0	1	4	4	5	4	
09:00	6	2	5	5	1	3	9	5	4	
10:00	5	8	6	2	8	6	7	6	6	
11:00	4	5	3	4	5	3	7	4	4	
12:00	6	6	8	5	5	6	6	6	6	
13:00	6	6	7	5	7	8	5	6	6	
14:00	5	5	5	5	5	2	4	4	4	
15:00	5	3	7	5	1	5	7	5	5	
16:00	5	3	8	5	8	11	9	7	7	
17:00	14	9	5	4	3	7	10	9	7	
18:00	3	1	1	1	3	3	3	2	2	
19:00	2	2	3	0	0	3	3	3	2	
20:00	2	3	0	2	0	1	4	2	2	
21:00	0	4	1	1	1	1	1	1	1	
22:00	1	1	0	2	0	0	0	0	1	
23:00	0	1	1	2	1	0	1	1	1	
12H,7-19	67	61	69	42	49	61	76	67	61	
16H,6-22	71	70	74	45	50	67	87	74	66	
18H,6-24	72	72	75	49	51	67	88	75	68	
24H,0-24	72	73	76	50	52	68	88	75	68	
Am	09:00	10:00	08:00	09:00	10:00	10:00	09:00	-	-	
Peak	6	8	8	5	8	6	9	7	7	
Pm	17:00	17:00	16:00	16:00	16:00	16:00	17:00	-	-	
Peak	14	9	8	5	8	11	10	10	9	

K & M TRAFFIC SURVEYS Created at 16:17:32 on 7 Mar 2014

Site No: 17209001 Grid Reference: SO40746,73842

Rosemary Lane, Leintwardine (30mph Sign)

Vehicle Count Report Week Begin: 26-Feb-14 Channel: Westbound

Time Begin	Wed 26/02/2014	Thu 27/02/2014	Fri 28/02/2014	Sat 01/03/2014	Sun 02/03/2014	Mon 03/03/2014	Tue 04/03/2014	5-Day Av	7-Day Av	
00:00	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	1	0	0	0	0	0	0
06:00	0	0	1	1	0	2	2	1	1	1
07:00	7	8	10	2	2	7	11	9	7	7
08:00	6	6	3	2	1	4	4	5	4	4
09:00	6	4	6	5	4	3	13	6	6	6
10:00	4	8	6	4	5	6	3	5	5	5
11:00	2	4	6	4	3	3	6	4	4	4
12:00	0	3	8	6	4	3	5	4	4	4
13:00	2	5	3	5	6	7	7	5	5	5
14:00	4	3	3	7	5	3	3	3	4	4
15:00	3	3	9	3	1	5	8	6	5	5
16:00	5	6	7	6	4	3	8	6	6	6
17:00	8	10	4	1	3	5	6	7	5	5
18:00	1	2	0	3	2	4	2	2	2	2
19:00	2	4	2	2	0	3	2	3	2	2
20:00	2	4	0	2	0	0	2	2	1	1
21:00	1	2	1	0	0	0	1	1	1	1
22:00	1	1	2	0	1	0	1	1	1	1
23:00	0	0	0	0	0	0	1	0	0	0
12H,7-19	48	62	65	48	40	53	76	61	56	
16H,6-22	53	72	69	53	40	58	83	67	61	
18H,6-24	54	73	71	53	41	58	85	68	62	
24H,0-24	54	74	71	54	41	58	85	68	62	
Am	07:00	10:00	07:00	09:00	10:00	07:00	09:00	-	-	
Peak	7	8	10	5	5	7	13	9	8	
Pm	17:00	17:00	15:00	14:00	13:00	13:00	16:00	-	-	
Peak	8	10	9	7	6	7	8	8	8	

K & M TRAFFIC SURVEYS Created at 16:17:32 on 7 Mar 2014

Site No: 17209001 Grid Reference: SO40746,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Wed 26 Feb 14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0		0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0		0	-	0	-	0	-	0	-
04:00	0	0	-	0		0		0		0	
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0	-	0		0		0		0	
07:00	4	1	25	3	75	0	0	0	0	0	0
08:00	4	0	0	4	100	0	0	0	0	0	0
09:00	6	0	0	5	83.33	1	16.67	0	0	0	0
10:00	5	0	0	5	100	0	0	0	0	0	0
11:00	4	0	0	3	75	1	25	0	0	0	0
12:00	6	1	16.67	5	83.33	0	0	0	0	0	0
13:00	6	0	0	5	83.33	1	16.67	0	0	0	0
14:00	5	0	0	4	80	1	20	0	0	0	0
15:00	5	0	0	5	100	0	0	0	0	0	0
16:00	5	0	0	5	100	0	0	0	0	0	0
17:00	14	1	7.14	12	85.71	1	7.14	0	0	0	0
18:00	3	0	0	3	100	0	0	0	0	0	0
19:00	2	0	0	1	50	1	50	0	0	0	0
20:00	2	1	50	1	50	0	0	0	0	0	0
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	1	0	0	1	100	0	0	0	0	0	0
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	67	3	4.48	59	88.06	5	7.46	0	0	0	0
16H,6-22	71	4	5.63	61	85.92	6	8.45	0	0	0	0
18H,6-24	72	4	5.56	62	86.11	6	8.33	0	0	0	0
24H,0 24	72	4	5.56	62	86.11	6	8.33	0	0	0	0
Am	09:00	07:00	-	09:00	-	09:00	-	00:00	-	00:00	-
Peak	6	1	-	5		1		0		0	
Pm	17:00	12:00		17:00	-	13:00	-	00:00	-	00:00	-
Peak	14	1	-	12	-	1	-	0	-	0	-

K & M TRAFFIC SURVEYS Created at 16:17:46 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Thu 27 Feb 14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycl	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	
01:00	0	0		0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	
03:00	0	0	-	0		0		0		0	-
04:00	1	0	0	0	0	1	100	0	0	0	0
05:00	0	0	-	0		0		0		0	-
06:00	0	0		0	-	0	-	0	-	0	-
07:00	6	1	16.67	4	66.67	1	16.67	0	0	0	0
08:00	7	0	0	5	71.43	2	28.57	0	0	0	0
09:00	2	0	0	2	100	0	0	0	0	0	0
10:00	8	1	12.5	5	62.5	2	25	0	0	0	0
11:00	5	0	0	5	100	0	0	0	0	0	0
12:00	6	1	16.67	3	50	2	33.33	0	0	0	0
13:00	6	0	0	5	83.33	0	0	1	16.67	0	0
14:00	5	0	0	4	80	1	20	0	0	0	0
15:00	3	0	0	2	66.67	1	33.33	0	0	0	0
16:00	3	0	0	3	100	0	0	0	0	0	0
17:00	9	1	11.11	8	88.89	0	0	0	0	0	0
18:00	1	0	0	1	100	0	0	0	0	0	0
19:00	2	1	50	1	50	0	0	0	0	0	0
20:00	3	3	100	0	0	0	0	0	0	0	0
21:00	4	1	25	3	75	0	0	0	0	0	0
22:00	1	0	0	0	0	1	100	0	0	0	0
23:00	1	0	0	1	100	0	0	0	0	0	0
12H,7-19	61	4	6.56	47	77.05	9	14.75	1	1.64	0	0
16H,6-22	70	9	12.86	51	72.86	9	12.86	1	1.43	0	0
18H,6 24	72	9	12.5	52	72.22	10	13.89	1	1.39	0	0
24H,0-24	73	9	12.33	52	71.23	11	15.07	1	1.37	0	0
Am	10:00	07:00	-	08:00		08:00		00:00		00:00	-
Peak	8	1	-	5	-	2	-	0	-	0	-
Pm	17:00	20:00		17:00	-	12:00	-	13:00	-	00:00	-
Peak	9	3	-	8	-	2	-	1	-	0	

K & M TRAFFIC SURVEYS Created at 16:17:46 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Fri 28-Feb-14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	1	0	0	1	100	0	0	0	0	0	0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0		0		0		0		0	
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0		0		0		0		0	
06:00	1	0	0	1	100	0	0	0	0	0	0
07:00	6	0	0	6	100	0	0	0	0	0	0
08:00	8	0	0	6	75	2	25	0	0	0	0
09:00	5	0	0	4	80	1	20	0	0	0	0
10:00	6	0	0	3	50	1	16.67	2	33.33	0	0
11:00	3	0	0	3	100	0	0	0	0	0	0
12:00	8	0	0	8	100	0	0	0	0	0	0
13:00	7	0	0	6	85.71	1	14.29	0	0	0	0
14:00	5	0	0	5	100	0	0	0	0	0	0
15:00	7	1	14.29	6	85.71	0	0	0	0	0	0
16:00	8	0	0	8	100	0	0	0	0	0	0
17:00	5	1	20	4	80	0	0	0	0	0	0
18:00	1	0	0	1	100	0	0	0	0	0	0
19:00	3	0	0	2	66.67	1	33.33	0	0	0	0
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	1	1	100	0	0	0	0	0	0	0	0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	1	0	0	1	100	0	0	0	0	0	0
12H,7 19	69	2	2.9	60	86.96	5	7.25	2	2.9	0	0
16H,6-22	74	3	4.05	63	85.14	6	8.11	2	2.7	0	0
18H,6-24	75	3	4	64	85.33	6	8	2	2.67	0	0
24H,0-24	76	3	3.95	65	85.53	6	7.89	2	2.63	0	0
Am	08:00	00:00		07:00		08:00		10:00		00:00	
Peak	8	0	-	6	-	2	-	2	-	0	-
Pm	12:00	15:00	-	12:00	-	13:00	-	00:00	-	00:00	-
Peak	8	1	-	8	-	1	-	0	-	0	-

K & M TRAFFIC SURVEYS Created at 16:17:46 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Sat 01-Mar-14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0	0	0	1	100	0	0	0	0
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	1	0	0	1	100	0	0	0	0	0	0
08:00	0	0	-	0	-	0	-	0	-	0	-
09:00	5	0	0	5	100	0	0	0	0	0	0
10:00	2	1	50	1	50	0	0	0	0	0	0
11:00	4	0	0	1	25	3	75	0	0	0	0
12:00	5	0	0	5	100	0	0	0	0	0	0
13:00	5	0	0	4	80	1	20	0	0	0	0
14:00	5	2	40	3	60	0	0	0	0	0	0
15:00	5	0	0	5	100	0	0	0	0	0	0

16:00	5	0	0	5	100	0	0	0	0	0	0
17:00	4	0	0	4	100	0	0	0	0	0	0
18:00	1	0	0	1	100	0	0	0	0	0	0
19:00	0	0	-	0	-	0	-	0	-	0	-
20:00	2	0	0	2	100	0	0	0	0	0	0
21:00	1	0	0	1	100	0	0	0	0	0	0
22:00	2	0	0	1	50	1	50	0	0	0	0
23:00	2	0	0	2	100	0	0	0	0	0	0
12H,7-19	42	3	7.14	35	83.33	4	9.52	0	0	0	0
16H,6 22	45	3	6.67	38	84.44	4	8.89	0	0	0	0
18H,6-24	49	3	6.12	41	83.67	5	10.2	0	0	0	0
24H,0-24	50	3	6	41	82	6	12	0	0	0	0
Am	09:00	10:00		09:00		11:00		00:00	-	00:00	-
Peak	5	1	-	5	-	3	-	0	-	0	-
Pm	12:00	14:00	-	12:00	-	13:00	-	00:00	-	00:00	-
Peak	5	2	-	5	-	1	-	0	-	0	-

Site No: 17209001 Grid Refererce: SO40746,73842
Rosemary Lane, Leintwarcine (30mph Sign)
Class Report FHWA Sur 02 Mar 14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	1	0	0	1	100	0	0	0	0	0	0
02:00	0	0		0		0		0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0		0		0		0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0	-	0	-	0	-	0		0	
07:00	2	0	0	2	100	0	0	0	0	0	0
08:00	1	0	0	1	100	0	0	0	0	0	0
09:00	1	0	0	1	100	0	0	0	0	0	0
10:00	8	0	0	8	100	0	0	0	0	0	0
11:00	5	0	0	3	60	1	20	1	20	0	0
12:00	5	0	0	5	100	0	0	0	0	0	0
13:00	7	0	0	7	100	0	0	0	0	0	0
14:00	5	0	0	4	80	1	20	0	0	0	0
15:00	1	0	0	1	100	0	0	0	0	0	0
16:00	8	0	0	7	87.5	1	12.5	0	0	0	0
17:00	3	1	33.33	2	66.67	0	0	0	0	0	0
18:00	3	0	0	3	100	0	0	0	0	0	0
19:00	0	0	-	0	-	0	-	0	-	0	-
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	1	0	0	1	100	0	0	0	0	0	0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	1	0	0	1	100	0	0	0	0	0	0
12H,7-19	49	1	2.04	44	89.8	3	6.12	1	2.04	0	0
16H,6-22	50	1	2	45	90	3	6	1	2	0	0
18H,6-24	51	1	1.96	46	90.2	3	5.88	1	1.96	0	0
24H,0 24	52	1	1.92	47	90.38	3	5.77	1	1.92	0	0
Am	10:00	00:00	-	10:00	-	11:00	-	11:00	-	00:00	-
Peak	8	0	-	8	-	1	-	1		0	
Pm	16:00	17:00	-	13:00	-	14:00	-	00:00		00:00	
Peak	8	1		7		1		0	-	0	-

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Mon 03-Mar-14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	1	0	0	1	100	0	0	0	0	0	0
01:00	0	0	-	0	-	0	-	0	-	0	
02:00	0	0		0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	
04:00	0	0	-	0		0		0		0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	1	0	0	1	100	0	0	0	0	0	0
07:00	3	1	33.33	2	66.67	0	0	0	0	0	0
08:00	4	0	0	4	100	0	0	0	0	0	0
09:00	3	0	0	2	66.67	1	33.33	0	0	0	0
10:00	6	0	0	6	100	0	0	0	0	0	0
11:00	3	0	0	2	66.67	1	33.33	0	0	0	0
12:00	6	0	0	4	66.67	2	33.33	0	0	0	0
13:00	8	0	0	7	87.5	1	12.5	0	0	0	0
14:00	2	0	0	2	100	0	0	0	0	0	0
15:00	5	0	0	5	100	0	0	0	0	0	0
16:00	11	0	0	11	100	0	0	0	0	0	0
17:00	7	2	28.57	4	57.14	1	14.29	0	0	0	0
18:00	3	0	0	3	100	0	0	0	0	0	0
19:00	3	0	0	3	100	0	0	0	0	0	0
20:00	1	0	0	1	100	0	0	0	0	0	0
21:00	1	0	0	1	100	0	0	0	0	0	0
22:00	0	0	-	0	-	0	-	0	-	0	
23:00	0	0		0	-	0	-	0	-	0	-
12H,7-19	61	3	4.92	52	85.25	6	9.84	0	0	0	0
16H,6-22	67	3	4.48	58	86.57	6	8.96	0	0	0	0
18H,6-24	67	3	4.48	58	86.57	6	8.96	0	0	0	0
24H,0 24	68	3	4.41	59	86.76	6	8.82	0	0	0	0
Am	10:00	07:00	-	10:00	-	09:00	-	00:00	-	00:00	-
Peak	6	1	-	6		1		0		0	-
Pm	16:00	17:00	-	16:00	-	12:00	-	00:00	-	00:00	
Peak	11	2		11	-	2	-	0	-	0	-

K & M TRAFFIC SURVEYS Created at 16:17:47 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Tue 04-Mar-14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	
02:00	0	0		0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	
05:00	0	0		0	-	0	-	0	-	0	-
06:00	3	0	0	2	66.67	1	33.33	0	0	0	0
07:00	5	0	0	4	80	1	20	0	0	0	0
08:00	4	0	0	3	75	1	25	0	0	0	0
09:00	9	0	0	7	77.78	2	22.22	0	0	0	0
10:00	7	0	0	7	100	0	0	0	0	0	0
11:00	7	0	0	5	71.43	2	28.57	0	0	0	0
12:00	6	0	0	6	100	0	0	0	0	0	0
13:00	5	0	0	3	60	2	40	0	0	0	0
14:00	4	0	0	4	100	0	0	0	0	0	0
15:00	7	0	0	7	100	0	0	0	0	0	0
16:00	9	1	11.11	7	77.78	0	0	1	11.11	0	0

17:00	10	0	0	9	90	1	10	0	0	0	0
18:00	3	0	0	2	66.67	1	33.33	0	0	0	0
19:00	3	0	0	3	100	0	0	0	0	0	0
20:00	4	0	0	4	100	0	0	0	0	0	0
21:00	1	1	100	0	0	0	0	0	0	0	0
22:00	0	0		0		0		0		0	
23:00	1	0	0	1	100	0	0	0	0	0	0
12H,7-19	76	1	1.32	64	84.21	10	13.16	1	1.32	0	0
16H,6 22	87	2	2.3	73	83.91	11	12.64	1	1.15	0	0
18H,6-24	88	2	2.27	74	84.09	11	12.5	1	1.14	0	0
24H,0 24	88	2	2.27	74	84.09	11	12.5	1	1.14	0	0
Am	09:00	00:00 -		09:00 -		09:00 -		00:00 -		00:00 -	
Peak	9	0		7		2		0		0	
Pm	17:00	16:00 -		17:00 -		13:00 -		16:00 -		00:00 -	
Peak	10	1 -		9 -		2 -		1 -		0 -	

K & M TRAFFIC SURVEYS Created at 16:17:47 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Wed 26-Feb-14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0 -		0 -		0 -		0 -		0 -	
01:00	0	0 -		0 -		0 -		0 -		0 -	
02:00	0	0 -		0 -		0 -		0 -		0 -	
03:00	0	0		0		0		0		0	
04:00	0	0 -		0 -		0 -		0 -		0 -	
05:00	0	0		0		0		0		0	
06:00	0	0 -		0 -		0 -		0 -		0 -	
07:00	7	1	14.29	6	85.71	0	0	0	0	0	0
08:00	6	0	0	6	100	0	0	0	0	0	0
09:00	6	0	0	6	100	0	0	0	0	0	0
10:00	4	0	0	4	100	0	0	0	0	0	0
11:00	2	0	0	2	100	0	0	0	0	0	0
12:00	0	0 -		0 -		0 -		0 -		0 -	
13:00	2	0	0	2	100	0	0	0	0	0	0
14:00	4	0	0	4	100	0	0	0	0	0	0
15:00	3	0	0	3	100	0	0	0	0	0	0
16:00	5	0	0	5	100	0	0	0	0	0	0
17:00	8	0	0	6	75	2	25	0	0	0	0
18:00	1	0	0	1	100	0	0	0	0	0	0
19:00	2	0	0	2	100	0	0	0	0	0	0
20:00	2	1	50	1	50	0	0	0	0	0	0
21:00	1	0	0	1	100	0	0	0	0	0	0
22:00	1	0	0	1	100	0	0	0	0	0	0
23:00	0	0 -		0 -		0 -		0 -		0 -	
12H,7-19	48	1	2.08	45	93.75	2	4.17	0	0	0	0
16H,6-22	53	2	3.77	49	92.45	2	3.77	0	0	0	0
18H,6-24	54	2	3.7	50	92.59	2	3.7	0	0	0	0
24H,0-24	54	2	3.7	50	92.59	2	3.7	0	0	0	0
Am	07:00	07:00		07:00		00:00		00:00		00:00	
Peak	7	1 -		6 -		0 -		0 -		0 -	
Pm	17:00	20:00 -		17:00 -		17:00 -		00:00 -		00:00 -	
Peak	8	1 -		6 -		2 -		0 -		0 -	

K & M TRAFFIC SURVEYS Created at 16:17:47 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842

