APPENDIX A

TRAFFIC SURVEY DATA

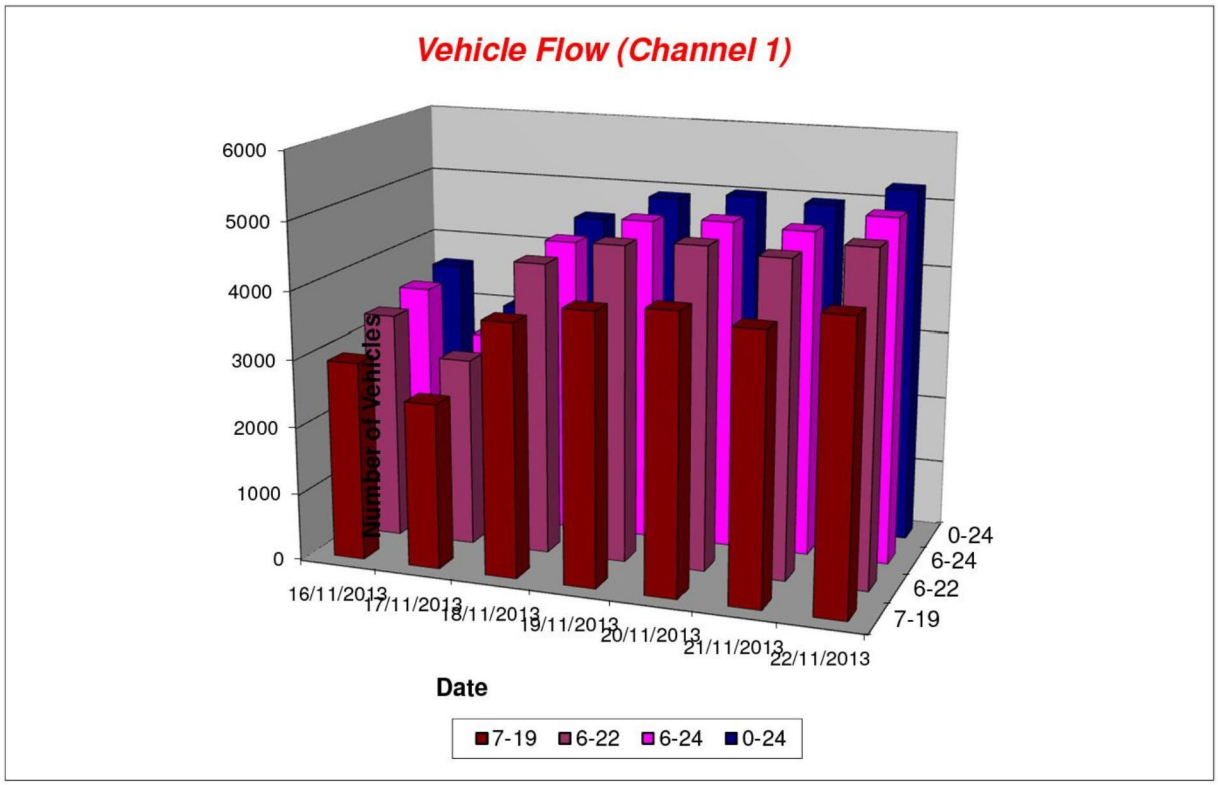
Hereford ATC, A465 Aylestone Hill

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound | **Vehicle Flow** | **Week 1**

Hr Ending	16/11/2013 Saturday	17/11/2013 Sunday	18/11/2013 Monday	19/11/2013 Tuesday	20/11/2013 Wednesday	21/11/2013 Thursday	22/11/2013 Friday	5 Day Ave	7 Day Ave
1	21	38	11	12	21	25	31	20	23
2	21	37	8	7	11	11	14	10	16
3	15	20	7	10	21	20	17	15	16
4	14	26	12	9	14	23	28	17	18
5	16	23	28	28	27	22	27	26	24
6	31	22	66	62	67	64	64	65	54
7	53	27	136	133	148	146	136	140	111
8	111	56	270	256	266	275	243	262	211
9	196	98	288	313	302	323	345	314	266
10	187	117	242	211	243	271	265	246	219
11	256	201	242	250	205	258	271	245	240
12	250	292	259	219	287	280	283	266	267
13	290	302	257	280	324	265	298	285	288
14	321	262	282	328	333	276	327	309	304
15	275	243	281	331	325	308	379	325	306
16	282	235	346	422	429	340	498	407	365
17	296	226	465	539	512	524	512	510	439
18	285	257	512	544	558	516	497	525	453
19	202	170	288	302	310	305	307	302	269
20	149	135	162	236	191	250	231	214	193
21	105	108	156	162	160	173	165	163	147
22	99	69	127	138	151	145	133	139	123
23	94	57	49	85	74	106	108	84	82
24	52	21	34	40	38	40	80	46	44