Rosemary Lane, Leintwarcine (30mph Sign)
Class Report FHWA Thu 27-Feb-14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycl	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0		0		0		0		0	
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	1	0	0	0	0	1	100	0	0	0	0
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	8	2	25	5	62.5	1	12.5	0	0	0	0
08:00	6	0	0	6	100	0	0	0	0	0	0
09:00	4	0	0	4	100	0	0	0	0	0	0
10:00	8	1	12.5	7	87.5	0	0	0	0	0	0
11:00	4	0	0	4	100	0	0	0	0	0	0
12:00	3	0	0	1	33.33	2	66.67	0	0	0	0
13:00	5	0	0	3	60	1	20	1	20	0	0
14:00	3	0	0	2	66.67	1	33.33	0	0	0	0
15:00	3	1	33.33	2	66.67	0	0	0	0	0	0
16:00	6	0	0	5	83.33	1	16.67	0	0	0	0
17:00	10	0	0	8	80	2	20	0	0	0	0
18:00	2	0	0	2	100	0	0	0	0	0	0
19:00	4	1	25	3	75	0	0	0	0	0	0
20:00	4	2	50	1	25	1	25	0	0	0	0
21:00	2	2	100	0	0	0	0	0	0	0	0
22:00	1	0	0	1	100	0	0	0	0	0	0
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	62	4	6.45	49	79.03	8	12.9	1	1.61	0	0
16H,6-22	72	9	12.5	53	73.61	9	12.5	1	1.39	0	0
18H,6-24	73	9	12.33	54	73.97	9	12.33	1	1.37	0	0
24H,0 24	74	9	12.16	54	72.97	10	13.51	1	1.35	0	0

Am	07:00	07:00	-	10:00	-	05:00	-	00:00	-	00:00	-
Peak	8	2	-	7	-	1	-	0	-	0	-
Pm	17:00	20:00	-	17:00	-	12:00	-	13:00	-	00:00	-
Peak	10	2	-	8	-	2	-	1	-	0	-

K & M TRAFFIC SURVEYS Created at 16:17:47 on 7 Mar 2014

Site No: 17209001 Grid Reference: SO40746,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Fri 28-Feb-14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycl	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0		0		0		0		0	
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	1	0	0	0	0	1	100	0	0	0	0
07:00	10	1	10	9	90	0	0	0	0	0	0
08:00	3	0	0	3	100	0	0	0	0	0	0
09:00	6	0	0	6	100	0	0	0	0	0	0
10:00	6	0	0	5	83.33	1	16.67	0	0	0	0
11:00	6	0	0	6	100	0	0	0	0	0	0
12:00	8	0	0	7	87.5	1	12.5	0	0	0	0
13:00	3	0	0	2	66.67	1	33.33	0	0	0	0
14:00	3	0	0	3	100	0	0	0	0	0	0
15:00	9	1	11.11	8	88.89	0	0	0	0	0	0
16:00	7	0	0	6	85.71	1	14.29	0	0	0	0
17:00	4	0	0	4	100	0	0	0	0	0	0

18:00	0	0 -		0		0		0		0	
19:00	2	0	0	2	100	0	0	0	0	0	0
20:00	0	0 -		0 -		0 -		0 -		0 -	
21:00	1	0	0	1	100	0	0	0	0	0	0
22:00	2	1	50	1	50	0	0	0	0	0	0
23:00	0	0 -		0		0		0		0	
12H,7-19	65	2	3.08	59	90.77	4	6.15	0	0	0	0
16H,6-22	69	2	2.9	62	89.86	5	7.25	0	0	0	0
18H,6-24	71	3	4.23	63	88.73	5	7.04	0	0	0	0
24H,0 24	71	3	4.23	63	88.73	5	7.04	0	0	0	0
Am	07:00	07:00 -		07:00 -		06:00 -		00:00 -		00:00 -	
Peak	10	1 -		9 -		1 -		0 -		0 -	
Pm	15:00	15:00 -		15:00 -		12:00 -		00:00 -		00:00 -	
Peak	9	1 -		8 -		1 -		0 -		0 -	

K & M TRAFFIC SURVEYS Created at 16:17:47 or 7 Mar 2014

Site No: 17209001 Grid Reference: SO40746,73842
Rosemary Lane, Leintwarcine (30mph Sign)
Class Report FHWA Sat 01-Mar-14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0		0 -		0 -		0 -		0 -	
01:00	0	0 -		0 -		0 -		0 -		0 -	
02:00	0	0 -		0 -		0 -		0 -		0 -	
03:00	0	0 -		0 -		0 -		0 -		0 -	
04:00	0	0 -		0		0		0		0	
05:00	1	0	0	0	0	1	100	0	0	0	0
06:00	1	0	0	1	100	0	0	0	0	0	0
07:00	2	0	0	2	100	0	0	0	0	0	0
08:00	2	0	0	2	100	0	0	0	0	0	0
09:00	5	0	0	5	100	0	0	0	0	0	0
10:00	4	1	25	3	75	0	0	0	0	0	0
11:00	4	2	50	2	50	0	0	0	0	0	0
12:00	6	0	0	6	100	0	0	0	0	0	0
13:00	5	0	0	2	40	3	60	0	0	0	0
14:00	7	0	0	7	100	0	0	0	0	0	0
15:00	3	0	0	3	100	0	0	0	0	0	0
16:00	6	0	0	6	100	0	0	0	0	0	0
17:00	1	0	0	1	100	0	0	0	0	0	0
18:00	3	0	0	2	66.67	1	33.33	0	0	0	0
19:00	2	0	0	1	50	1	50	0	0	0	0
20:00	2	0	0	2	100	0	0	0	0	0	0
21:00	0	0 -		0 -		0 -		0 -		0 -	
22:00	0	0		0 -		0 -		0 -		0 -	
23:00	0	0 -		0		0		0		0	
12H,7-19	48	3	6.25	41	85.42	4	8.33	0	0	0	0
16H,6 22	53	3	5.66	45	84.91	5	9.43	0	0	0	0
18H,6-24	53	3	5.66	45	84.91	5	9.43	0	0	0	0
24H,0-24	54	3	5.56	45	83.33	6	11.11	0	0	0	0
Am	09:00	11:00		09:00 -		05:00 -		00:00 -		00:00 -	
Peak	5	2 -		5		1		0		0	
Pm	14:00	00:00 -		14:00 -		13:00 -		00:00 -		00:00 -	
Peak	7	0 -		7 -		3 -		0 -		0 -	

K & M TRAFFIC SURVEYS Created at 16:17:47 on 7 Mar 2014

Site No: 17209001 Grid Reference: SO40746,73842
Rosemary Lane, Leintwardine (30mph Sign)

Class Report FHWA Sun 02 Mar 14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0		0		0		0		0	
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0		0		0		0		0	
07:00	2	0	0	2	100	0	0	0	0	0	0
08:00	1	0	0	1	100	0	0	0	0	0	0
09:00	4	0	0	4	100	0	0	0	0	0	0
10:00	5	0	0	5	100	0	0	0	0	0	0
11:00	3	0	0	3	100	0	0	0	0	0	0
12:00	4	0	0	4	100	0	0	0	0	0	0
13:00	6	0	0	5	83.33	1	16.67	0	0	0	0
14:00	5	0	0	5	100	0	0	0	0	0	0
15:00	1	0	0	1	100	0	0	0	0	0	0
16:00	4	1	25	3	75	0	0	0	0	0	0
17:00	3	0	0	3	100	0	0	0	0	0	0
18:00	2	0	0	2	100	0	0	0	0	0	0
19:00	0	0	-	0	-	0	-	0	-	0	-
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	0	0		0		0		0		0	
22:00	1	0	0	1	100	0	0	0	0	0	0
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	40	1	2.5	38	95	1	2.5	0	0	0	0
16H,6 22	40	1	2.5	38	95	1	2.5	0	0	0	0
18H,6-24	41	1	2.44	39	95.12	1	2.44	0	0	0	0
24H,0 24	41	1	2.44	39	95.12	1	2.44	0	0	0	0
Am	10:00	00:00	-	10:00	-	00:00	-	00:00	-	00:00	-
Peak	5	0	-	5	-	0	-	0	-	0	-
Pm	13:00	16:00		13:00		13:00		00:00		00:00	
Peak	6	1	-	5	-	1	-	0	-	0	-

K & M TRAFFIC SURVEYS Created at 16:17:47 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Mon 03 Mar 14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0		0		0		0		0	
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	2	0	0	1	50	1	50	0	0	0	0
07:00	7	1	14.29	5	71.43	1	14.29	0	0	0	0
08:00	4	0	0	4	100	0	0	0	0	0	0
09:00	3	0	0	3	100	0	0	0	0	0	0
10:00	6	0	0	6	100	0	0	0	0	0	0
11:00	3	0	0	2	66.67	1	33.33	0	0	0	0
12:00	3	0	0	3	100	0	0	0	0	0	0
13:00	7	0	0	6	85.71	1	14.29	0	0	0	0
14:00	3	0	0	3	100	0	0	0	0	0	0
15:00	5	0	0	4	80	0	0	1	20	0	0
16:00	3	1	33.33	2	66.67	0	0	0	0	0	0
17:00	5	0	0	5	100	0	0	0	0	0	0
18:00	4	3	75	1	25	0	0	0	0	0	0

19:00	3	0	0	3	100	0	0	0	0	0	0
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	0	0		0	-	0	-	0	-	0	-
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	53	5	9.43	44	83.02	3	5.66	1	1.89	0	0
16H,6 22	58	5	8.62	48	82.76	4	6.9	1	1.72	0	0
18H,6-24	58	5	8.62	48	82.76	4	6.9	1	1.72	0	0
24H,0-24	58	5	8.62	48	82.76	4	6.9	1	1.72	0	0
Am	07:00	07:00	-	10:00		06:00		00:00		00:00	
Peak	7	1	-	6	-	1	-	0	-	0	-
Pm	13:00	18:00	-	13:00		13:00		15:00		00:00	
Peak	7	3	-	6	-	1	-	1	-	0	-

K & M TRAFFIC SURVEYS Created at 16:17:47 on 7 Mar 2014

Site No: 17209001 *Grid Reference: SO40746,73842*
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Tue 04 Mar 14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0		0		0		0	
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0		0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0		0	-	0	-	0	-	0	-
05:00	0	0	-	0		0		0		0	
06:00	2	0	0	1	50	1	50	0	0	0	0
07:00	11	1	9.09	9	81.82	1	9.09	0	0	0	0
08:00	4	0	0	3	75	1	25	0	0	0	0
09:00	13	1	7.69	12	92.31	0	0	0	0	0	0
10:00	3	0	0	3	100	0	0	0	0	0	0
11:00	6	0	0	4	66.67	2	33.33	0	0	0	0
12:00	5	0	0	5	100	0	0	0	0	0	0
13:00	7	0	0	7	100	0	0	0	0	0	0
14:00	3	0	0	3	100	0	0	0	0	0	0
15:00	8	0	0	8	100	0	0	0	0	0	0
16:00	8	0	0	6	75	1	12.5	1	12.5	0	0
17:00	6	0	0	5	83.33	1	16.67	0	0	0	0
18:00	2	0	0	1	50	1	50	0	0	0	0
19:00	2	1	50	1	50	0	0	0	0	0	0
20:00	2	0	0	2	100	0	0	0	0	0	0
21:00	1	0	0	1	100	0	0	0	0	0	0
22:00	1	0	0	1	100	0	0	0	0	0	0
23:00	1	0	0	1	100	0	0	0	0	0	0
12H,7-19	76	2	2.63	66	86.84	7	9.21	1	1.32	0	0
16H,6 22	83	3	3.61	71	85.54	8	9.64	1	1.2	0	0
18H,6-24	85	3	3.53	73	85.88	8	9.41	1	1.18	0	0
24H,0-24	85	3	3.53	73	85.88	8	9.41	1	1.18	0	0
Am	09:00	07:00		09:00	-	11:00	-	00:00	-	00:00	-
Peak	13	1	-	12	-	2	-	0	-	0	-
Pm	15:00	19:00	-	15:00	-	16:00	-	16:00	-	00:00	-
Peak	8	1		8	-	1	-	1	-	0	-

K & M TRAFFIC SURVEYS Created at 16:17:47 on 7 Mar 2014

Site No: 17209001 Grid Reference: SO40746,73842
Rosemary Lane, Leirtwardirc (30mph Sigr)
Speed Report-Limit 30 Mph Wec 26-Feb-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6-<11	Bir 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bir 7 31-<36	Bir 8 36-<41	Bir 9 41-<46	Bir 10 46-<51	Bir 11 51-<56	Bin 12 =>56
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	-	19.8	4.9	0	0	1	1	2	0	0	0	0	0	0	0
08:00	4		24.8	4.9	0	0	0	1	1	2	0	0	0	0	0	0
09:00	6	-	21.8	8.2	0	0	2	1	1	1	1	0	0	0	0	0
10:00	5		21.5	5.8	0	0	1	1	2	1	0	0	0	0	0	0
11:00	4	-	26	12.6	0	0	1	0	2	0	0	0	1	0	0	0
12:00	6	-	16	3.1	0	0	3	3	0	0	0	0	0	0	0	0
13:00	6	-	26.8	6.2	0	0	0	1	2	1	2	0	0	0	0	0
14:00	5	-	23.5	8.7	0	0	0	3	1	0	0	1	0	0	0	0
15:00	5		20.5	5.8	0	0	1	2	1	1	0	0	0	0	0	0
16:00	5	-	22.5	9	0	0	2	0	1	1	1	0	0	0	0	0
17:00	14	31.7	26.4	5.3	0	0	0	2	5	4	3	0	0	0	0	0
18:00	3	-	30.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
19:00	2	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
20:00	2		36	10.6	0	0	0	0	0	1	0	0	1	0	0	0
21:00	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0
22:00	1		23.5		0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7 19	67	30.8	23.4	7.1	0	0	11	15	18	13	8	1	1	0	0	0
16H,6-22	71	31.5	23.9	7.4	0	0	11	15	19	14	9	1	2	0	0	0
18H,6 24	72	31.4	23.9	7.4	0	0	11	15	20	14	9	1	2	0	0	0
24H,0-24	72	31.4	23.9	7.4	0	0	11	15	20	14	9	1	2	0	0	0

Am	09:00						09:00	10:00	11:00	08:00	09:00		11:00			
Peak	6	-	-	-	-		2	1	2	2	1	-	1	-	-	-
Pm	17:00	-	-	-	-	-	12:00	14:00	17:00	17:00	17:00	14:00	20:00	-	-	-
Peak	14	-	-	-	-	-	3	3	5	4	3	1	1	-	-	-

K & M TRAFFIC SURVEYS Created at 16:17:41 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Thc 27-Feb-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	6		21.8	5.3	0	0	1	1	3	1	0	0	0	0	0	0
08:00	7	-	26.4	5	0	0	0	1	2	3	1	0	0	0	0	0
09:00	2		23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
10:00	8	-	23.5	6.1	0	0	1	1	4	1	1	0	0	0	0	0
11:00	5	-	25.5	4.6	0	0	0	1	1	3	0	0	0	0	0	0
12:00	6	-	22.7	7.5	0	1	0	0	3	2	0	0	0	0	0	0
13:00	6	-	22.7	4	0	0	0	2	3	1	0	0	0	0	0	0
14:00	5		23.5	7.2	0	0	1	1	0	3	0	0	0	0	0	0
15:00	3	-	25.2	5.9	0	0	0	1	0	2	0	0	0	0	0	0
16:00	3	-	25.2	5.9	0	0	0	1	0	2	0	0	0	0	0	0
17:00	9	-	27.4	6.1	0	0	0	1	3	3	1	1	0	0	0	0
18:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
19:00	2		21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
20:00	3	-	25.2	10.4	0	0	1	0	0	1	1	0	0	0	0	0
21:00	4		24.8	7.6	0	0	0	2	0	1	1	0	0	0	0	0
22:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
23:00	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0
12H,7-19	61	29.7	24.5	5.6	0	1	3	10	21	22	3	1	0	0	0	0
16H,6 22	70	30	24.4	5.8	0	1	4	13	22	24	5	1	0	0	0	0
18H,6-24	72	30.3	25	6.9	0	1	4	13	22	24	5	2	0	0	1	0
24H,0-24	73	30.3	25	6.9	0	1	4	13	23	24	5	2	0	0	1	0

Am	10:00	-	-	-	-	-	10:00	11:00	10:00	11:00	10:00	-	-	-	-	-
Peak	8	-	-	-	-	-	1	1	4	3	1	-	-	-	-	-
Pm	17:00	-	23:00	-	-	12:00	20:00	21:00	17:00	17:00	21:00	22:00	-	-	23:00	-
Peak	9		53.5			1	1	2	3	3	1	1			1	

K & M TRAFFIC SURVEYS Created at 16:17:41 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Fri 28-Feb-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
07:00	6		27.9	11.6	1	0	0	0	0	1	4	0	0	0	0	0
08:00	8	-	24.1	5.8	0	0	0	3	2	2	1	0	0	0	0	0
09:00	5		27.5	4.4	0	0	0	0	2	2	1	0	0	0	0	0
10:00	6	-	19.3	6	0	0	2	2	1	1	0	0	0	0	0	0
11:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
12:00	8	-	23.5	7.2	0	0	2	0	3	2	1	0	0	0	0	0
13:00	7	-	24.2	6.8	0	0	1	1	2	2	1	0	0	0	0	0
14:00	5		29.5	8.3	0	0	0	1	1	0	2	1	0	0	0	0
15:00	7	-	19.2	7.4	0	0	3	2	1	0	1	0	0	0	0	0
16:00	8	-	21	6.1	0	0	2	2	2	2	0	0	0	0	0	0
17:00	5	-	22.5	10.9	0	0	2	1	0	1	0	1	0	0	0	0
18:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
19:00	3		21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1		33.5		0	0	0	0	0	0	1	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	69	32.3	23.7	7.7	1	0	12	13	15	14	12	2	0	0	0	0
16H,6 22	74	32.6	23.9	7.6	1	0	12	14	17	14	14	2	0	0	0	0
18H,6-24	75	32.5	23.9	7.6	1	0	12	14	18	14	14	2	0	0	0	0
24H,0-24	76	32.5	24	7.5	1	0	12	14	18	15	14	2	0	0	0	0
Am	08:00	-	-	-	07:00	-	10:00	08:00	09:00	09:00	07:00	-	-	-	-	
Peak	8	-	-	-	1	-	2	3	2	2	4	-	-	-	-	
Pm	16:00	-	-	-	-		15:00	16:00	12:00	16:00	14:00	17:00	-	-	-	
Peak	8						3	2	3	2	2	1				

K & M TRAFFIC SURVEYS Created at 16:17:41 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Sat 01-Mar-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6 <11	Bin 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bin 8 36 <41	Bin 9 41 <46	Bin 10 46 <51	Bin 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1		28.5		0	0	0	0	0	1	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
09:00	5		28.5	9.4	0	0	0	1	2	0	0	2	0	0	0	0
10:00	2	-	21	10.6	0	0	1	0	0	1	0	0	0	0	0	0
11:00	4	-	27.3	4.9	0	0	0	0	2	1	1	0	0	0	0	0
12:00	5	-	25.5	8.5	0	0	1	0	2	0	2	0	0	0	0	0
13:00	5	-	20.5	4.7	0	0	0	4	0	1	0	0	0	0	0	0
14:00	5		16.5	5.8	0	1	1	2	1	0	0	0	0	0	0	0
15:00	5	-	22.5	6.6	0	0	1	1	1	2	0	0	0	0	0	0
16:00	5	-	24.5	4.4	0	0	0	1	2	2	0	0	0	0	0	0
17:00	4	-	27.3	4.9	0	0	0	0	2	1	1	0	0	0	0	0
18:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
19:00	0				0	0	0	0	0	0	0	0	0	0	0	0
20:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
21:00	1		23.5		0	0	0	0	1	0	0	0	0	0	0	0
22:00	2	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
23:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
12H,7-19	42	30.6	24	7	0	1	4	9	12	10	4	2	0	0	0	0
16H,6 22	45	30.4	23.7	6.9	0	1	4	11	13	10	4	2	0	0	0	0
18H,6-24	49	30.6	24	6.8	0	1	4	11	15	11	5	2	0	0	0	0
24H,0-24	50	30.5	24	6.7	0	1	4	11	16	11	5	2	0	0	0	0

Am	09:00	-	-	-	-	-	10:00	09:00	11:00	11:00	11:00	09:00	-	-	-	-
Peak	5	-	-	-	-	-	1	1	2	1	1	2	-	-	-	-
Pm	16:00	-	-	-	-	14:00	15:00	13:00	17:00	16:00	12:00	-	-	-	-	-
Peak	5					1	1	4	2	2	2					

K & M TRAFFIC SURVEYS Created at 16:17:41 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Sun 02-Mar-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2		31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
08:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
09:00	1		28.5		0	0	0	0	0	1	0	0	0	0	0	0
10:00	8	-	23.5	6.1	0	0	0	4	1	2	1	0	0	0	0	0
11:00	5	-	14.5	9	0	3	0	1	0	1	0	0	0	0	0	0
12:00	5	-	28.5	6.3	0	0	0	0	2	2	0	1	0	0	0	0
13:00	7	-	23.5	5.9	0	0	1	1	2	3	0	0	0	0	0	0
14:00	5		21.5	5.8	0	0	1	1	2	1	0	0	0	0	0	0
15:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
16:00	8	-	27.9	4.4	0	0	0	0	3	3	2	0	0	0	0	0
17:00	3	-	16.8	3.1	0	0	1	2	0	0	0	0	0	0	0	0
18:00	3	-	21.8	5.9	0	0	0	2	0	1	0	0	0	0	0	0
19:00	0				0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0
21:00	1		33.5		0	0	0	0	0	0	1	0	0	0	0	0
22:00	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
12H,7-19	49	30.1	23.6	7	0	3	3	11	11	16	4	1	0	0	0	0
16H,6 22	50	30.4	23.8	7.1	0	3	3	11	11	16	5	1	0	0	0	0
18H,6-24	51	30.6	24	7.2	0	3	3	11	11	16	6	1	0	0	0	0
24H,0-24	52	30.6	23.9	7.1	0	3	3	12	11	16	6	1	0	0	0	0

Am	10:00	-	-	-	-	11:00	-		10:00	10:00	10:00	10:00	-	-	-	-	-
Peak	8	-	-	-	-	3	-		4	1	2	1	-	-	-	-	-
Pm	16:00	-	-	-	-	-		17:00	18:00	16:00	16:00	16:00	12:00	-	-	-	-
Peak	8							1	2	3	3	2	1				

K & M TRAFFIC SURVEYS Created at 16:17:41 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Mor 03-Mar-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
07:00	3		23.5	8.8	0	0	1	0	0	2	0	0	0	0	0	0
08:00	4	-	22.3	2.8	0	0	0	1	3	0	0	0	0	0	0	0
09:00	3		23.5	8.8	0	0	1	0	0	2	0	0	0	0	0	0
10:00	6	-	25.2	6.2	0	0	0	2	1	2	1	0	0	0	0	0
11:00	3	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
12:00	6	-	24.3	6	0	0	0	2	2	1	1	0	0	0	0	0
13:00	8	-	22.3	7	0	0	2	1	3	1	1	0	0	0	0	0
14:00	2		23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
15:00	5	-	19.5	8.3	0	0	3	0	0	2	0	0	0	0	0	0
16:00	11	28.1	23	5.8	0	0	1	3	4	2	1	0	0	0	0	0
17:00	7	-	24.9	7	0	0	1	1	1	3	1	0	0	0	0	0
18:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
19:00	3		26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
20:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
21:00	1		28.5		0	0	0	0	0	1	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	61	29.7	23.4	6.1	0	0	9	11	18	18	5	0	0	0	0	0
16H,6 22	67	29.9	23.8	6.3	0	0	9	12	19	21	5	1	0	0	0	0
18H,6-24	67	29.9	23.8	6.3	0	0	9	12	19	21	5	1	0	0	0	0
24H,0-24	68	29.9	23.9	6.2	0	0	9	12	19	22	5	1	0	0	0	0
Am	10:00	-	-	-	-	-	09:00	10:00	08:00	11:00	10:00	06:00	-	-	-	-
Peak	6	-	-	-	-	-	1	2	3	2	1	1	-	-	-	-
Pm	16:00	-	-	-	-	-	15:00	16:00	16:00	17:00	17:00	-	-	-	-	-
Peak	11						3	3	4	3	1					

K & M TRAFFIC SURVEYS Created at 16:17:41 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Tue 04-Mar-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6 <11	Bin 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bin 8 36 <41	Bin 9 41 <46	Bin 10 46 <51	Bin 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	-	28.5	10	0	0	0	1	0	1	0	1	0	0	0	0
07:00	5		29.5	2.6	0	0	0	0	0	4	1	0	0	0	0	0
08:00	4	-	22.3	4.9	0	0	0	2	1	1	0	0	0	0	0	0
09:00	9		20.7	7.7	0	0	2	4	2	0	0	1	0	0	0	0
10:00	7	-	24.9	4.9	0	0	0	1	4	1	1	0	0	0	0	0
11:00	7	-	28.5	7.7	0	0	0	2	0	2	2	1	0	0	0	0
12:00	6	-	21	4.4	0	0	0	4	1	1	0	0	0	0	0	0
13:00	5	-	26.5	3.1	0	0	0	0	2	3	0	0	0	0	0	0
14:00	4		21	6.5	0	0	1	1	1	1	0	0	0	0	0	0
15:00	7	-	24.2	8.4	0	0	1	2	1	2	0	1	0	0	0	0
16:00	9	-	26.3	6.3	0	0	0	3	0	4	2	0	0	0	0	0
17:00	10	31	28	5.1	0	0	0	0	4	4	1	1	0	0	0	0
18:00	3	-	30.2	11.6	0	0	0	0	2	0	0	0	1	0	0	0
19:00	3		28.5	10	0	0	0	1	0	1	0	1	0	0	0	0
20:00	4	-	23.5	7.1	0	0	0	2	1	0	1	0	0	0	0	0
21:00	1		8.5		0	1	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	76	31.1	25.2	6.7	0	0	4	19	18	23	7	4	1	0	0	0
16H,6 22	87	31.9	25.2	7.1	0	1	4	23	19	25	8	6	1	0	0	0
18H,6-24	88	31.8	25.1	7	0	1	4	23	20	25	8	6	1	0	0	0
24H,0-24	88	31.8	25.1	7	0	1	4	23	20	25	8	6	1	0	0	0

Am	09:00	-	-	-	-	-		09:00	09:00	10:00	07:00	11:00	11:00	-	-	-	-
Peak	9	-	-	-	-	-		2	4	4	4	2	1	-	-	-	-
Pm	17:00	-	-	-	-		21:00	15:00	12:00	17:00	17:00	16:00	19:00	18:00	-	-	-
Peak	10						1	1	4	4	4	2	1	1			

K & M TRAFFIC SURVEYS Created at 16:17:42 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Wec 26-Feb-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bir 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	7		26.4	8.1	0	0	1	0	3	1	1	1	0	0	0	0
08:00	6	-	27.7	4	0	0	0	0	2	3	1	0	0	0	0	0
09:00	6		20.2	6.2	0	0	2	1	2	1	0	0	0	0	0	0
10:00	4	-	18.5	4.2	0	0	1	2	1	0	0	0	0	0	0	0
11:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
13:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
14:00	4		16	6.5	0	1	1	1	1	0	0	0	0	0	0	0
15:00	3	-	16.8	5.9	0	0	2	0	1	0	0	0	0	0	0	0
16:00	5	-	23.5	7.9	0	0	1	1	1	1	1	0	0	0	0	0
17:00	8	-	24.8	4.7	0	0	0	2	2	4	0	0	0	0	0	0
18:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
19:00	2		26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
20:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
21:00	1		23.5		0	0	0	0	1	0	0	0	0	0	0	0
22:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	48	29.2	22.5	6.7	0	1	8	10	15	10	3	1	0	0	0	0
16H,6 22	53	29.6	22.9	6.6	0	1	8	10	17	12	4	1	0	0	0	0
18H,6-24	54	29.5	22.8	6.7	0	1	9	10	17	12	4	1	0	0	0	0
24H,0-24	54	29.5	22.8	6.7	0	1	9	10	17	12	4	1	0	0	0	0

Am	07:00	-	-	-	-	-	09:00	11:00	07:00	08:00	08:00	07:00	-	-	-	-
Peak	7	-	-	-	-	-	2	2	3	3	1	1	-	-	-	-
Pm	17:00	-	-	-	-	14:00	15:00	17:00	17:00	17:00	20:00	-	-	-	-	-
Peak	8					1	2	2	2	4	1					

K & M TRAFFIC SURVEYS Created at 16:17:42 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Thc 27-Feb-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	8		22.3	7.5	0	0	2	2	1	2	1	0	0	0	0	0
08:00	6	-	30.2	8.2	0	0	0	1	1	1	1	2	0	0	0	0
09:00	4		22.3	4.9	0	0	0	2	1	1	0	0	0	0	0	0
10:00	8	-	21.6	4.7	0	0	1	2	4	1	0	0	0	0	0	0
11:00	4	-	22.3	8.5	0	0	1	1	1	0	1	0	0	0	0	0
12:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
13:00	5	-	22.5	4.4	0	0	0	2	2	1	0	0	0	0	0	0
14:00	3		20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
15:00	3	-	18.5	10	0	1	0	1	0	1	0	0	0	0	0	0
16:00	6	-	21.8	6.9	0	0	1	2	2	0	1	0	0	0	0	0
17:00	10	28.5	24.5	4.8	0	0	1	0	5	4	0	0	0	0	0	0
18:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
19:00	4		22.3	8.5	0	0	1	1	1	0	1	0	0	0	0	0
20:00	4	-	33.5	7.1	0	0	0	0	0	2	1	0	1	0	0	0
21:00	2		18.5	14.1	0	1	0	0	0	1	0	0	0	0	0	0
22:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	62	29.3	23	6.4	0	1	6	16	22	11	4	2	0	0	0	0
16H,6 22	72	30.2	23.4	7	0	2	7	17	23	14	6	2	1	0	0	0
18H,6-24	73	30.1	23.3	7.1	0	2	8	17	23	14	6	2	1	0	0	0
24H,0-24	74	30.1	23.2	7.1	0	2	8	18	23	14	6	2	1	0	0	0

Am	10:00	-	-	-	-	-	07:00	10:00	10:00	07:00	11:00	08:00	-	-	-	-
Peak	8	-	-	-	-	-	2	2	4	2	1	2	-	-	-	-
Pm	17:00	-	-	-	-	21:00	22:00	16:00	17:00	17:00	20:00	-	20:00	-	-	-
Peak	10					1	1	2	5	4	1		1			

K & M TRAFFIC SURVEYS Created at 16:17:42 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Fri 28-Feb-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1 -		38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
07:00	10	31	22.6	10.3	1	1	0	1	4	1	1	1	0	0	0	0
08:00	3 -		31.8	5.9	0	0	0	0	0	2	0	1	0	0	0	0
09:00	6		20.2	5.3	0	0	1	3	1	1	0	0	0	0	0	0
10:00	6 -		17.7	5.1	0	1	0	4	1	0	0	0	0	0	0	0
11:00	6 -		19.3	6	0	0	2	2	1	1	0	0	0	0	0	0
12:00	8 -		26	7.6	0	0	1	0	4	1	1	1	0	0	0	0
13:00	3 -		30.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
14:00	3		21.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
15:00	9 -		20.2	5.7	0	0	2	4	1	2	0	0	0	0	0	0
16:00	7 -		27.1	4.9	0	0	0	1	1	4	1	0	0	0	0	0
17:00	4 -		28.5	7.1	0	0	0	0	2	1	0	1	0	0	0	0
18:00	0 -	-	-		0	0	0	0	0	0	0	0	0	0	0	0
19:00	2		23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
20:00	0 -	-	-		0	0	0	0	0	0	0	0	0	0	0	0
21:00	1		28.5		0	0	0	0	0	1	0	0	0	0	0	0
22:00	2 -		23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
23:00	0 -	-	-		0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	65	30.3	23.3	7.6	1	2	7	15	16	16	4	4	0	0	0	0
16H,6 22	69	30.5	23.6	7.7	1	2	7	16	16	18	4	5	0	0	0	0
18H,6-24	71	30.4	23.6	7.6	1	2	7	17	16	19	4	5	0	0	0	0
24H,0-24	71	30.4	23.6	7.6	1	2	7	17	16	19	4	5	0	0	0	0
Am	07:00 -	-	-		07:00	10:00	11:00	10:00	07:00	08:00	07:00	08:00 -	-	-	-	
Peak	10 -	-	-		1	1	2	4	4	2	1	1 -	-	-	-	
Pm	15:00 -	-	-	-	-		15:00	15:00	12:00	16:00	16:00	17:00 -	-	-	-	
Peak	9						2	4	4	4	1	1				

K & M TRAFFIC SURVEYS Created at 16:17:42 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Sat 01-Mar-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bir 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	2		23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
08:00	2	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
09:00	5		20.5	3.1	0	0	0	3	2	0	0	0	0	0	0	0
10:00	4	-	22.3	7.6	0	0	0	3	0	0	1	0	0	0	0	0
11:00	4	-	19.8	4.9	0	0	1	1	2	0	0	0	0	0	0	0
12:00	6	-	23.5	7.8	0	0	1	2	0	2	1	0	0	0	0	0
13:00	5	-	25.5	8.4	0	0	0	2	1	1	0	1	0	0	0	0
14:00	7		17.8	3.7	0	0	2	4	1	0	0	0	0	0	0	0
15:00	3	-	21.8	5.9	0	0	0	2	0	1	0	0	0	0	0	0
16:00	6	-	19.3	4	0	0	1	3	2	0	0	0	0	0	0	0
17:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
18:00	3	-	31.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
19:00	2		28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
20:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	48	29.3	22.3	6.3	0	0	5	20	12	5	5	1	0	0	0	0
16H,6 22	53	29.5	22.7	6.2	0	0	5	20	14	8	5	1	0	0	0	0
18H,6-24	53	29.5	22.7	6.2	0	0	5	20	14	8	5	1	0	0	0	0
24H,0-24	54	29.4	22.7	6.1	0	0	5	20	15	8	5	1	0	0	0	0

Am	09:00	-	-	-	-	-	11:00	10:00	11:00	06:00	10:00	-	-	-	-	-
Peak	5	-	-	-	-	-	1	3	2	1	1	-	-	-	-	-
Pm	14:00	-	-	-	-	-	14:00	14:00	20:00	19:00	18:00	13:00	-	-	-	-
Peak	7						2	4	2	2	2	1				

K & M TRAFFIC SURVEYS Created at 16:17:42 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Sun 02-Mar-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bir 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2		23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
08:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
09:00	4		24.8	7.6	0	0	0	2	0	1	1	0	0	0	0	0
10:00	5	-	21.5	4.7	0	0	1	0	4	0	0	0	0	0	0	0
11:00	3	-	25.2	5.9	0	0	0	1	0	2	0	0	0	0	0	0
12:00	4	-	26	6.5	0	0	0	1	1	1	1	0	0	0	0	0
13:00	6	-	26	5.4	0	0	0	1	2	2	1	0	0	0	0	0
14:00	5		23.5	5.2	0	0	0	2	1	2	0	0	0	0	0	0
15:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
16:00	4	-	22.3	7.6	0	0	1	1	0	2	0	0	0	0	0	0
17:00	3	-	28.5	5	0	0	0	0	1	1	1	0	0	0	0	0
18:00	2	-	26	10.6	0	0	0	1	0	0	1	0	0	0	0	0
19:00	0				0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	40	30.4	24.5	5.8	0	0	2	10	11	12	5	0	0	0	0	0
16H,6 22	40	30.4	24.5	5.8	0	0	2	10	11	12	5	0	0	0	0	0
18H,6-24	41	30.3	24.2	5.9	0	0	3	10	11	12	5	0	0	0	0	0
24H,0-24	41	30.3	24.2	5.9	0	0	3	10	11	12	5	0	0	0	0	0

Am	10:00	-	-	-	-	-	10:00	09:00	10:00	11:00	09:00	-	-	-	-	-
Peak	5	-	-	-	-	-	1	2	4	2	1	-	-	-	-	-
Pm	13:00	-	-	-	-	-	22:00	14:00	13:00	16:00	18:00	-	-	-	-	-
Peak	6						1	2	2	2	1					

K & M TRAFFIC SURVEYS Created at 16:17:42 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Mor 03-Mar-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
07:00	7		26.4	7.1	0	0	1	0	2	2	2	0	0	0	0	0
08:00	4	-	23.5	4.2	0	0	0	1	2	1	0	0	0	0	0	0
09:00	3		23.5	10	0	0	1	0	1	0	1	0	0	0	0	0
10:00	6	-	23.5	4.7	0	0	0	2	2	2	0	0	0	0	0	0
11:00	3	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
12:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
13:00	7	-	23.5	3.2	0	0	0	1	5	1	0	0	0	0	0	0
14:00	3		28.5	5	0	0	0	0	1	1	1	0	0	0	0	0
15:00	5	-	20.5	5.8	0	0	1	2	1	1	0	0	0	0	0	0
16:00	3	-	13.5	5	0	1	1	1	0	0	0	0	0	0	0	0
17:00	5	-	23.5	5.2	0	0	0	2	1	2	0	0	0	0	0	0
18:00	4	-	18.5	4.2	0	0	1	2	1	0	0	0	0	0	0	0
19:00	3		26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	53	29.3	23.1	6	0	1	5	12	18	13	4	0	0	0	0	0
16H,6 22	58	29.6	23.5	5.9	0	1	5	12	20	15	5	0	0	0	0	0
18H,6-24	58	29.6	23.5	5.9	0	1	5	12	20	15	5	0	0	0	0	0
24H,0-24	58	29.6	23.5	5.9	0	1	5	12	20	15	5	0	0	0	0	0

Am	07:00	-	-	-	-	-	09:00	10:00	10:00	11:00	07:00	-	-	-	-	-
Peak	7	-	-	-	-	-	1	2	2	2	2	-	-	-	-	-
Pm	13:00	-	-	-	-	16:00	18:00	18:00	13:00	19:00	14:00	-	-	-	-	-
Peak	7					1	1	2	5	2	1					

K & M TRAFFIC SURVEYS Created at 16:17:42 on 7 Mar 2014

Site No: 17209001 Gric Reference: SO40746,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Tue 04-Mar-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
07:00	11	35.6	29.4	6.8	0	0	0	1	3	2	3	2	0	0	0	0
08:00	4	-	27.3	7.6	0	0	0	0	3	0	0	1	0	0	0	0
09:00	13	21.9	16.6	5.8	0	3	2	5	3	0	0	0	0	0	0	0
10:00	3	-	26.8	10.4	0	0	0	1	1	0	0	1	0	0	0	0
11:00	6	-	28.5	4.7	0	0	0	0	2	2	2	0	0	0	0	0
12:00	5	-	20.5	4.6	0	0	1	1	3	0	0	0	0	0	0	0
13:00	7	-	23.5	3.2	0	0	0	1	5	1	0	0	0	0	0	0
14:00	3		23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
15:00	8	-	24.1	5.8	0	0	0	3	2	2	1	0	0	0	0	0
16:00	8	-	24.8	7	0	0	1	1	3	1	2	0	0	0	0	0
17:00	6	-	26	3.1	0	0	0	0	3	3	0	0	0	0	0	0
18:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
19:00	2		16	10.6	0	1	0	0	1	0	0	0	0	0	0	0
20:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
21:00	1		23.5		0	0	0	0	1	0	0	0	0	0	0	0
22:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	76	31.6	24.3	7	0	3	4	14	29	13	9	4	0	0	0	0
16H,6 22	83	31	24	7	0	4	4	15	33	14	9	4	0	0	0	0
18H,6-24	85	30.9	23.9	7	0	4	5	16	33	14	9	4	0	0	0	0
24H,0-24	85	30.9	23.9	7	0	4	5	16	33	14	9	4	0	0	0	0
Am	09:00	-	-	-	-	09:00	09:00	09:00	09:00	11:00	07:00	07:00	-	-	-	-
Peak	13	-	-	-	-	3	2	5	3	2	3	2	-	-	-	-
Pm	16:00	-	18:00	-	-	19:00	22:00	15:00	13:00	17:00	16:00	-	-	-	-	-
Peak	8		31			1	1	3	5	3	2					