7-19	2951	2459	3732	3995	4094	3941	4225	3997	3628
6-22	3357	2798	4313	4664	4744	4655	4890	4653	4203
6-24	3503	2876	4396	4789	4856	4801	5078	4784	4328
0-24	3621	3042	4528	4917	5017	4966	5259	4937	4479



Hereford ATC, A465 Aylestone Hill

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound — Average Speed — **Week 1**

Hr Ending	16/11/2013 Saturday	17/11/2013 Sunday	18/11/2013 Monday	19/11/2013 Tuesday	20/11/2013 Wednesday	21/11/2013 Thursday	22/11/2013 Friday
1	38.5	34.6	36.8	37.0	43.1	37.7	36.1
2	39.0	38.7	40.8	43.7	32.1	37.3	35.5
3	37.3	39.4	30.9	37.5	40.1	36.4	41.5
4	39.6	43.4	38.2	37.7	38.5	36.8	35.0
5	44.2	41.6	40.3	38.3	39.1	36.6	39.8
6	39.1	38.9	38.7	37.5	39.8	38.1	37.5
7	39.1	38.3	36.2	35.4	34.6	35.5	36.4
8	37.1	36.9	34.6	34.5	33.9	33.7	33.6
9	35.5	36.2	29.7	32.4	32.1	31.1	32.1
10	35.1	35.2	31.1	33.5	30.4	31.3	32.0
11	34.2	34.2	33.4	33.5	31.4	30.8	32.0
12	33.0	32.9	32.2	33.2	31.6	31.7	32.6
13	33.4	33.7	31.6	31.9	31.1	31.6	31.6
14	33.4	33.8	32.7	31.8	31.0	31.6	32.3
15	34.4	32.6	30.8	31.3	31.4	32.6	31.6
16	32.9	33.0	30.4	30.9	30.7	31.8	30.7
17	32.7	33.6	30.6	30.5	31.1	30.9	31.2
18	33.8	33.9	32.1	31.2	31.4	31.7	31.8
19	34.2	34.9	33.4	32.8	32.6	32.0	33.3
20	34.8	36.1	33.4	33.1	34.0	32.3	33.9
21	35.6	35.3	35.1	34.7	34.1	33.8	33.2
22	33.8	36.0	35.9	34.3	34.2	34.1	35.3
23	34.9	38.0	34.1	33.8	35.2	33.3	34.1
24	37.7	39.5	36.8	37.8	35.4	36.4	36.1
10-12	33.6	33.4	32.8	33.4	31.5	31.3	32.3
14-16	33.6	32.8	30.6	31.1	31.0	32.2	31.1
0-24	34.3	34.5	32.5	32.5	32.2	32.2	32.6
						7 Day Ave	33.0