K & M TRAFFIC SURVEYS Created at 16:17:42 on 7 Mar 2014

Site No: 17496001 Grid Reference: SO40752,73842

Rosemary Lane, Leintwardine (30mph Sign)

Vehicle Count Report Week Begin: 15-May-14 Channel: Eastbound

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
Begin	15/05/2014	16/05/2014	17/05/2014	18/05/2014	19/05/2014	20/05/2014	21/05/2014	Av	Av
00:00	0	0	0	1	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	3	2	1	0	4	5	8	4	3
07:00	8	10	1	4	9	9	12	10	8
08:00	5	9	5	2	6	5	6	6	5
09:00	9	12	11	6	7	17	7	10	10
10:00	7	8	3	4	5	7	5	6	6
11:00	6	6	7	13	6	4	10	6	7
12:00	6	10	4	5	6	14	8	9	8
13:00	11	7	7	3	11	11	4	9	8
14:00	8	8	5	11	8	9	7	8	8
15:00	6	9	7	11	2	3	9	6	7
16:00	11	10	11	6	11	11	8	10	10
17:00	15	13	11	7	9	13	9	12	11
18:00	9	12	7	7	5	8	16	10	9
19:00	5	7	7	4	4	3	7	5	5
20:00	3	2	3	0	3	4	2	3	2
21:00	10	3	1	2	2	3	3	4	3
22:00	3	2	0	0	0	2	2	2	1
23:00	1	3	3	0	1	1	1	1	1
12H,7-19	101	114	79	79	85	111	101	102	96
16H,6-22	122	128	91	85	98	126	121	119	110
18H,6-24	126	133	94	85	99	129	124	122	113
24H,0-24	126	133	94	87	99	129	124	122	113
Am	09:00	09:00	09:00	11:00	07:00	09:00	07:00	-	-
Peak	9	12	11	13	9	17	12	12	12
Pm	17:00	17:00	17:00	15:00	16:00	12:00	18:00	-	-
Peak	15	13	11	11	11	14	16	14	13

K & M TRAFFIC SURVEYS Created at 17:47:55 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842

Rosemary Lane, Leintwardine (30mph Sign)

Vehicle Count Report Week Begin: 15-May-14 Channel: Westbound

Time Begin	Thu 15/05/2014	Fri 16/05/2014	Sat 17/05/2014	Sun 18/05/2014	Mon 19/05/2014	Tue 20/05/2014	Wed 21/05/2014	5-Day Av	7-Day Av
00:00	0	0	0	2	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0
05:00	2	0	1	0	0	0	1	1	1
06:00	3	2	0	0	4	3	5	3	2
07:00	7	6	2	2	5	14	10	8	7
08:00	8	13	7	5	7	8	7	9	8
09:00	8	13	20	11	7	6	10	9	11
10:00	7	7	7	11	8	8	5	7	8
11:00	5	8	10	6	8	4	3	6	6
12:00	3	12	4	9	4	5	5	6	6
13:00	5	5	4	8	10	10	3	7	6
14:00	8	3	5	6	4	6	8	6	6
15:00	4	6	4	9	4	5	7	5	6
16:00	8	14	12	16	12	9	10	11	12
17:00	6	12	4	3	5	16	16	11	9
18:00	13	6	8	4	3	3	10	7	7
19:00	6	11	6	3	7	4	3	6	6
20:00	7	1	6	2	3	8	3	4	4
21:00	0	0	1	3	1	1	2	1	1
22:00	1	0	1	0	1	2	0	1	1
23:00	0	1	1	0	0	1	0	0	0
12H,7-19	82	105	87	90	77	94	94	90	90
16H,6-22	98	119	100	98	92	110	107	105	103
18H,6-24	99	120	102	98	93	113	107	106	105
24H,0-24	102	120	104	100	93	113	108	107	106
Am	09:00	09:00	09:00	10:00	11:00	07:00	09:00	-	-
Peak	8	13	20	11	8	14	10	11	12
Pm	18:00	16:00	16:00	16:00	16:00	17:00	17:00	-	-
Peak	13	14	12	16	12	16	16	14	14

K & M TRAFFIC SURVEYS Created at 17:47:55 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842

Rosemary Lane, Leirtwardirc (30mph Sigr)

Speed Report-Limit 30 Mph Thu 15-May-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6-<11	Bir 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bir 7 31-<36	Bir 8 36-<41	Bir 9 41-<46	Bir 10 46-<51	Bir 11 51-<56	Bin 12 =>56
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
07:00	8	-	24.8	5.4	0	0	1	0	3	4	0	0	0	0	0	0
08:00	5		24.5	4.4	0	0	0	1	2	2	0	0	0	0	0	0
09:00	9	-	24.1	7.4	0	1	0	1	3	3	1	0	0	0	0	0
10:00	7		25.6	5.8	0	0	1	0	1	5	0	0	0	0	0	0
11:00	6	-	24.3	4	0	0	0	1	3	2	0	0	0	0	0	0
12:00	6	-	22.7	4	0	0	0	2	3	1	0	0	0	0	0	0
13:00	11	28.9	22.1	7.2	0	1	1	3	1	5	0	0	0	0	0	0
14:00	8	-	24.1	8.3	0	0	2	0	3	2	0	1	0	0	0	0
15:00	6		20.2	8.2	0	1	1	1	1	2	0	0	0	0	0	0
16:00	11	25.2	21.7	4.8	0	0	2	1	7	1	0	0	0	0	0	0
17:00	15	28.7	23.5	5.5	0	0	2	2	5	6	0	0	0	0	0	0
18:00	9	-	26.8	9.4	0	0	2	0	1	4	1	0	1	0	0	0
19:00	5	-	23.5	3.7	0	0	0	1	3	1	0	0	0	0	0	0
20:00	3		21.8	10.4	0	0	1	1	0	0	1	0	0	0	0	0
21:00	10	26	24	3.2	0	0	0	1	7	2	0	0	0	0	0	0
22:00	3		18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
23:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12H,7 19	101	29.4	23.6	6.4	0	3	12	12	33	37	2	1	1	0	0	0
16II,6-22	122	29.3	23.7	6.1	0	3	13	15	45	41	3	1	1	0	0	0
18H,6 24	126	29.3	23.6	6.1	0	3	13	18	45	42	3	1	1	0	0	0
24H,0-24	126	29.3	23.6	6.1	0	3	13	18	45	42	3	1	1	0	0	0
Am	09:00					09:00	10:00	11:00	11:00	10:00	09:00					
Peak	9	-	-	-		1	1	1	3	5	1	-	-	-	-	-
Pm	17:00	-	23:00	-	-	15:00	18:00	22:00	21:00	17:00	20:00	14:00	18:00	-	-	-
Peak	15	-	28.5	-	-	1	2	3	7	6	1	1	1	-	-	-

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Fri 16-May-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2 -		28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
07:00	10	31	26.5	4.5	0	0	0	0	6	2	2	0	0	0	0	0
08:00	9 -		24.1	5.4	0	0	1	0	6	1	1	0	0	0	0	0
09:00	12	30.3	23.9	7.3	0	1	0	3	3	3	2	0	0	0	0	0
10:00	8 -		23.5	4.8	0	0	1	0	5	2	0	0	0	0	0	0
11:00	6 -		26.8	6.2	0	0	0	1	2	1	2	0	0	0	0	0
12:00	10	29.3	23.5	6.8	0	0	2	1	3	3	1	0	0	0	0	0
13:00	7 -		22.8	7.9	0	0	2	1	1	2	1	0	0	0	0	0
14:00	8		24.1	7.4	0	0	2	0	2	3	1	0	0	0	0	0
15:00	9 -		22.9	4.2	0	0	0	3	4	2	0	0	0	0	0	0
16:00	10	27.7	24	4	0	0	0	2	5	3	0	0	0	0	0	0
17:00	13	29.8	27	4.5	0	0	0	0	6	6	0	1	0	0	0	0
18:00	12	30.2	25.2	7.6	0	1	1	1	0	8	1	0	0	0	0	0
19:00	7		28.5	12.3	0	0	0	2	2	1	1	0	0	0	1	0
20:00	2 -		21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
21:00	3		21.8	5.9	0	0	0	2	0	1	0	0	0	0	0	0
22:00	2 -		23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
23:00	3 -		26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
12H,7-19	114	30.2	24.6	5.9	0	2	9	12	43	36	11	1	0	0	0	0
16H,6 22	128	30.4	24.8	6.4	0	2	9	17	47	38	13	1	0	0	1	0
18H,6-24	133	30.3	24.8	6.3	0	2	9	17	50	40	13	1	0	0	1	0
24H,0-24	133	30.3	24.8	6.3	0	2	9	17	50	40	13	1	0	0	1	0
Am	09:00 -	-	-	-		09:00	10:00	09:00	08:00	09:00	11:00 -	-	-	-	-	
Peak	12 -	-	-	-		1	1	3	6	3	2 -	-	-	-	-	
Pm	17:00 -		19:00	19:00 -		18:00	14:00	15:00	17:00	18:00	19:00	17:00 -	-		19:00 -	
Peak	13		28.5	12.3		1	2	3	6	8	1	1			1	

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Sat 17-May-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	1		23.5		0	0	0	0	1	0	0	0	0	0	0	0
08:00	5	-	24.5	6.6	0	0	1	0	1	3	0	0	0	0	0	0
09:00	11	30.6	25.3	7.6	0	1	0	2	1	5	2	0	0	0	0	0
10:00	3	-	30.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
11:00	7	-	25.6	8.2	0	1	0	0	1	4	1	0	0	0	0	0
12:00	4	-	27.3	2.8	0	0	0	0	1	3	0	0	0	0	0	0
13:00	7	-	27.1	4.9	0	0	0	0	4	1	2	0	0	0	0	0
14:00	5		22.5	4.4	0	0	0	2	2	1	0	0	0	0	0	0
15:00	7	-	24.9	7.5	0	0	1	1	2	1	2	0	0	0	0	0
16:00	11	25.3	19.9	6.9	0	0	4	3	2	1	1	0	0	0	0	0
17:00	11	30.6	26.2	6.2	0	0	1	1	2	5	2	0	0	0	0	0
18:00	7	-	22.1	4	0	0	0	3	3	1	0	0	0	0	0	0
19:00	7		24.9	4.9	0	0	0	1	4	1	1	0	0	0	0	0
20:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
21:00	1		28.5		0	0	0	0	0	1	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
12H,7-19	79	30.8	24.6	6.5	0	2	7	12	20	27	11	0	0	0	0	0
16H,6 22	91	30.7	24.7	6.3	0	2	7	14	25	31	12	0	0	0	0	0
18H,6-24	94	30.6	24.7	6.2	0	2	7	14	27	32	12	0	0	0	0	0
24H,0-24	94	30.6	24.7	6.2	0	2	7	14	27	32	12	0	0	0	0	0
Am	09:00	-	-	-	-	11:00	08:00	09:00	11:00	09:00	09:00	-	-	-	-	-
Peak	11	-	-	-	-	1	1	2	1	5	2	-	-	-	-	-
Pm	17:00	-	-	-	-	-	16:00	18:00	19:00	17:00	17:00	-	-	-	-	-
Peak	11						4	3	4	5	2					

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Sun 18-May-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4		26	3.2	0	0	0	0	2	2	0	0	0	0	0	0
08:00	2	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
09:00	6		24.3	4	0	0	0	1	3	2	0	0	0	0	0	0
10:00	4	-	22.3	2.8	0	0	0	1	3	0	0	0	0	0	0	0
11:00	13	29.6	24.3	6.8	0	1	1	0	5	5	1	0	0	0	0	0
12:00	5	-	22.5	5.7	0	0	0	3	0	2	0	0	0	0	0	0
13:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
14:00	11	25.6	21.2	6.6	0	1	2	0	6	2	0	0	0	0	0	0
15:00	11	27.4	22.1	5.7	0	0	2	2	4	3	0	0	0	0	0	0
16:00	6	-	22.7	7.4	0	0	1	2	1	1	1	0	0	0	0	0
17:00	7	-	22.8	7.4	0	0	2	0	3	1	1	0	0	0	0	0
18:00	7	-	19.2	6.8	0	1	1	2	2	1	0	0	0	0	0	0
19:00	4		29.8	13.1	0	0	0	1	1	1	0	0	0	1	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2		31	17.7	0	0	0	1	0	0	0	0	1	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	79	28.9	22.8	6.1	0	3	9	12	31	20	4	0	0	0	0	0
16H,6 22	85	29.3	23.3	6.9	0	3	9	14	32	21	4	0	1	1	0	0
18H,6-24	85	29.3	23.3	6.9	0	3	9	14	32	21	4	0	1	1	0	0
24H,0-24	87	29.4	23.4	7	0	3	9	15	32	21	5	0	1	1	0	0

Am	11:00	-	-	-	-	11:00	11:00	10:00	11:00	11:00	11:00	-	-	-	-	-
Peak	13	-	-	-	-	1	1	1	5	5	1	-	-	-	-	-
Pm	15:00	-	-	-	-	18:00	17:00	12:00	14:00	15:00	17:00	-	21:00	19:00	-	-
Peak	11					1	2	3	6	3	1		1	1		

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Mor 19-May-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	-	33.5	7.1	0	0	0	0	1	0	1	2	0	0	0	0
07:00	9		25.2	6.7	0	0	1	1	3	2	2	0	0	0	0	0
08:00	6	-	26	3.1	0	0	0	0	3	3	0	0	0	0	0	0
09:00	7		21.4	7.1	0	0	2	1	3	0	1	0	0	0	0	0
10:00	5	-	25.5	3.1	0	0	0	0	3	2	0	0	0	0	0	0
11:00	6	-	24.3	4	0	0	0	1	3	2	0	0	0	0	0	0
12:00	6	-	24.3	8.1	0	0	1	1	2	0	2	0	0	0	0	0
13:00	11	28.9	25.8	3	0	0	0	0	6	5	0	0	0	0	0	0
14:00	8		20.4	8.5	0	1	2	1	2	1	1	0	0	0	0	0
15:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
16:00	11	30.6	24.4	7.1	0	1	0	1	5	2	2	0	0	0	0	0
17:00	9	-	27.4	3.6	0	0	0	0	3	5	1	0	0	0	0	0
18:00	5	-	29.5	9	0	0	0	1	0	3	0	0	1	0	0	0
19:00	4		26	3.2	0	0	0	0	2	2	0	0	0	0	0	0
20:00	3	-	21.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
21:00	2		21	10.6	0	0	1	0	0	1	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	85	30.4	24.7	6.2	0	2	6	8	34	25	9	0	1	0	0	0
16H,6 22	98	30.6	25	6.4	0	2	8	8	38	29	10	2	1	0	0	0
18H,6-24	99	30.6	25	6.4	0	2	8	8	39	29	10	2	1	0	0	0
24H,0-24	99	30.6	25	6.4	0	2	8	8	39	29	10	2	1	0	0	0

Am	07:00	-	-	-	-	-	09:00	11:00	11:00	08:00	07:00	06:00	-	-	-	-
Peak	9	-	-	-	-	-	2	1	3	3	2	2	-	-	-	-
Pm	16:00	-	-	-	-	16:00	14:00	18:00	13:00	17:00	16:00	-	18:00	-	-	-
Peak	11					1	2	1	6	5	2		1			

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Tue 20-May-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6 <11	Bin 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bin 8 36 <41	Bin 9 41 <46	Bin 10 46 <51	Bin 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	5	-	27.5	8.3	0	0	0	2	0	0	3	0	0	0	0	0
07:00	9		22.9	7.4	0	1	0	2	3	2	1	0	0	0	0	0
08:00	5	-	23.5	5.2	0	0	0	2	1	2	0	0	0	0	0	0
09:00	17	29.3	23.8	5.6	0	0	1	5	4	6	1	0	0	0	0	0
10:00	7	-	21.4	9.6	0	1	1	2	1	0	2	0	0	0	0	0
11:00	4	-	22.3	7.6	0	0	1	1	0	2	0	0	0	0	0	0
12:00	14	29	24.9	5.5	0	0	0	3	6	4	0	1	0	0	0	0
13:00	11	30.6	24.9	5.7	0	0	0	3	4	2	2	0	0	0	0	0
14:00	9		25.7	6.3	0	0	1	0	4	2	2	0	0	0	0	0
15:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
16:00	11	30.6	23.5	8.2	0	1	1	2	2	3	2	0	0	0	0	0
17:00	13	38.8	28.5	9	0	0	0	2	4	4	1	0	1	1	0	0
18:00	8	-	25.4	4	0	0	0	1	3	4	0	0	0	0	0	0
19:00	3		23.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
20:00	4	-	16	8.7	0	1	2	0	0	1	0	0	0	0	0	0
21:00	3		25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
22:00	2	-	23.5	14.1	0	0	1	0	0	0	1	0	0	0	0	0
23:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	111	30.5	24.6	6.7	0	3	5	23	34	32	11	1	1	1	0	0
16H,6 22	126	30.6	24.4	6.9	0	4	7	25	39	34	14	1	1	1	0	0
18H,6-24	129	30.7	24.4	6.9	0	4	8	25	39	35	15	1	1	1	0	0
24H,0-24	129	30.7	24.4	6.9	0	4	8	25	39	35	15	1	1	1	0	0

Am	09:00	-	-	-	-	10:00	11:00	09:00	09:00	09:00	06:00	-	-	-	-	-
Peak	17	-	-	-	-	1	1	5	4	6	3	-	-	-	-	-
Pm	12:00	-	17:00	-	-	20:00	20:00	13:00	12:00	18:00	16:00	12:00	17:00	17:00	-	-
Peak	14		28.5			1	2	3	6	4	2	1	1	1		

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Wec 21-May-14 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bir 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56	
00:00	0	-	-	-		0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-		0	0	0	0	0	0	0	0	0	0	0	0
02:00	0					0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-		0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-		0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-		0	0	0	0	0	0	0	0	0	0	0	0
06:00	8	-	31.6	6.1		0	0	0	0	1	3	3	0	1	0	0	0
07:00	12	30.3	26	6		0	0	1	1	3	5	2	0	0	0	0	0
08:00	6	-	23.5	3.4		0	0	0	1	4	1	0	0	0	0	0	0
09:00	7		26.4	4.2		0	0	0	0	4	2	1	0	0	0	0	0
10:00	5	-	21.5	8.4		0	1	0	1	1	2	0	0	0	0	0	0
11:00	10	31	26.5	6.4		0	0	0	2	3	3	1	1	0	0	0	0
12:00	8	-	23.5	5.5		0	0	1	0	6	0	1	0	0	0	0	0
13:00	4	-	24.8	4.9		0	0	0	1	1	2	0	0	0	0	0	0
14:00	7		26.4	8.6		0	0	1	1	1	2	1	1	0	0	0	0
15:00	9	-	19.1	9.3		0	3	1	0	2	3	0	0	0	0	0	0
16:00	8	-	23.5	6.1		0	0	0	4	1	2	1	0	0	0	0	0
17:00	9	-	22.9	8.5		0	0	3	1	1	2	2	0	0	0	0	0
18:00	16	30.1	24.4	6.8		0	1	1	1	6	5	2	0	0	0	0	0
19:00	7		23.5	6.5		0	0	1	1	3	1	1	0	0	0	0	0
20:00	2	-	16	3.5		0	0	1	1	0	0	0	0	0	0	0	0
21:00	3		23.5	10		0	0	1	0	1	0	1	0	0	0	0	0
22:00	2	-	23.5	1.8		0	0	0	0	2	0	0	0	0	0	0	0
23:00	1	-	28.5	-		0	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	101	30.5	24.1	6.8		0	5	8	13	33	29	11	2	0	0	0	0
16H,6 22	121	31.1	24.5	7.1		0	5	11	15	38	33	16	2	1	0	0	0
18H,6-24	124	31	24.5	7		0	5	11	15	40	34	16	2	1	0	0	0
24H,0-24	124	31	24.5	7		0	5	11	15	40	34	16	2	1	0	0	0
Am	07:00	-	-	-	-		10:00	07:00	11:00	09:00	07:00	06:00	11:00	06:00	-	-	-
Peak	12	-	-	-	-		1	1	2	4	5	3	1	1	-	-	-
Pm	18:00	-	23:00	-	-		15:00	17:00	16:00	18:00	18:00	18:00	14:00	-	-	-	-
Peak	16		28.5				3	3	4	6	5	2	1				

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Thc 15-May-14 Channel: Westbouic

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1 -		23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	2 -		28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
06:00	3 -		30.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
07:00	7		28.5	7.7	0	0	1	0	0	4	1	1	0	0	0	0
08:00	8 -		26	6.7	0	0	1	0	3	2	2	0	0	0	0	0
09:00	8		25.4	7.6	0	1	0	0	2	4	1	0	0	0	0	0
10:00	7 -		20.6	5	0	0	1	3	2	1	0	0	0	0	0	0
11:00	5 -		20.5	9.1	0	1	1	0	1	2	0	0	0	0	0	0
12:00	3 -		23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
13:00	5 -		23.5	6.3	0	0	0	2	2	0	1	0	0	0	0	0
14:00	8		25.4	6.6	0	0	0	3	1	2	2	0	0	0	0	0
15:00	4 -		18.5	8.2	0	1	0	2	0	1	0	0	0	0	0	0
16:00	8 -		25.4	4.8	0	0	0	2	1	5	0	0	0	0	0	0
17:00	6 -		24.3	4	0	0	0	1	3	2	0	0	0	0	0	0
18:00	13	24.8	21.6	3.5	0	0	0	6	6	1	0	0	0	0	0	0
19:00	6		24.3	5.1	0	0	0	1	4	0	1	0	0	0	0	0
20:00	7 -		22.8	4.7	0	0	1	0	5	1	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0
22:00	1 -		28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
23:00	0 -	-	-		0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	82	30	23.8	6.4	0	3	4	20	22	25	7	1	0	0	0	0
16H,6 22	98	30.1	24	6.2	0	3	5	21	31	28	9	1	0	0	0	0
18H,6-24	99	30.1	24	6.2	0	3	5	21	31	29	9	1	0	0	0	0
24H,0-24	102	30.2	24.1	6.2	0	3	5	21	33	29	10	1	0	0	0	0
Am	09:00 -	-	-	-		11:00	11:00	10:00	08:00	09:00	08:00	07:00 -	-	-	-	
Peak	8 -	-	-	-		1	1	3	3	4	2	1 -	-	-	-	
Pm	18:00 -	-	-	-		15:00	20:00	18:00	18:00	16:00	14:00 -	-	-	-	-	
Peak	13					1	1	6	6	5	2					

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Fri 16-May-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
07:00	6		27.7	4	0	0	0	0	2	3	1	0	0	0	0	0
08:00	13	27.9	20.8	7.7	0	2	2	1	4	4	0	0	0	0	0	0
09:00	13	29.6	25	4.9	0	0	0	3	4	5	1	0	0	0	0	0
10:00	7	-	24.2	4.7	0	0	0	2	2	3	0	0	0	0	0	0
11:00	8	-	24.1	6.3	0	0	1	1	3	2	1	0	0	0	0	0
12:00	12	35.3	26.4	7.9	0	0	1	2	3	3	1	2	0	0	0	0
13:00	5	-	20.5	5.8	0	0	1	2	1	1	0	0	0	0	0	0
14:00	3		20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
15:00	6	-	26	8.3	0	0	1	0	2	2	0	1	0	0	0	0
16:00	14	30.4	25.6	7.1	0	1	0	1	5	5	1	1	0	0	0	0
17:00	12	27.2	22.3	5.9	0	1	0	3	5	3	0	0	0	0	0	0
18:00	6	-	25.2	9.9	0	0	2	0	0	3	0	1	0	0	0	0
19:00	11	30.6	25.3	7.3	0	1	0	1	3	4	2	0	0	0	0	0
20:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	105	30.1	24.2	6.8	0	4	8	17	32	34	5	5	0	0	0	0
16H,6 22	119	30.3	24.4	6.8	0	5	8	18	36	39	8	5	0	0	0	0
18H,6-24	120	30.3	24.4	6.8	0	5	8	18	37	39	8	5	0	0	0	0
24H,0-24	120	30.3	24.4	6.8	0	5	8	18	37	39	8	5	0	0	0	0
Am	09:00	-	-	-	-	08:00	08:00	09:00	09:00	09:00	11:00	-	-	-	-	-
Peak	13	-	-	-	-	2	2	3	4	5	1	-	-	-	-	-
Pm	16:00	-	-	-	-	19:00	18:00	17:00	17:00	16:00	19:00	12:00	-	-	-	-
Peak	14					1	2	3	5	5	2	2				

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Sat 17-May-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2		23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
08:00	7	-	29.9	5.7	0	0	0	0	2	2	2	1	0	0	0	0
09:00	20	28.1	23.5	4.8	0	0	2	2	10	6	0	0	0	0	0	0
10:00	7	-	26.4	5	0	0	0	1	2	3	1	0	0	0	0	0
11:00	10	33.5	26	8.3	0	1	0	1	3	1	4	0	0	0	0	0
12:00	4	-	21	5.2	0	0	1	0	3	0	0	0	0	0	0	0
13:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
14:00	5		18.5	7.2	0	1	0	3	0	1	0	0	0	0	0	0
15:00	4	-	24.8	4.9	0	0	0	1	1	2	0	0	0	0	0	0
16:00	12	29.5	24.8	9.9	0	1	2	1	1	5	1	0	1	0	0	0
17:00	4	-	23.5	12.9	0	1	0	1	0	1	0	1	0	0	0	0
18:00	8	-	23.5	6.1	0	0	1	1	4	1	1	0	0	0	0	0
19:00	6		21.8	5.3	0	0	1	1	3	1	0	0	0	0	0	0
20:00	6	-	22.7	4	0	0	0	2	3	1	0	0	0	0	0	0
21:00	1		28.5		0	0	0	0	0	1	0	0	0	0	0	0
22:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
23:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	87	30.7	24.2	7.1	0	4	6	14	28	23	9	2	1	0	0	0
16H,6 22	100	30.3	24.1	6.8	0	4	7	17	34	26	9	2	1	0	0	0
18H,6-24	102	30.3	24	6.8	0	4	7	18	34	27	9	2	1	0	0	0
24H,0-24	104	30.4	24.2	6.9	0	4	7	18	34	28	9	3	1	0	0	0
Am	09:00	-	-	-	-	11:00	09:00	09:00	09:00	09:00	11:00	08:00	-	-	-	-
Peak	20	-	-	-	-	1	2	2	10	6	4	1	-	-	-	-
Pm	16:00	-	21:00	-	-	17:00	16:00	14:00	18:00	16:00	18:00	17:00	16:00	-	-	-
Peak	12		28.5			1	2	3	4	5	1	1	1			

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Sun 18-May-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bir 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	2 -		31	17.7	0	0	0	1	0	0	0	0	1	0	0	0
01:00	0 -	-	-		0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0 -	-	-		0	0	0	0	0	0	0	0	0	0	0	0
04:00	0 -	-	-		0	0	0	0	0	0	0	0	0	0	0	0
05:00	0 -	-	-		0	0	0	0	0	0	0	0	0	0	0	0
06:00	0 -	-	-		0	0	0	0	0	0	0	0	0	0	0	0
07:00	2		23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
08:00	5 -		21.5	5.8	0	0	1	1	2	1	0	0	0	0	0	0
09:00	11	28.3	24.9	3.5	0	0	0	1	6	4	0	0	0	0	0	0
10:00	11	24.1	20.3	5.8	0	0	2	5	3	0	1	0	0	0	0	0
11:00	6 -		18.5	7.1	0	1	1	2	1	1	0	0	0	0	0	0
12:00	9 -		19.6	6.6	0	1	2	1	4	1	0	0	0	0	0	0
13:00	8 -		27.3	4.7	0	0	0	0	4	2	2	0	0	0	0	0
14:00	6		19.3	4	0	0	1	3	2	0	0	0	0	0	0	0
15:00	9 -		22.4	6.2	0	0	2	0	6	0	1	0	0	0	0	0
16:00	16	25.4	20.7	5.9	0	1	3	2	8	2	0	0	0	0	0	0
17:00	3 -		26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
18:00	4 -		21	8.8	0	0	2	0	0	2	0	0	0	0	0	0
19:00	3		28.5	5	0	0	0	0	1	1	1	0	0	0	0	0
20:00	2 -		21	10.6	0	0	1	0	0	1	0	0	0	0	0	0
21:00	3		21.8	12.6	0	1	0	0	1	0	1	0	0	0	0	0
22:00	0 -	-	-		0	0	0	0	0	0	0	0	0	0	0	0
23:00	0 -	-	-		0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	90	27.7	21.9	6	0	3	14	15	39	15	4	0	0	0	0	0
16H,6 22	98	28.3	22.1	6.3	0	4	15	15	41	17	6	0	0	0	0	0
18H,6-24	98	28.3	22.1	6.3	0	4	15	15	41	17	6	0	0	0	0	0
24H,0-24	100	28.5	22.3	6.6	0	4	15	16	41	17	6	0	1	0	0	0
Am	10:00 -	-	-	-		11:00	10:00	10:00	09:00	09:00	10:00 -		00:00 -	-	-	
Peak	11 -	-	-	-		1	2	5	6	4	1 -		1 -	-	-	
Pm	16:00 -	-	-	-		21:00	16:00	14:00	16:00	18:00	13:00 -	-	-	-	-	
Peak	16					1	3	3	8	2	2					

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Mor 19-May-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bir 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0 -		-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4 -		33.5	4.2	0	0	0	0	0	1	2	1	0	0	0	0
07:00	5		26.5	5.8	0	0	0	1	1	2	1	0	0	0	0	0
08:00	7 -		25.6	6.5	0	0	1	0	2	3	1	0	0	0	0	0
09:00	7		24.9	4.9	0	0	0	1	4	1	1	0	0	0	0	0
10:00	8 -		26.6	4.7	0	0	0	1	2	4	1	0	0	0	0	0
11:00	8 -		22.9	7.4	0	0	2	1	2	2	1	0	0	0	0	0
12:00	4 -		22.3	6.4	0	0	1	0	2	1	0	0	0	0	0	0
13:00	10	28.5	25	6.4	0	0	1	0	6	2	0	1	0	0	0	0
14:00	4		24.8	7.6	0	0	0	2	0	1	1	0	0	0	0	0
15:00	4 -		28.5	7.1	0	0	0	1	0	1	2	0	0	0	0	0
16:00	12	27.8	23.9	6.3	0	0	1	2	6	2	0	1	0	0	0	0
17:00	5 -		25.5	3.1	0	0	0	0	3	2	0	0	0	0	0	0
18:00	3 -		26.8	5.9	0	0	0	0	2	0	1	0	0	0	0	0
19:00	7		23.5	7.7	0	0	2	0	2	2	1	0	0	0	0	0
20:00	3 -		23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
21:00	1		18.5		0	0	0	1	0	0	0	0	0	0	0	0
22:00	1 -		23.5 -		0	0	0	0	1	0	0	0	0	0	0	0
23:00	0 -	-	-		0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	77	30.8	25.1	5.9	0	0	6	9	30	21	9	2	0	0	0	0
16H,6 22	92	31.3	25.2	6.2	0	0	8	11	33	25	12	3	0	0	0	0
18H,6-24	93	31.2	25.2	6.2	0	0	8	11	34	25	12	3	0	0	0	0
24H,0-24	93	31.2	25.2	6.2	0	0	8	11	34	25	12	3	0	0	0	0
Am	11:00 -	-	-	-	-		11:00	11:00	09:00	10:00	06:00	06:00 -	-	-	-	
Peak	8 -	-	-	-	-		2	1	4	4	2	1 -	-	-	-	
Pm	16:00 -	-	-	-	-		19:00	16:00	16:00	19:00	15:00	16:00 -	-	-	-	
Peak	12						2	2	6	2	2	1				

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Tue 20-May-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6 <11	Bin 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bin 8 36 <41	Bin 9 41 <46	Bin 10 46 <51	Bin 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	-	30.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
07:00	14	33.8	25.6	8.6	0	1	1	2	3	1	6	0	0	0	0	0
08:00	8	-	25.4	7.7	0	0	2	0	0	5	1	0	0	0	0	0
09:00	6		19.3	4	0	0	1	3	2	0	0	0	0	0	0	0
10:00	8	-	25.4	8.9	0	0	2	0	2	2	1	1	0	0	0	0
11:00	4	-	24.8	2.8	0	0	0	0	3	1	0	0	0	0	0	0
12:00	5	-	24.5	4.4	0	0	0	1	2	2	0	0	0	0	0	0
13:00	10	28.5	22.5	6.3	0	0	1	4	2	2	1	0	0	0	0	0
14:00	6		22.7	9.7	0	0	2	1	1	1	0	1	0	0	0	0
15:00	5	-	24.5	6.6	0	0	0	2	1	1	1	0	0	0	0	0
16:00	9	-	24.1	4.9	0	0	0	3	2	4	0	0	0	0	0	0
17:00	16	34.9	30.1	8.6	0	0	0	1	5	4	4	0	0	2	0	0
18:00	3	-	23.5	10	0	0	1	0	1	0	1	0	0	0	0	0
19:00	4		22.3	6.4	0	0	1	0	2	1	0	0	0	0	0	0
20:00	8	-	17.9	6.3	0	1	2	3	1	1	0	0	0	0	0	0
21:00	1		23.5		0	0	0	0	1	0	0	0	0	0	0	0
22:00	2	-	23.5	14.1	0	0	1	0	0	0	1	0	0	0	0	0
23:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	94	32.5	25	7.6	0	1	10	17	24	23	15	2	0	2	0	0
16H,6 22	110	32	24.5	7.7	0	2	13	20	29	26	15	3	0	2	0	0
18H,6-24	113	32.1	24.6	7.7	0	2	14	20	29	27	16	3	0	2	0	0
24H,0-24	113	32.1	24.6	7.7	0	2	14	20	29	27	16	3	0	2	0	0

Am	07:00	-	-	-	-	07:00	10:00	09:00	11:00	08:00	07:00	10:00	-	-	-	-
Peak	14	-	-	-	-	1	2	3	3	5	6	1	-	-	-	-
Pm	17:00	-	17:00	-	-	20:00	20:00	13:00	17:00	17:00	17:00	14:00	-	17:00	-	-
Peak	16		30.1			1	2	4	5	4	4	1		2		

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Gric Reference: SO40752,73842
Rosemary Lane, Leirtwardire (30mph Sigr)
Speed Report-Limit 30 Mph Wec 21-May-14 Channel: Westbourc

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bir 2 6 <11	Bir 3 11 <16	Bin 4 16 <21	Bin 5 21 <26	Bin 6 26 <31	Bin 7 31 <36	Bir 8 36 <41	Bir 9 41 <46	Bir 10 46 <51	Bir 11 51 <56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	5	-	32.5	5.6	0	0	0	0	1	0	3	1	0	0	0	0
07:00	10	31	26.5	6.4	0	0	1	1	1	5	2	0	0	0	0	0
08:00	7	-	21.4	4.2	0	0	0	4	2	1	0	0	0	0	0	0
09:00	10	29.8	25	5.9	0	0	1	1	3	4	1	0	0	0	0	0
10:00	5	-	22.5	5.7	0	0	0	3	0	2	0	0	0	0	0	0
11:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
12:00	5	-	16.8	7.1	1	0	0	3	1	0	0	0	0	0	0	0
13:00	3	-	25.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
14:00	8		20.4	6.6	0	0	2	3	2	0	1	0	0	0	0	0
15:00	7	-	24.2	10.6	0	1	1	1	0	1	3	0	0	0	0	0
16:00	10	31	24.5	6.7	0	0	1	2	3	2	2	0	0	0	0	0
17:00	16	29.9	25.4	5.6	0	0	0	3	7	4	1	1	0	0	0	0
18:00	10	27.7	23.5	4.9	0	0	1	1	5	3	0	0	0	0	0	0
19:00	3		25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
20:00	3	-	21.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
21:00	2		21	10.6	0	0	1	0	0	1	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	94	30.4	23.7	6.5	1	1	7	23	27	23	11	1	0	0	0	0
16H,6 22	107	30.9	24.1	6.7	1	1	9	23	31	26	14	2	0	0	0	0
18H,6-24	107	30.9	24.1	6.7	1	1	9	23	31	26	14	2	0	0	0	0
24H,0-24	108	30.9	24.1	6.6	1	1	9	23	32	26	14	2	0	0	0	0

Am	09:00	-	-	-	-	-	09:00	08:00	09:00	07:00	06:00	06:00	-	-	-	-
Peak	10	-	-	-	-	-	1	4	3	5	3	1	-	-	-	-
Pm	17:00	-	-	-	12:00	15:00	14:00	17:00	17:00	17:00	15:00	17:00	-	-	-	-
Peak	16				1	1	2	3	7	4	3	1				

K & M TRAFFIC SURVEYS Created at 17:48:03 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842

Rosemary Lane, Leintwardine (30mph Sign)

Class Report FHWA Thu 15-May-14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	3	0	0	3	100	0	0	0	0	0	0
07:00	8	1	12.5	6	75	1	12.5	0	0	0	0
08:00	5	0	0	3	60	2	40	0	0	0	0
09:00	9	1	11.11	6	66.67	2	22.22	0	0	0	0
10:00	7	1	14.29	6	85.71	0	0	0	0	0	0
11:00	6	0	0	3	50	3	50	0	0	0	0
12:00	6	0	0	5	83.33	0	0	1	16.67	0	0
13:00	11	2	18.18	8	72.73	1	9.09	0	0	0	0
14:00	8	1	12.5	4	50	3	37.5	0	0	0	0
15:00	6	1	16.67	4	66.67	1	16.67	0	0	0	0
16:00	11	1	9.09	9	81.82	0	0	1	9.09	0	0
17:00	15	2	13.33	12	80	1	6.67	0	0	0	0
18:00	9	1	11.11	8	88.89	0	0	0	0	0	0
19:00	5	0	0	5	100	0	0	0	0	0	0
20:00	3	0	0	3	100	0	0	0	0	0	0
21:00	10	0	0	9	90	1	10	0	0	0	0
22:00	3	0	0	2	66.67	1	33.33	0	0	0	0
23:00	1	0	0	0	0	1	100	0	0	0	0
12H,7-19	101	11	10.89	74	73.27	14	13.86	2	1.98	0	0
16H,6-22	122	11	9.02	94	77.05	15	12.3	2	1.64	0	0
18H,6-24	126	11	8.73	96	76.19	17	13.49	2	1.59	0	0
24H,0-24	126	11	8.73	96	76.19	17	13.49	2	1.59	0	0
Am	09:00	07:00	-	07:00	-	11:00	-	00:00	-	00:00	-
Peak	9	1	-	6	-	3	-	0	-	0	-
Pm	17:00	13:00	-	17:00	-	14:00	-	12:00	-	00:00	-
Peak	15	2	-	12	-	3	-	1	-	0	-

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842

Rosemary Lane, Leintwardine (30mph Sign)

Class Report FHWA Fri 16-May-14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	2	0	0	2	100	0	0	0	0	0	0
07:00	10	0	0	5	50	4	40	1	10	0	0
08:00	9	0	0	8	88.89	1	11.11	0	0	0	0
09:00	12	1	8.33	9	75	1	8.33	1	8.33	0	0
10:00	8	0	0	8	100	0	0	0	0	0	0
11:00	6	0	0	5	83.33	1	16.67	0	0	0	0
12:00	10	0	0	10	100	0	0	0	0	0	0
13:00	7	1	14.29	5	71.43	1	14.29	0	0	0	0
14:00	8	0	0	8	100	0	0	0	0	0	0
15:00	9	0	0	9	100	0	0	0	0	0	0
16:00	10	1	10	9	90	0	0	0	0	0	0
17:00	13	1	7.69	11	84.62	1	7.69	0	0	0	0
18:00	12	1	8.33	11	91.67	0	0	0	0	0	0
19:00	7	1	14.29	6	85.71	0	0	0	0	0	0
20:00	2	0	0	2	100	0	0	0	0	0	0
21:00	3	0	0	3	100	0	0	0	0	0	0
22:00	2	0	0	2	100	0	0	0	0	0	0
23:00	3	0	0	3	100	0	0	0	0	0	0
12H,7-19	114	5	4.39	98	85.96	9	7.89	2	1.75	0	0
16H,6-22	128	6	4.69	111	86.72	9	7.03	2	1.56	0	0
18H,6-24	133	6	4.51	116	87.22	9	6.77	2	1.5	0	0
24H,0-24	133	6	4.51	116	87.22	9	6.77	2	1.5	0	0
Am	09:00	09:00	-	09:00	-	07:00	-	07:00	-	00:00	-
Peak	12	1	-	9	-	4	-	1	-	0	-
Pm	17:00	13:00	-	17:00	-	13:00	-	00:00	-	00:00	-
Peak	13	1	-	11	-	1	-	0	-	0	-

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Sat 17-May-14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	1	0	0	1	100	0	0	0	0	0	0
07:00	1	0	0	1	100	0	0	0	0	0	0
08:00	5	1	20	4	80	0	0	0	0	0	0
09:00	11	0	0	11	100	0	0	0	0	0	0
10:00	3	0	0	3	100	0	0	0	0	0	0
11:00	7	0	0	7	100	0	0	0	0	0	0
12:00	4	0	0	4	100	0	0	0	0	0	0
13:00	7	0	0	7	100	0	0	0	0	0	0
14:00	5	0	0	5	100	0	0	0	0	0	0
15:00	7	1	14.29	6	85.71	0	0	0	0	0	0
16:00	11	1	9.09	10	90.91	0	0	0	0	0	0
17:00	11	2	18.18	9	81.82	0	0	0	0	0	0
18:00	7	0	0	7	100	0	0	0	0	0	0
19:00	7	0	0	7	100	0	0	0	0	0	0
20:00	3	0	0	3	100	0	0	0	0	0	0
21:00	1	0	0	1	100	0	0	0	0	0	0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	3	0	0	3	100	0	0	0	0	0	0
12H,7-19	79	5	6.33	74	93.67	0	0	0	0	0	0
16H,6-22	91	5	5.49	86	94.51	0	0	0	0	0	0
18H,6-24	94	5	5.32	89	94.68	0	0	0	0	0	0
24H,0-24	94	5	5.32	89	94.68	0	0	0	0	0	0
Am	09:00	08:00	-	09:00	-	00:00	-	00:00	-	00:00	-
Peak	11	1	-	11	-	0	-	0	-	0	-
Pm	16:00	17:00	-	16:00	-	00:00	-	00:00	-	00:00	-
Peak	11	2	-	10	-	0	-	0	-	0	-

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Sun 18-May-14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	1	0	0	1	100	0	0	0	0	0	0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0	1	100	0	0	0	0	0	0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	4	0	0	4	100	0	0	0	0	0	0
08:00	2	0	0	2	100	0	0	0	0	0	0
09:00	6	0	0	6	100	0	0	0	0	0	0
10:00	4	0	0	4	100	0	0	0	0	0	0

11:00	13	0	0	11	84.62	1	7.69	1	7.69	0	0
12:00	5	0	0	4	80	1	20	0	0	0	0
13:00	3	0	0	3	100	0	0	0	0	0	0
14:00	11	1	9.09	9	81.82	0	0	1	9.09	0	0
15:00	11	3	27.27	7	63.64	1	9.09	0	0	0	0
16:00	6	2	33.33	4	66.67	0	0	0	0	0	0
17:00	7	2	28.57	5	71.43	0	0	0	0	0	0
18:00	7	0	0	7	100	0	0	0	0	0	0
19:00	4	2	50	2	50	0	0	0	0	0	0
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	2	0	0	2	100	0	0	0	0	0	0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	79	8	10.13	66	83.54	3	3.8	2	2.53	0	0
16H,6-22	85	10	11.76	70	82.35	3	3.53	2	2.35	0	0
18H,6-24	85	10	11.76	70	82.35	3	3.53	2	2.35	0	0
24H,0-24	87	10	11.49	72	82.76	3	3.45	2	2.3	0	0

Am	11:00	00:00 -	11:00 -	11:00 -	11:00 -	00:00 -
Peak	13	0 -	11 -	1 -	1 -	0 -
Pm	14:00	15:00 -	14:00 -	12:00 -	14:00 -	00:00 -
Peak	11	3 -	9 -	1 -	1 -	0 -

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Mon 19-May-14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	4	0	0	4	100	0	0	0	0	0	0
07:00	9	1	11.11	6	66.67	1	11.11	1	11.11	0	0
08:00	6	0	0	5	83.33	1	16.67	0	0	0	0
09:00	7	0	0	7	100	0	0	0	0	0	0
10:00	5	0	0	4	80	1	20	0	0	0	0
11:00	6	0	0	6	100	0	0	0	0	0	0
12:00	6	0	0	6	100	0	0	0	0	0	0
13:00	11	0	0	9	81.82	1	9.09	1	9.09	0	0
14:00	8	0	0	7	87.5	1	12.5	0	0	0	0
15:00	2	0	0	2	100	0	0	0	0	0	0
16:00	11	2	18.18	7	63.64	1	9.09	1	9.09	0	0
17:00	9	0	0	8	88.89	1	11.11	0	0	0	0
18:00	5	0	0	5	100	0	0	0	0	0	0
19:00	4	0	0	4	100	0	0	0	0	0	0
20:00	3	0	0	2	66.67	1	33.33	0	0	0	0
21:00	2	1	50	1	50	0	0	0	0	0	0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	1	0	0	1	100	0	0	0	0	0	0
12H,7-19	85	3	3.53	72	84.71	7	8.24	3	3.53	0	0
16H,6-22	98	4	4.08	83	84.69	8	8.16	3	3.06	0	0
18H,6-24	99	4	4.04	84	84.85	8	8.08	3	3.03	0	0

24H,0-24	99	4	4.04	84	84.85	8	8.08	3	3.03	0	0
Am	07:00	07:00	-	09:00	-	07:00	-	07:00	-	00:00	-
Peak	9	1	-	7	-	1	-	1	-	0	-
Pm	13:00	16:00	-	13:00	-	13:00	-	13:00	-	00:00	-
Peak	11	2	-	9	-	1	-	1	-	0	-

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Tue 20-May-14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	5	0	0	4	80	0	0	1	20	0	0
07:00	9	0	0	8	88.89	1	11.11	0	0	0	0
08:00	5	0	0	2	40	1	20	2	40	0	0
09:00	17	1	5.88	13	76.47	3	17.65	0	0	0	0
10:00	7	1	14.29	4	57.14	2	28.57	0	0	0	0
11:00	4	1	25	3	75	0	0	0	0	0	0
12:00	14	0	0	13	92.86	1	7.14	0	0	0	0
13:00	11	1	9.09	7	63.64	3	27.27	0	0	0	0
14:00	9	0	0	8	88.89	1	11.11	0	0	0	0
15:00	3	0	0	3	100	0	0	0	0	0	0
16:00	11	2	18.18	7	63.64	2	18.18	0	0	0	0
17:00	13	2	15.38	11	84.62	0	0	0	0	0	0
18:00	8	0	0	7	87.5	1	12.5	0	0	0	0
19:00	3	0	0	2	66.67	0	0	1	33.33	0	0
20:00	4	1	25	2	50	0	0	1	25	0	0
21:00	3	0	0	3	100	0	0	0	0	0	0
22:00	2	0	0	2	100	0	0	0	0	0	0
23:00	1	0	0	1	100	0	0	0	0	0	0
12H,7-19	111	8	7.21	86	77.48	15	13.51	2	1.8	0	0
16H,6-22	126	9	7.14	97	76.98	15	11.9	5	3.97	0	0
18H,6-24	129	9	6.98	100	77.52	15	11.63	5	3.88	0	0
24H,0-24	129	9	6.98	100	77.52	15	11.63	5	3.88	0	0
Am	09:00	09:00	-	09:00	-	09:00	-	08:00	-	00:00	-
Peak	17	1	-	13	-	3	-	2	-	0	-
Pm	12:00	16:00	-	12:00	-	13:00	-	19:00	-	00:00	-
Peak	14	2	-	13	-	3	-	1	-	0	-

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Wed 21-May-14 Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-

02:00	0	0 -		0 -		0 -		0 -		0 -	
03:00	0	0 -		0 -		0 -		0 -		0 -	
04:00	0	0 -		0 -		0 -		0 -		0 -	
05:00	0	0 -		0 -		0 -		0 -		0 -	
06:00	8	0	0	8	100	0	0	0	0	0	0
07:00	12	2	16.67	9	75	1	8.33	0	0	0	0
08:00	6	0	0	5	83.33	1	16.67	0	0	0	0
09:00	7	0	0	5	71.43	2	28.57	0	0	0	0
10:00	5	1	20	3	60	1	20	0	0	0	0
11:00	10	0	0	7	70	3	30	0	0	0	0
12:00	8	1	12.5	6	75	1	12.5	0	0	0	0
13:00	4	0	0	4	100	0	0	0	0	0	0
14:00	7	0	0	6	85.71	1	14.29	0	0	0	0
15:00	9	1	11.11	4	44.44	1	11.11	3	33.33	0	0
16:00	8	1	12.5	7	87.5	0	0	0	0	0	0
17:00	9	1	11.11	7	77.78	1	11.11	0	0	0	0
18:00	16	2	12.5	12	75	2	12.5	0	0	0	0
19:00	7	0	0	7	100	0	0	0	0	0	0
20:00	2	1	50	1	50	0	0	0	0	0	0
21:00	3	0	0	2	66.67	0	0	1	33.33	0	0
22:00	2	0	0	2	100	0	0	0	0	0	0
23:00	1	0	0	1	100	0	0	0	0	0	0
12H,7-19	101	9	8.91	75	74.26	14	13.86	3	2.97	0	0
16H,6-22	121	10	8.26	93	76.86	14	11.57	4	3.31	0	0
18H,6-24	124	10	8.06	96	77.42	14	11.29	4	3.23	0	0
24H,0-24	124	10	8.06	96	77.42	14	11.29	4	3.23	0	0
Am	07:00	07:00 -		07:00 -		11:00 -		00:00 -		00:00 -	
Peak	12	2 -		9 -		3 -		0 -		0 -	
Pm	18:00	18:00 -		18:00 -		18:00 -		15:00 -		00:00 -	
Peak	16	2 -		12 -		2 -		3 -		0 -	

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Thu 15-May-14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0 -		0 -		0 -		0 -		0 -	
01:00	0	0 -		0 -		0 -		0 -		0 -	
02:00	0	0 -		0 -		0 -		0 -		0 -	
03:00	0	0 -		0 -		0 -		0 -		0 -	
04:00	1	0	0	1	100	0	0	0	0	0	0
05:00	2	0	0	1	50	1	50	0	0	0	0
06:00	3	0	0	3	100	0	0	0	0	0	0
07:00	7	1	14.29	6	85.71	0	0	0	0	0	0
08:00	8	0	0	8	100	0	0	0	0	0	0
09:00	8	1	12.5	4	50	3	37.5	0	0	0	0
10:00	7	1	14.29	5	71.43	0	0	1	14.29	0	0
11:00	5	1	20	3	60	1	20	0	0	0	0
12:00	3	0	0	1	33.33	1	33.33	1	33.33	0	0
13:00	5	0	0	2	40	3	60	0	0	0	0
14:00	8	0	0	4	50	4	50	0	0	0	0
15:00	4	1	25	3	75	0	0	0	0	0	0
16:00	8	0	0	6	75	2	25	0	0	0	0
17:00	6	0	0	5	83.33	1	16.67	0	0	0	0
18:00	13	0	0	11	84.62	2	15.38	0	0	0	0
19:00	6	0	0	6	100	0	0	0	0	0	0

20:00	7	0	0	7	100	0	0	0	0	0	0
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	1	0	0	1	100	0	0	0	0	0	0
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	82	5	6.1	58	70.73	17	20.73	2	2.44	0	0
16H,6-22	98	5	5.1	74	75.51	17	17.35	2	2.04	0	0
18H,6-24	99	5	5.05	75	75.76	17	17.17	2	2.02	0	0
24H,0-24	102	5	4.9	77	75.49	18	17.65	2	1.96	0	0
Am	08:00	07:00	-	08:00	-	09:00	-	10:00	-	00:00	-
Peak	8	1	-	8	-	3	-	1	-	0	-
Pm	18:00	15:00	-	18:00	-	14:00	-	12:00	-	00:00	-
Peak	13	1	-	11	-	4	-	1	-	0	-

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Fri 16-May-14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	2	0	0	1	50	1	50	0	0	0	0
07:00	6	0	0	6	100	0	0	0	0	0	0
08:00	13	0	0	13	100	0	0	0	0	0	0
09:00	13	0	0	11	84.62	2	15.38	0	0	0	0
10:00	7	0	0	6	85.71	1	14.29	0	0	0	0
11:00	8	0	0	7	87.5	1	12.5	0	0	0	0
12:00	12	0	0	10	83.33	2	16.67	0	0	0	0
13:00	5	0	0	5	100	0	0	0	0	0	0
14:00	3	0	0	3	100	0	0	0	0	0	0
15:00	6	0	0	4	66.67	2	33.33	0	0	0	0
16:00	14	1	7.14	12	85.71	1	7.14	0	0	0	0
17:00	12	4	33.33	7	58.33	1	8.33	0	0	0	0
18:00	6	0	0	6	100	0	0	0	0	0	0
19:00	11	0	0	10	90.91	1	9.09	0	0	0	0
20:00	1	0	0	1	100	0	0	0	0	0	0
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	1	0	0	1	100	0	0	0	0	0	0
12H,7-19	105	5	4.76	90	85.71	10	9.52	0	0	0	0
16H,6-22	119	5	4.2	102	85.71	12	10.08	0	0	0	0
18H,6-24	120	5	4.17	103	85.83	12	10	0	0	0	0
24H,0-24	120	5	4.17	103	85.83	12	10	0	0	0	0
Am	08:00	00:00	-	08:00	-	09:00	-	00:00	-	00:00	-
Peak	13	0	-	13	-	2	-	0	-	0	-
Pm	16:00	17:00	-	16:00	-	12:00	-	00:00	-	00:00	-
Peak	14	4	-	12	-	2	-	0	-	0	-

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Sat 17-May-14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0	0	0	1	100	0	0	0	0
05:00	1	0	0	1	100	0	0	0	0	0	0
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	2	0	0	1	50	0	0	1	50	0	0
08:00	7	0	0	6	85.71	1	14.29	0	0	0	0
09:00	20	0	0	17	85	3	15	0	0	0	0
10:00	7	0	0	7	100	0	0	0	0	0	0
11:00	10	1	10	8	80	1	10	0	0	0	0
12:00	4	0	0	4	100	0	0	0	0	0	0
13:00	4	0	0	4	100	0	0	0	0	0	0
14:00	5	0	0	4	80	0	0	1	20	0	0
15:00	4	0	0	4	100	0	0	0	0	0	0
16:00	12	1	8.33	11	91.67	0	0	0	0	0	0
17:00	4	1	25	3	75	0	0	0	0	0	0
18:00	8	0	0	8	100	0	0	0	0	0	0
19:00	6	0	0	6	100	0	0	0	0	0	0
20:00	6	0	0	6	100	0	0	0	0	0	0
21:00	1	0	0	1	100	0	0	0	0	0	0
22:00	1	0	0	1	100	0	0	0	0	0	0
23:00	1	0	0	1	100	0	0	0	0	0	0
12H,7-19	87	3	3.45	77	88.51	5	5.75	2	2.3	0	0
16H,6-22	100	3	3	90	90	5	5	2	2	0	0
18H,6-24	102	3	2.94	92	90.2	5	4.9	2	1.96	0	0
24H,0-24	104	3	2.88	93	89.42	6	5.77	2	1.92	0	0
Am	09:00	11:00	-	09:00	-	09:00	-	07:00	-	00:00	-
Peak	20	1	-	17	-	3	-	1	-	0	-
Pm	16:00	16:00	-	16:00	-	00:00	-	14:00	-	00:00	-
Peak	12	1	-	11	-	0	-	1	-	0	-

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Sun 18-May-14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	2	0	0	2	100	0	0	0	0	0	0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	2	0	0	2	100	0	0	0	0	0	0
08:00	5	0	0	5	100	0	0	0	0	0	0
09:00	11	0	0	8	72.73	3	27.27	0	0	0	0
10:00	11	2	18.18	7	63.64	2	18.18	0	0	0	0

11:00	6	1	16.67	4	66.67	1	16.67	0	0	0	0
12:00	9	2	22.22	6	66.67	0	0	1	11.11	0	0
13:00	8	0	0	7	87.5	1	12.5	0	0	0	0
14:00	6	2	33.33	3	50	0	0	1	16.67	0	0
15:00	9	2	22.22	6	66.67	1	11.11	0	0	0	0
16:00	16	5	31.25	10	62.5	1	6.25	0	0	0	0
17:00	3	0	0	3	100	0	0	0	0	0	0
18:00	4	0	0	4	100	0	0	0	0	0	0
19:00	3	0	0	3	100	0	0	0	0	0	0
20:00	2	1	50	1	50	0	0	0	0	0	0
21:00	3	0	0	3	100	0	0	0	0	0	0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	90	14	15.56	65	72.22	9	10	2	2.22	0	0
16H,6-22	98	15	15.31	72	73.47	9	9.18	2	2.04	0	0
18H,6-24	98	15	15.31	72	73.47	9	9.18	2	2.04	0	0
24H,0-24	100	15	15	74	74	9	9	2	2	0	0
Am	09:00	10:00	-	09:00	-	09:00	-	00:00	-	00:00	-
Peak	11	2	-	8	-	3	-	0	-	0	-
Pm	16:00	16:00	-	16:00	-	13:00	-	12:00	-	00:00	-
Peak	16	5	-	10	-	1	-	1	-	0	-

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Mon 19-May-14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	4	0	0	4	100	0	0	0	0	0	0
07:00	5	1	20	3	60	1	20	0	0	0	0
08:00	7	0	0	7	100	0	0	0	0	0	0
09:00	7	0	0	6	85.71	1	14.29	0	0	0	0
10:00	8	0	0	6	75	2	25	0	0	0	0
11:00	8	1	12.5	5	62.5	1	12.5	1	12.5	0	0
12:00	4	0	0	3	75	0	0	1	25	0	0
13:00	10	0	0	9	90	0	0	1	10	0	0
14:00	4	0	0	3	75	1	25	0	0	0	0
15:00	4	0	0	3	75	1	25	0	0	0	0
16:00	12	0	0	8	66.67	1	8.33	3	25	0	0
17:00	5	0	0	4	80	1	20	0	0	0	0
18:00	3	0	0	2	66.67	1	33.33	0	0	0	0
19:00	7	1	14.29	6	85.71	0	0	0	0	0	0
20:00	3	0	0	3	100	0	0	0	0	0	0
21:00	1	0	0	1	100	0	0	0	0	0	0
22:00	1	0	0	1	100	0	0	0	0	0	0
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	77	2	2.6	59	76.62	10	12.99	6	7.79	0	0
16H,6-22	92	3	3.26	73	79.35	10	10.87	6	6.52	0	0
18H,6-24	93	3	3.23	74	79.57	10	10.75	6	6.45	0	0

24H,0-24	93	3	3.23	74	79.57	10	10.75	6	6.45	0	0
Am	10:00	07:00	-	08:00	-	10:00	-	11:00	-	00:00	-
Peak	8	1	-	7	-	2	-	1	-	0	-
Pm	16:00	19:00	-	13:00	-	14:00	-	16:00	-	00:00	-
Peak	12	1	-	9	-	1	-	3	-	0	-

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Tue 20-May-14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	3	0	0	2	66.67	1	33.33	0	0	0	0
07:00	14	1	7.14	10	71.43	2	14.29	1	7.14	0	0
08:00	8	1	12.5	5	62.5	1	12.5	1	12.5	0	0
09:00	6	0	0	4	66.67	1	16.67	1	16.67	0	0
10:00	8	0	0	6	75	2	25	0	0	0	0
11:00	4	0	0	2	50	2	50	0	0	0	0
12:00	5	0	0	5	100	0	0	0	0	0	0
13:00	10	0	0	8	80	2	20	0	0	0	0
14:00	6	0	0	5	83.33	1	16.67	0	0	0	0
15:00	5	0	0	4	80	1	20	0	0	0	0
16:00	9	1	11.11	8	88.89	0	0	0	0	0	0
17:00	16	2	12.5	13	81.25	1	6.25	0	0	0	0
18:00	3	0	0	2	66.67	0	0	1	33.33	0	0
19:00	4	1	25	3	75	0	0	0	0	0	0
20:00	8	1	12.5	6	75	1	12.5	0	0	0	0
21:00	1	0	0	1	100	0	0	0	0	0	0
22:00	2	0	0	2	100	0	0	0	0	0	0
23:00	1	0	0	1	100	0	0	0	0	0	0
12H,7-19	94	5	5.32	72	76.6	13	13.83	4	4.26	0	0
16H,6-22	110	7	6.36	84	76.36	15	13.64	4	3.64	0	0
18H,6-24	113	7	6.19	87	76.99	15	13.27	4	3.54	0	0
24H,0-24	113	7	6.19	87	76.99	15	13.27	4	3.54	0	0
Am	07:00	07:00	-	07:00	-	07:00	-	07:00	-	00:00	-
Peak	14	1	-	10	-	2	-	1	-	0	-
Pm	17:00	17:00	-	17:00	-	13:00	-	18:00	-	00:00	-
Peak	16	2	-	13	-	2	-	1	-	0	-

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Site No: 17496001 Grid Reference: SO40752,73842
Rosemary Lane, Leintwardine (30mph Sign)
Class Report FHWA Wed 21-May-14 Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycle	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-

02:00	0	0 -		0 -		0 -		0 -		0 -	
03:00	0	0 -		0 -		0 -		0 -		0 -	
04:00	0	0 -		0 -		0 -		0 -		0 -	
05:00	1	0	0	1	100	0	0	0	0	0	0
06:00	5	0	0	4	80	1	20	0	0	0	0
07:00	10	2	20	6	60	1	10	1	10	0	0
08:00	7	0	0	6	85.71	1	14.29	0	0	0	0
09:00	10	0	0	9	90	1	10	0	0	0	0
10:00	5	0	0	3	60	2	40	0	0	0	0
11:00	3	0	0	2	66.67	1	33.33	0	0	0	0
12:00	5	0	0	4	80	1	20	0	0	0	0
13:00	3	0	0	3	100	0	0	0	0	0	0
14:00	8	2	25	5	62.5	0	0	1	12.5	0	0
15:00	7	0	0	3	42.86	4	57.14	0	0	0	0
16:00	10	2	20	8	80	0	0	0	0	0	0
17:00	16	0	0	12	75	4	25	0	0	0	0
18:00	10	0	0	10	100	0	0	0	0	0	0
19:00	3	0	0	2	66.67	1	33.33	0	0	0	0
20:00	3	0	0	3	100	0	0	0	0	0	0
21:00	2	1	50	1	50	0	0	0	0	0	0
22:00	0	0 -		0 -		0 -		0 -		0 -	
23:00	0	0 -		0 -		0 -		0 -		0 -	

12H,7-19	94	6	6.38	71	75.53	15	15.96	2	2.13	0	0
16H,6-22	107	7	6.54	81	75.7	17	15.89	2	1.87	0	0
18H,6-24	107	7	6.54	81	75.7	17	15.89	2	1.87	0	0
24H,0-24	108	7	6.48	82	75.93	17	15.74	2	1.85	0	0

Am	07:00	07:00 -		09:00 -		10:00 -		07:00 -		00:00 -	
Peak	10	2 -		9 -		2 -		1 -		0 -	
Pm	17:00	14:00 -		17:00 -		15:00 -		14:00 -		00:00 -	
Peak	16	2 -		12 -		4 -		1 -		0 -	

K & M TRAFFIC SURVEYS Created at 17:48:10 on 22 May 2014

Appendix C Personal Injury Accident Data

Title: Leintwardine Area As Requested

Query: Query Conditions: a.ACCDATE between {01/01/2009} AND {31/12/2013} AND a.EASTING between 340256 AND 341006 AND a.NORTHING between 273758 AND 274858

No accident records found for this search

Appendix D Masterplan

Illustrative Accommodation Schedule		
Type	**Storey**	**Open Market**
2b Bungalow	1	2
2b Semi/terraced	2	10
3b Semi/Detached	2	35
4b+ detached	2	10
Total		57
Net Developable Area	1.73ha	
Development Density	32.9dph	

Legend

Site Boundary (2.65ha)

Design Principles – Concept

1.The creation of a strong green infrastructure corridor along the eastern and northern boundary, incorporating and strengthening the existing boundary vegetation, plus providing an attractive 'rural edge' and public open space within which the built form is assimilated.

2. The introduction of up to 57 new homes that reflects the local character and vernacular of Leintwardine by proposing terraced streets, an irregular grain of dwellings and shared surfaced / courtyards.

3. An attenuation basin. Sustainable Drainage Systems (SuDS) is located within the landscape buffer at the entrance to the development which utilises the lower lying parts of the site to help collect, retain and reduce surface water run-off, but also provide valuable ecological habitat areas.

4. A primary vehicular entrance off Rosemary Lane featuring a pedestrian footway and tree lined landscape verge.

5. The alignment of the main vehicular route through site follows the existing landform and creates points of interests along its length i.e. incidental public open space and landscape buffer.

6. The alignment and visual corridors of the existing public right of way footpaths are retained and incorporated as part of the design, ensuring their longevity and community access to a wider network of routes.

7. Built form is appropriately positioned set back from the sensitive eastern and northern boundaries to the rear of the landscape buffer and is assimilated into the wider landscape context, creating a positive, transitional, 'rural edge'.

8. Blocks of vegetation within the landscape buffer are designed to filter views, reducing the impact of development from views in the east i.e. Church Hill and Watton.

9. Tree planting is proposed along street frontages and within the landscape buffer to provide shade, shelter, visual amenity and support wildlife.

10. Creation of incidental areas of public open space along the main access route and public right of way footpath that include areas for informal play (LAP).

11. Provision of different property typologies and tenures with a variety in building form, plot sizes, detailing and materials.

12. The provision of an informal recreation space in the northern part of the development, safeguarding the public right of way (LX29) visual corridor and creating an attractive setting.

13. Waste collection points incorporated into the layout to service courtyards and private drives in line with the Manual for Streets maximum reverse distances for refuse vehicles.

Rev	Description	Date
P	Purpose of Issue	
	For Planning	

Bradley Murphy Design Ltd
1 The Courtyard
Holton Technology Park
Dark Lane
Holton
Worcestershire
WR9 8NR
t. 01905 876496
e. info@bradley-murphy-design.co.uk
www.bradley-murphy-design.co.uk

BMD LANDSCAPE DESIGN PLANNING

Client: LWD Developments LLP

Project: Land off Rosemary Lane, Leintwardine

Drawing Title: Illustrative Masterplan

Designed	Checked	Reviewed	Date
MF	JR	RM	July 2014

Job No.	Scale	Sheet Size	Revision
14.006	1:500	A1	

Drawing Number: BMD.14.006.DR.001

Appendix E TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	**SOUTH WEST**		
	CW	CORNWALL	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	73 to 174 (units:)
Range Selected by User:	30 to 300 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 04/01/04 to 03/01/14

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	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	2

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

LIST OF SITES relevant to selection parameters

1 **CH-03-A-02** **HOUSES/FLATS** **CHESHIRE**
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

2 **CW-03-A-02** **SEMI D./DETATCHED** **CORNWALL**
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY *18/09/07* *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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	124	0.049	2	124	0.283	2	124	0.332
08:00 - 09:00	2	124	0.101	**2**	**124**	**0.360**	2	124	0.461
09:00 - 10:00	2	124	0.109	2	124	0.178	2	124	0.287
10:00 - 11:00	2	124	0.130	2	124	0.146	2	124	0.276
11:00 - 12:00	2	124	0.134	2	124	0.146	2	124	0.280
12:00 - 13:00	2	124	0.182	2	124	0.170	2	124	0.352
13:00 - 14:00	2	124	0.146	2	124	0.109	2	124	0.255
14:00 - 15:00	2	124	0.211	2	124	0.239	2	124	0.450
15:00 - 16:00	2	124	0.251	2	124	0.134	2	124	0.385
16:00 - 17:00	2	124	0.316	2	124	0.194	2	124	0.510
17:00 - 18:00	**2**	**124**	**0.352**	2	124	0.231	**2**	**124**	**0.583**
18:00 - 19:00	2	124	0.291	2	124	0.186	2	124	0.477
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.272			2.376			4.648

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

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

Parameter summary

Trip rate parameter range selected:	73 - 174 (units:)
Survey date date range:	04/01/04 - 03/01/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	124	0.000	2	124	0.000	2	124	0.000
08:00 - 09:00	2	124	0.000	2	124	0.000	2	124	0.000
09:00 - 10:00	2	124	0.000	2	124	0.000	2	124	0.000
10:00 - 11:00	2	124	0.000	2	124	0.000	2	124	0.000
11:00 - 12:00	2	124	0.000	2	124	0.000	2	124	0.000
12:00 - 13:00	2	124	0.000	2	124	0.000	2	124	0.000
13:00 - 14:00	2	124	0.000	2	124	0.000	2	124	0.000
14:00 - 15:00	**2**	**124**	**0.008**	**2**	**124**	**0.008**	**2**	**124**	**0.016**
15:00 - 16:00	2	124	0.004	2	124	0.004	2	124	0.008
16:00 - 17:00	2	124	0.000	2	124	0.000	2	124	0.000
17:00 - 18:00	2	124	0.000	2	124	0.000	2	124	0.000
18:00 - 19:00	2	124	0.004	2	124	0.004	2	124	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

Parameter summary

Trip rate parameter range selected:	73 - 174 (units:)
Survey date date range:	04/01/04 - 03/01/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	124	0.000	2	124	0.000	2	124	0.000
08:00 - 09:00	2	124	0.000	2	124	0.000	2	124	0.000
09:00 - 10:00	2	124	0.000	2	124	0.000	2	124	0.000
10:00 - 11:00	**2**	**124**	**0.004**	2	124	0.004	2	124	0.008
11:00 - 12:00	2	124	0.004	2	124	0.000	2	124	0.004
12:00 - 13:00	2	124	0.000	2	124	0.004	2	124	0.004
13:00 - 14:00	2	124	0.004	2	124	0.000	2	124	0.004
14:00 - 15:00	2	124	0.004	**2**	**124**	**0.008**	**2**	**124**	**0.012**
15:00 - 16:00	2	124	0.000	2	124	0.000	2	124	0.000
16:00 - 17:00	2	124	0.000	2	124	0.000	2	124	0.000
17:00 - 18:00	2	124	0.000	2	124	0.000	2	124	0.000
18:00 - 19:00	2	124	0.000	2	124	0.000	2	124	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

Parameter summary

Trip rate parameter range selected:	73 - 174 (units:)
Survey date date range:	04/01/04 - 03/01/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	124	0.000	2	124	0.000	2	124	0.000
08:00 - 09:00	2	124	0.000	2	124	0.000	2	124	0.000
09:00 - 10:00	2	124	0.000	2	124	0.000	2	124	0.000
10:00 - 11:00	2	124	0.000	2	124	0.000	2	124	0.000
11:00 - 12:00	2	124	0.000	2	124	0.000	2	124	0.000
12:00 - 13:00	2	124	0.000	2	124	0.000	2	124	0.000
13:00 - 14:00	**2**	**124**	**0.004**	**2**	**124**	**0.004**	**2**	**124**	**0.008**
14:00 - 15:00	2	124	0.000	2	124	0.000	2	124	0.000
15:00 - 16:00	2	124	0.004	2	124	0.004	2	124	0.008
16:00 - 17:00	2	124	0.000	2	124	0.000	2	124	0.000
17:00 - 18:00	2	124	0.000	2	124	0.000	2	124	0.000
18:00 - 19:00	2	124	0.000	2	124	0.000	2	124	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

Parameter summary

Trip rate parameter range selected:	73 - 174 (units:)
Survey date date range:	04/01/04 - 03/01/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**2**	**124**	**0.012**	**2**	**124**	**0.020**	**2**	**124**	**0.032**
08:00 - 09:00	2	124	0.000	2	124	0.000	2	124	0.000
09:00 - 10:00	2	124	0.008	2	124	0.000	2	124	0.008
10:00 - 11:00	2	124	0.008	2	124	0.004	2	124	0.012
11:00 - 12:00	2	124	0.008	2	124	0.008	2	124	0.016
12:00 - 13:00	2	124	0.008	2	124	0.004	2	124	0.012
13:00 - 14:00	2	124	0.000	2	124	0.008	2	124	0.008
14:00 - 15:00	2	124	0.000	2	124	0.004	2	124	0.004
15:00 - 16:00	2	124	0.004	2	124	0.008	2	124	0.012
16:00 - 17:00	2	124	0.012	2	124	0.020	2	124	0.032
17:00 - 18:00	2	124	0.012	2	124	0.000	2	124	0.012
18:00 - 19:00	2	124	0.008	2	124	0.004	2	124	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.080			0.160

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

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

Parameter summary

Trip rate parameter range selected:	73 - 174 (units:)
Survey date date range:	04/01/04 - 03/01/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Appendix F Junctions 8 Output

Junctions 8

PICADY 8 - Priority Intersection Module

Filename: High Street-Rosemary Lane Priority Junction.arc8
Path: S:\70001649 - Rosemary Lane, Leintwardine\D Design and Analysis\Development\ARCADY
Report generation date: 13/03/2014 08:25:35

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2014 Observed			
Stream B-C	0.06	6.12	0.06	A
Stream B-A	0.07	8.45	0.06	A
Stream C-AB	0.05	5.43	0.03	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2014 Observed, AM" model duration: 07:45 - 09:15
"D2 - 2014 Observed, PM" model duration: 16:45 - 18:15
"D3 - 2019 Forecast, AM" model duration: 07:45 - 09:15
"D4 - 2019 Forecast, PM" model duration: 16:45 - 18:15
"D5 - 2019 Forecast+Dev, AM" model duration: 07:45 - 09:15
"D6 - 2019 Forecast+Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 13/03/2014 08:25:32

File summary

File Description

Title	A4113 High Street/Rosemary Lane
Location	Leintwardine, Herefordshire
Site Number	
Date	12/03/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	70001649
Enumerator	FI
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2014 Observed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Observed, AM	2014 Observed	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
High Street/Rosemary Lane	T-Junction	Two-way	A,B,C	6.69	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4113 High Street North		Major
B	Rosemary Lane		Minor
C	A4113 High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	84.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	10.00	8.80	6.50	4.70	✓	3.00	36	46

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549.017	0.094	0.238	0.150	0.341
1	B-C	736.895	0.107	0.269	-	-
1	C-B	622.609	0.228	0.228	-	-

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 Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	149.00	100.000
B	ONE HOUR	✓	59.00	100.000
C	ONE HOUR	✓	192.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	19.000	130.000
	B	26.000	0.000	33.000
	C	176.000	16.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.44	0.00	0.56
	C	0.92	0.08	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.158	1.100
	B	1.038	1.000	1.091
	C	1.074	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	15.800	10.000
	B	3.800	0.000	9.100
	C	7.400	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	6.12	0.06	A
B-A	0.06	8.45	0.07	A
C-AB	0.03	5.43	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	24.84	24.68	0.00	640.61	0.039	0.04	5.843	A
B-A	19.57	19.40	0.00	478.16	0.041	0.04	7.845	A
C-AB	14.86	14.76	0.00	679.58	0.022	0.03	5.415	A
C-A	129.69	129.69	0.00	-	-	-	-	-
A-B	14.30	14.30	0.00	-	-	-	-	-
A-C	97.87	97.87	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	29.67	29.63	0.00	633.64	0.047	0.05	5.959	A
B-A	23.37	23.33	0.00	468.32	0.050	0.05	8.090	A
C-AB	18.50	18.47	0.00	690.92	0.027	0.03	5.347	A
C-A	154.11	154.11	0.00	-	-	-	-	-
A-B	17.08	17.08	0.00	-	-	-	-	-
A-C	116.87	116.87	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	36.33	36.28	0.00	624.08	0.058	0.06	6.124	A
B-A	28.63	28.57	0.00	454.69	0.063	0.07	8.447	A
C-AB	23.93	23.89	0.00	706.73	0.034	0.05	5.264	A
C-A	187.46	187.46	0.00	-	-	-	-	-
A-B	20.92	20.92	0.00	-	-	-	-	-
A-C	143.13	143.13	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	36.33	36.33	0.00	624.04	0.058	0.06	6.124	A
B-A	28.63	28.63	0.00	454.69	0.063	0.07	8.449	A
C-AB	23.94	23.94	0.00	706.72	0.034	0.05	5.274	A
C-A	187.45	187.45	0.00	-	-	-	-	-
A-B	20.92	20.92	0.00	-	-	-	-	-
A-C	143.13	143.13	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	29.67	29.71	0.00	633.56	0.047	0.05	5.961	A
B-A	23.37	23.43	0.00	468.33	0.050	0.05	8.092	A
C-AB	18.51	18.55	0.00	690.89	0.027	0.03	5.366	A
C-A	154.09	154.09	0.00	-	-	-	-	-
A-B	17.08	17.08	0.00	-	-	-	-	-
A-C	116.87	116.87	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	24.84	24.88	0.00	640.45	0.039	0.04	5.847	A
B-A	19.57	19.61	0.00	478.19	0.041	0.04	7.852	A
C-AB	14.89	14.92	0.00	679.51	0.022	0.03	5.425	A
C-A	129.66	129.66	0.00	-	-	-	-	-
A-B	14.30	14.30	0.00	-	-	-	-	-
A-C	97.87	97.87	0.00	-	-	-	-	-

(Default Analysis Set) - 2014 Observed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Observed, PM	2014 Observed	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
High Street/Rosemary Lane	T-Junction	Two-way	A,B,C	6.15	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4113 High Street North		Major
B	Rosemary Lane		Minor
C	A4113 High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	84.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	10.00	8.80	6.50	4.70	✓	3.00	36	46

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552.594	0.095	0.240	0.151	0.343
1	B-C	732.333	0.108	0.268	-	-
1	C-B	622.609	0.228	0.228	-	-

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 Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	156.00	100.000
B	ONE HOUR	✓	38.00	100.000
C	ONE HOUR	✓	150.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	21.000	135.000
	B	17.000	0.000	21.000
	C	131.000	19.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.45	0.00	0.55
	C	0.87	0.13	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.015
	B	1.000	1.000	1.000
	C	1.076	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	1.500
	B	0.000	0.000	0.000
	C	7.600	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	5.46	0.03	A
B-A	0.04	7.74	0.04	A
C-AB	0.04	5.61	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	15.81	15.72	0.00	698.59	0.023	0.02	5.272	A
B-A	12.80	12.70	0.00	505.41	0.025	0.03	7.304	A
C-AB	16.76	16.63	0.00	658.97	0.025	0.03	5.605	A
C-A	96.17	96.17	0.00	-	-	-	-	-
A-B	15.81	15.81	0.00	-	-	-	-	-
A-C	101.64	101.64	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	18.88	18.86	0.00	691.84	0.027	0.03	5.348	A
B-A	15.28	15.26	0.00	496.29	0.031	0.03	7.483	A
C-AB	20.66	20.63	0.00	668.29	0.031	0.04	5.570	A
C-A	114.19	114.19	0.00	-	-	-	-	-
A-B	18.88	18.88	0.00	-	-	-	-	-
A-C	121.36	121.36	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	23.12	23.09	0.00	682.67	0.034	0.03	5.457	A
B-A	18.72	18.68	0.00	483.62	0.039	0.04	7.743	A
C-AB	26.41	26.35	0.00	676.58	0.039	0.05	5.530	A
C-A	138.75	138.75	0.00	-	-	-	-	-
A-B	23.12	23.12	0.00	-	-	-	-	-
A-C	148.64	148.64	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	23.12	23.12	0.00	682.62	0.034	0.03	5.458	A
B-A	18.72	18.72	0.00	483.63	0.039	0.04	7.743	A
C-AB	26.42	26.41	0.00	676.56	0.039	0.05	5.539	A
C-A	138.74	138.74	0.00	-	-	-	-	-
A-B	23.12	23.12	0.00	-	-	-	-	-
A-C	148.64	148.64	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	18.88	18.91	0.00	691.75	0.027	0.03	5.350	A
B-A	15.28	15.31	0.00	496.32	0.031	0.03	7.486	A
C-AB	20.67	20.73	0.00	666.26	0.031	0.04	5.587	A
C-A	114.17	114.17	0.00	-	-	-	-	-
A-B	18.88	18.88	0.00	-	-	-	-	-
A-C	121.36	121.36	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	15.81	15.83	0.00	698.37	0.023	0.02	5.276	A
B-A	12.80	12.82	0.00	505.49	0.025	0.03	7.309	A
C-AB	16.78	16.82	0.00	658.92	0.025	0.03	5.612	A
C-A	96.14	96.14	0.00	-	-	-	-	-
A-B	15.81	15.81	0.00	-	-	-	-	-
A-C	101.64	101.64	0.00	-	-	-	-	-

(Default Analysis Set) - 2019 Forecast, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Forecast, AM	2019 Forecast	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
High Street/Rosemary Lane	T-Junction	Two-way	A,B,C	6.72	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4113 High Street North		Major
B	Rosemary Lane		Minor
C	A4113 High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	84.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	10.00	8.80	6.50	4.70	✓	3.00	36	46

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	548.424	0.094	0.238	0.150	0.340
1	B-C	737.651	0.107	0.270	-	-
1	C-B	622.609	0.228	0.228	-	-

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 Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	156.00	100.000
B	ONE HOUR	✓	62.00	100.000
C	ONE HOUR	✓	202.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	20.000	136.000
	B	27.000	0.000	35.000
	C	185.000	17.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.44	0.00	0.56
	C	0.92	0.08	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.158	1.100
	B	1.038	1.000	1.091
	C	1.074	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	15.800	10.000
	B	3.800	0.000	9.100
	C	7.400	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	6.17	0.07	A
B-A	0.07	8.55	0.07	A
C-AB	0.04	5.41	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.35	26.18	0.00	639.67	0.041	0.04	5.866	A
B-A	20.33	20.15	0.00	475.13	0.043	0.04	7.912	A
C-AB	15.96	15.84	0.00	682.68	0.023	0.03	5.399	A
C-A	136.12	136.12	0.00	-	-	-	-	-
A-B	15.06	15.06	0.00	-	-	-	-	-
A-C	102.39	102.39	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	31.46	31.43	0.00	632.36	0.050	0.05	5.990	A
B-A	24.27	24.23	0.00	464.81	0.052	0.05	8.171	A
C-AB	19.90	19.87	0.00	694.64	0.029	0.04	5.328	A
C-A	161.69	161.69	0.00	-	-	-	-	-
A-B	17.98	17.98	0.00	-	-	-	-	-
A-C	122.26	122.26	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	38.54	38.48	0.00	622.34	0.062	0.07	6.165	A
B-A	29.73	29.67	0.00	450.52	0.066	0.07	8.553	A
C-AB	25.82	25.77	0.00	711.31	0.036	0.05	5.243	A
C-A	196.59	196.59	0.00	-	-	-	-	-
A-B	22.02	22.02	0.00	-	-	-	-	-
A-C	149.74	149.74	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	38.54	38.53	0.00	622.30	0.062	0.07	6.166	A
B-A	29.73	29.73	0.00	450.52	0.066	0.07	8.554	A
C-AB	25.83	25.83	0.00	711.29	0.036	0.05	5.254	A
C-A	196.58	196.58	0.00	-	-	-	-	-
A-B	22.02	22.02	0.00	-	-	-	-	-
A-C	149.74	149.74	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	31.46	31.52	0.00	632.29	0.050	0.05	5.992	A
B-A	24.27	24.33	0.00	464.82	0.052	0.06	8.175	A
C-AB	19.91	19.96	0.00	694.60	0.029	0.04	5.348	A
C-A	161.68	161.68	0.00	-	-	-	-	-
A-B	17.98	17.98	0.00	-	-	-	-	-
A-C	122.26	122.26	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.35	26.39	0.00	639.50	0.041	0.04	5.873	A
B-A	20.33	20.37	0.00	475.16	0.043	0.05	7.917	A
C-AB	15.99	16.02	0.00	682.61	0.023	0.03	5.407	A
C-A	136.09	136.09	0.00	-	-	-	-	-
A-B	15.06	15.06	0.00	-	-	-	-	-
A-C	102.39	102.39	0.00	-	-	-	-	-

(Default Analysis Set) - 2019 Forecast, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Forecast, PM	2019 Forecast	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
High Street/Rosemary Lane	T-Junction	Two-way	A,B,C	6.18	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4113 High Street North		Major
B	Rosemary Lane		Minor
C	A4113 High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	84.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	10.00	8.80	6.50	4.70	✓	3.00	36	46

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	553.133	0.095	0.240	0.151	0.343
1	B-C	731.645	0.108	0.267	-	-
1	C-B	622.609	0.228	0.228	-	-

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 Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	164.00	100.000
B	ONE HOUR	✓	40.00	100.000
C	ONE HOUR	✓	158.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	22.000	142.000
	B	18.000	0.000	22.000
	C	138.000	20.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.45	0.00	0.55
	C	0.87	0.13	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.015
	B	1.000	1.000	1.000
	C	1.076	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	1.500
	B	0.000	0.000	0.000
	C	7.600	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	5.49	0.04	A
B-A	0.04	7.81	0.04	A
C-AB	0.04	5.61	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	16.56	16.47	0.00	696.16	0.024	0.02	5.296	A
B-A	13.55	13.44	0.00	503.43	0.027	0.03	7.345	A
C-AB	17.79	17.66	0.00	661.04	0.027	0.03	5.596	A
C-A	101.16	101.16	0.00	-	-	-	-	-
A-B	16.56	16.56	0.00	-	-	-	-	-
A-C	106.91	106.91	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	19.78	19.76	0.00	689.05	0.029	0.03	5.378	A
B-A	16.18	16.16	0.00	493.82	0.033	0.03	7.536	A
C-AB	21.97	21.93	0.00	668.79	0.033	0.04	5.561	A
C-A	120.07	120.07	0.00	-	-	-	-	-
A-B	19.78	19.78	0.00	-	-	-	-	-
A-C	127.66	127.66	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	24.22	24.19	0.00	679.40	0.036	0.04	5.494	A
B-A	19.82	19.78	0.00	480.47	0.041	0.04	7.814	A
C-AB	28.14	28.08	0.00	679.67	0.041	0.06	5.520	A
C-A	145.82	145.82	0.00	-	-	-	-	-
A-B	24.22	24.22	0.00	-	-	-	-	-
A-C	156.34	156.34	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	24.22	24.22	0.00	679.35	0.036	0.04	5.494	A
B-A	19.82	19.82	0.00	480.48	0.041	0.04	7.814	A
C-AB	28.15	28.15	0.00	679.66	0.041	0.06	5.528	A
C-A	145.81	145.81	0.00	-	-	-	-	-
A-B	24.22	24.22	0.00	-	-	-	-	-
A-C	156.34	156.34	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	19.78	19.81	0.00	688.96	0.029	0.03	5.379	A
B-A	16.18	16.22	0.00	493.85	0.033	0.03	7.539	A
C-AB	21.98	22.04	0.00	668.76	0.033	0.04	5.575	A
C-A	120.05	120.05	0.00	-	-	-	-	-
A-B	19.78	19.78	0.00	-	-	-	-	-
A-C	127.66	127.66	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	16.56	16.58	0.00	695.93	0.024	0.02	5.300	A
B-A	13.55	13.58	0.00	503.50	0.027	0.03	7.350	A
C-AB	17.82	17.86	0.00	660.99	0.027	0.03	5.606	A
C-A	101.13	101.13	0.00	-	-	-	-	-
A-B	16.56	16.56	0.00	-	-	-	-	-
A-C	106.91	106.91	0.00	-	-	-	-	-

(Default Analysis Set) - 2019 Forecast+Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Forecast+Dev, AM	2019 Forecast+Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
High Street/Rosemary Lane	T-Junction	Two-way	A,B,C	6.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4113 High Street North		Major
B	Rosemary Lane		Minor
C	A4113 High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	84.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	10.00	8.80	6.50	4.70	✓	3.00	36	46

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	546.457	0.094	0.237	0.149	0.339
1	B-C	740.159	0.107	0.271	-	-
1	C-B	622.609	0.228	0.228	-	-

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 Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	159.00	100.000
B	ONE HOUR	✓	87.00	100.000
C	ONE HOUR	✓	206.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	23.000	136.000
	B	36.000	0.000	51.000
	C	185.000	21.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.41	0.00	0.59
	C	0.90	0.10	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.140	1.100
	B	1.029	1.000	1.062
	C	1.074	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	14.000	10.000
	B	2.900	0.000	6.200
	C	7.400	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	6.19	0.10	A
B-A	0.09	8.75	0.10	A
C-AB	0.04	5.44	0.07	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	38.40	38.15	0.00	656.79	0.058	0.06	5.815	A
B-A	27.10	26.86	0.00	476.36	0.057	0.06	8.005	A
C-AB	19.72	19.57	0.00	682.19	0.029	0.04	5.433	A
C-A	135.37	135.37	0.00	-	-	-	-	-
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	102.39	102.39	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	45.85	45.79	0.00	648.69	0.071	0.08	5.971	A
B-A	32.36	32.31	0.00	465.75	0.069	0.07	8.304	A
C-AB	24.59	24.55	0.00	694.08	0.035	0.05	5.372	A
C-A	160.60	160.60	0.00	-	-	-	-	-
A-B	20.68	20.68	0.00	-	-	-	-	-
A-C	122.26	122.26	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	56.15	56.07	0.00	637.58	0.088	0.10	6.190	A
B-A	39.64	39.55	0.00	451.06	0.088	0.10	8.746	A
C-AB	31.91	31.84	0.00	710.63	0.045	0.07	5.298	A
C-A	194.90	194.90	0.00	-	-	-	-	-
A-B	25.32	25.32	0.00	-	-	-	-	-
A-C	149.74	149.74	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	56.15	56.15	0.00	637.53	0.088	0.10	6.191	A
B-A	39.64	39.63	0.00	451.06	0.088	0.10	8.749	A
C-AB	31.92	31.92	0.00	710.62	0.045	0.07	5.304	A
C-A	194.89	194.89	0.00	-	-	-	-	-
A-B	25.32	25.32	0.00	-	-	-	-	-
A-C	149.74	149.74	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	45.85	45.93	0.00	648.60	0.071	0.08	5.973	A
B-A	32.36	32.44	0.00	465.75	0.069	0.08	8.309	A
C-AB	24.61	24.68	0.00	694.04	0.035	0.05	5.388	A
C-A	160.58	160.58	0.00	-	-	-	-	-
A-B	20.68	20.68	0.00	-	-	-	-	-
A-C	122.26	122.26	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	38.40	38.45	0.00	658.59	0.058	0.06	5.823	A
B-A	27.10	27.16	0.00	476.38	0.057	0.06	8.014	A
C-AB	19.75	19.80	0.00	682.13	0.029	0.04	5.445	A
C-A	135.33	135.33	0.00	-	-	-	-	-
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	102.39	102.39	0.00	-	-	-	-	-

(Default Analysis Set) - 2019 Forecast+Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Forecast+Dev, PM	2019 Forecast+Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
High Street/Rosemary Lane	T-Junction	Two-way	A,B,C	6.26	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4113 High Street North		Major
B	Rosemary Lane		Minor
C	A4113 High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	84.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	10.00	8.80	6.50	4.70	✓	3.00	36	46

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549.032	0.094	0.238	0.150	0.341
1	B-C	736.876	0.107	0.269	-	-
1	C-B	622.609	0.228	0.228	-	-

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 Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	173.00	100.000
B	ONE HOUR	✓	56.00	100.000
C	ONE HOUR	✓	174.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	31.000	142.000
	B	24.000	0.000	32.000
	C	138.000	36.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.43	0.00	0.57
	C	0.79	0.21	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.015
	B	1.000	1.000	1.000
	C	1.076	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	1.500
	B	0.000	0.000	0.000
	C	7.600	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	5.58	0.05	A
B-A	0.06	8.12	0.06	A
C-AB	0.07	5.75	0.11	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	24.09	23.95	0.00	698.73	0.034	0.04	5.333	A
B-A	18.07	17.92	0.00	494.95	0.037	0.04	7.545	A
C-AB	32.04	31.78	0.00	659.59	0.049	0.07	5.733	A
C-A	98.96	98.96	0.00	-	-	-	-	-
A-B	23.34	23.34	0.00	-	-	-	-	-
A-C	106.91	106.91	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	28.77	28.74	0.00	691.10	0.042	0.04	5.434	A
B-A	21.58	21.54	0.00	484.42	0.045	0.05	7.777	A
C-AB	39.57	39.50	0.00	667.09	0.059	0.08	5.730	A
C-A	116.85	116.85	0.00	-	-	-	-	-
A-B	27.87	27.87	0.00	-	-	-	-	-
A-C	127.66	127.66	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	35.23	35.19	0.00	680.65	0.052	0.05	5.577	A
B-A	26.42	26.37	0.00	469.89	0.056	0.06	8.116	A
C-AB	50.70	50.59	0.00	677.63	0.075	0.11	5.734	A
C-A	140.87	140.87	0.00	-	-	-	-	-
A-B	34.13	34.13	0.00	-	-	-	-	-
A-C	156.34	156.34	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	35.23	35.23	0.00	680.61	0.052	0.05	5.577	A
B-A	26.42	26.42	0.00	469.87	0.056	0.06	8.117	A
C-AB	50.72	50.72	0.00	677.63	0.075	0.11	5.744	A
C-A	140.85	140.85	0.00	-	-	-	-	-
A-B	34.13	34.13	0.00	-	-	-	-	-
A-C	156.34	156.34	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	28.77	28.81	0.00	691.02	0.042	0.04	5.438	A
B-A	21.58	21.62	0.00	484.40	0.045	0.05	7.779	A
C-AB	39.60	39.71	0.00	667.08	0.059	0.09	5.749	A
C-A	116.82	116.82	0.00	-	-	-	-	-
A-B	27.87	27.87	0.00	-	-	-	-	-
A-C	127.66	127.66	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	24.09	24.12	0.00	698.55	0.034	0.04	5.339	A
B-A	18.07	18.10	0.00	494.92	0.037	0.04	7.552	A
C-AB	32.09	32.16	0.00	659.55	0.049	0.07	5.748	A
C-A	98.91	98.91	0.00	-	-	-	-	-
A-B	23.34	23.34	0.00	-	-	-	-	-
A-C	106.91	106.91	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

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

Filename: Rosemary Lane - Site access Priority Junction.arc8
Path: S:\70001649 - Rosemary Lane, Leintwardine\D Design and Analysis\Development\ARCADY
Report generation date: 04/07/2014 08:49:23

» (Default Analysis Set) - 2019 Forecast+Development, AM
» (Default Analysis Set) - 2019 Forecast+Development, PM

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2019 Forecast+Development			
Stream B-AC	0.05	6.54	0.05	A
Stream C-AB	0.00	0.00	0.00	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2019 Forecast+Development, AM " model duration: 07:45 - 09:15
"D2 - 2019 Forecast+Development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 04/07/2014 08:49:22

File summary

Title	Rosemary Lane Site Access
Location	Leintwardine, Herefordshire
Site Number	
Date	12/03/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	70001649
Enumerator	R
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2019 Forecast+Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Forecast+Development, AM	2019 Forecast+Development	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	A,B,C	6.54	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Rosemary Lane West		Major
B	B	Site Access		Minor
C	C	Rosemary Lane East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	236.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.90										52	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	582.256	0.106	0.268	0.169	0.383
1	B-C	735.057	0.113	0.285	-	-
1	C-B	710.633	0.275	0.275	-	-

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 Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	12.00	100.000
B	ONE HOUR	✓	25.00	100.000
C	ONE HOUR	✓	8.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	7.000	5.000
	B	25.000	0.000	0.000
	C	8.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.58	0.42
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.400
	B	1.000	1.000	1.000
	C	1.125	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	40.0
	B	0.0	0.0	0.0
	C	12.5	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	6.54	0.05	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	18.82	18.69	0.00	579.14	0.033	0.03	6.421	A
C-AB	0.00	0.00	0.00	666.10	0.000	0.00	0.000	A
C-A	6.02	6.02	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	3.76	3.76	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	22.47	22.45	0.00	578.54	0.039	0.04	6.473	A
C-AB	0.00	0.00	0.00	665.57	0.000	0.00	0.000	A
C-A	7.19	7.19	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	4.49	4.49	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	27.53	27.49	0.00	577.70	0.048	0.05	6.542	A
C-AB	0.00	0.00	0.00	664.84	0.000	0.00	0.000	A
C-A	8.81	8.81	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	5.51	5.51	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	27.53	27.52	0.00	577.70	0.048	0.05	6.542	A
C-AB	0.00	0.00	0.00	664.84	0.000	0.00	0.000	A
C-A	8.81	8.81	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	5.51	5.51	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	22.47	22.51	0.00	578.54	0.039	0.04	6.476	A
C-AB	0.00	0.00	0.00	665.57	0.000	0.00	0.000	A
C-A	7.19	7.19	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	4.49	4.49	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	18.82	18.85	0.00	579.14	0.033	0.03	6.424	A
C-AB	0.00	0.00	0.00	666.10	0.000	0.00	0.000	A
C-A	6.02	6.02	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	3.76	3.76	0.00	-	-	-	-	-

(Default Analysis Set) - 2019 Forecast+Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Forecast+Development, PM	2019 Forecast+Development	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	A,B,C	6.49	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Rosemary Lane West		Major
B	B	Site Access		Minor
C	C	Rosemary Lane East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	236.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.90										52	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	582.256	0.106	0.268	0.169	0.383
1	B-C	735.057	0.113	0.285	-	-
1	C-B	710.633	0.275	0.275	-	-

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 Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	39.00	100.000
B	ONE HOUR	✓	16.00	100.000
C	ONE HOUR	✓	17.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	25.000	14.000
	B	16.000	0.000	0.000
	C	17.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.64	0.36
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	6.49	0.03	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	12.05	11.96	0.00	575.28	0.021	0.02	6.390	A
C-AB	0.00	0.00	0.00	702.55	0.000	0.00	0.000	A
C-A	12.80	12.80	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	10.54	10.54	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	14.38	14.37	0.00	573.92	0.025	0.03	6.433	A
C-AB	0.00	0.00	0.00	700.98	0.000	0.00	0.000	A
C-A	15.28	15.28	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	12.59	12.59	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	17.62	17.59	0.00	572.05	0.031	0.03	6.492	A
C-AB	0.00	0.00	0.00	698.81	0.000	0.00	0.000	A
C-A	18.72	18.72	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	15.41	15.41	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	17.62	17.62	0.00	572.05	0.031	0.03	6.492	A
C-AB	0.00	0.00	0.00	698.81	0.000	0.00	0.000	A
C-A	18.72	18.72	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	15.41	15.41	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	14.38	14.41	0.00	573.92	0.025	0.03	6.433	A
C-AB	0.00	0.00	0.00	700.98	0.000	0.00	0.000	A
C-A	15.28	15.28	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	12.59	12.59	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	12.05	12.06	0.00	575.28	0.021	0.02	6.393	A
C-AB	0.00	0.00	0.00	702.55	0.000	0.00	0.000	A
C-A	12.80	12.80	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	10.54	10.54	0.00	-	-	-	-	-

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