Channel 1 - Northbound — 85th Percentile

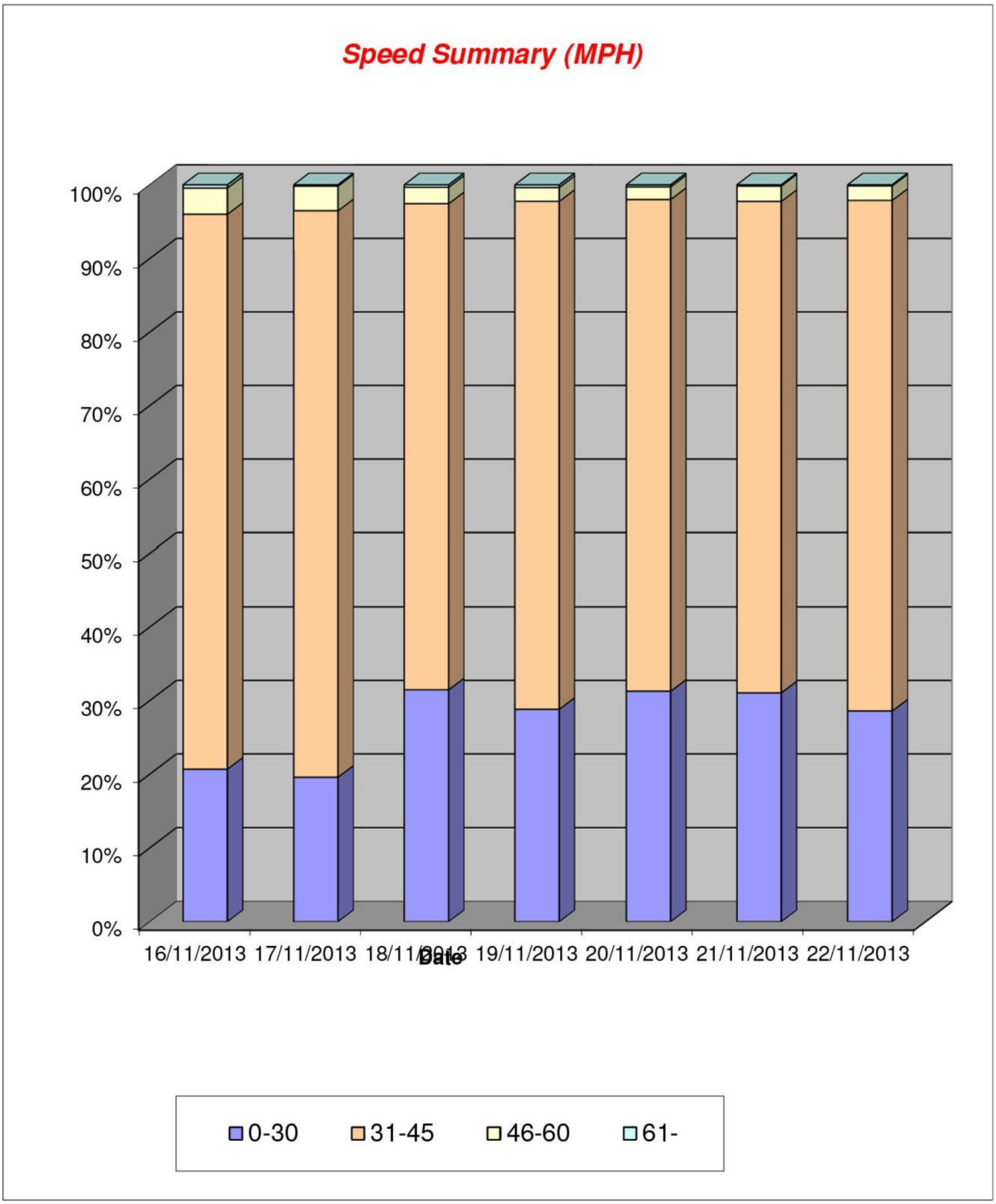
Hr Ending	16/11/2013 Saturday	17/11/2013 Sunday	18/11/2013 Monday	19/11/2013 Tuesday	20/11/2013 Wednesday	21/11/2013 Thursday	22/11/2013 Friday
1	43.7	43.6	49.0	43.7	53.9	48.7	43.2
2	43.5	48.3	43.4	48.9	48.7	43.9	43.5
3	43.6	43.3	38.3	48.8	58.5	53.5	48.3
4	48.3	53.8	48.2	43.0	48.4	43.1	43.3
5	53.3	48.8	53.2	48.5	53.1	48.8	48.0
6	48.8	43.6	43.6	43.9	48.8	43.4	48.5
7	48.0	44.0	43.4	43.4	43.5	43.5	43.2
8	43.8	43.9	38.4	38.7	38.8	38.5	38.9
9	43.8	43.2	38.7	38.5	38.6	38.2	38.6
10	43.7	43.7	38.3	38.5	38.8	38.3	38.8
11	38.0	39.0	38.6	38.5	38.0	38.1	38.9
12	38.4	38.2	38.2	38.4	38.2	38.6	38.3
13	38.9	38.5	38.2	38.4	38.1	38.2	38.5
14	38.8	38.1	38.6	38.3	38.1	38.9	38.1
15	43.4	39.0	38.1	38.1	38.3	38.1	38.6
16	39.0	38.7	38.5	38.2	38.1	38.4	38.4
17	38.9	38.0	33.9	34.0	38.0	38.3	39.0
18	38.1	38.6	38.3	38.1	38.5	38.9	38.1
19	38.9	43.1	38.8	38.4	38.7	38.8	38.9
20	43.4	43.1	38.4	38.4	38.5	38.3	38.6
21	43.5	43.8	43.3	38.5	38.8	38.7	38.3
22	38.8	43.3	43.9	38.2	38.1	43.3	43.1
23	43.1	43.0	43.6	43.5	38.2	38.1	43.5
24	48.6	53.3	43.6	43.3	43.7	43.0	43.2
10-12	38.5	38.4	38.4	38.6	38.5	38.3	39.0
14-16	38.3	38.3	38.1	38.5	38.4	38.8	38.1
0-24	38.6	38.9	38.6	38.2	38.1	38.3	38.0
						7 Day Ave	38.4

Hereford ATC, A465 Aylestone Hill

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound | **Speed Summary** | **Week 1**

Speed (MPH)	16/11/2013 Saturday	17/11/2013 Sunday	18/11/2013 Monday	19/11/2013 Tuesday	20/11/2013 Wednesday	21/11/2013 Thursday	22/11/2013 Friday
0-30	748	595	1424	1416	1568	1541	1502
31-45	2728	2340	2988	3391	3349	3313	3646
46-60	129	102	101	92	86	104	104
61-	16	5	15	18	14	8	7
TOTAL	**3621**	**3042**	**4528**	**4917**	**5017**	**4966**	**5259**



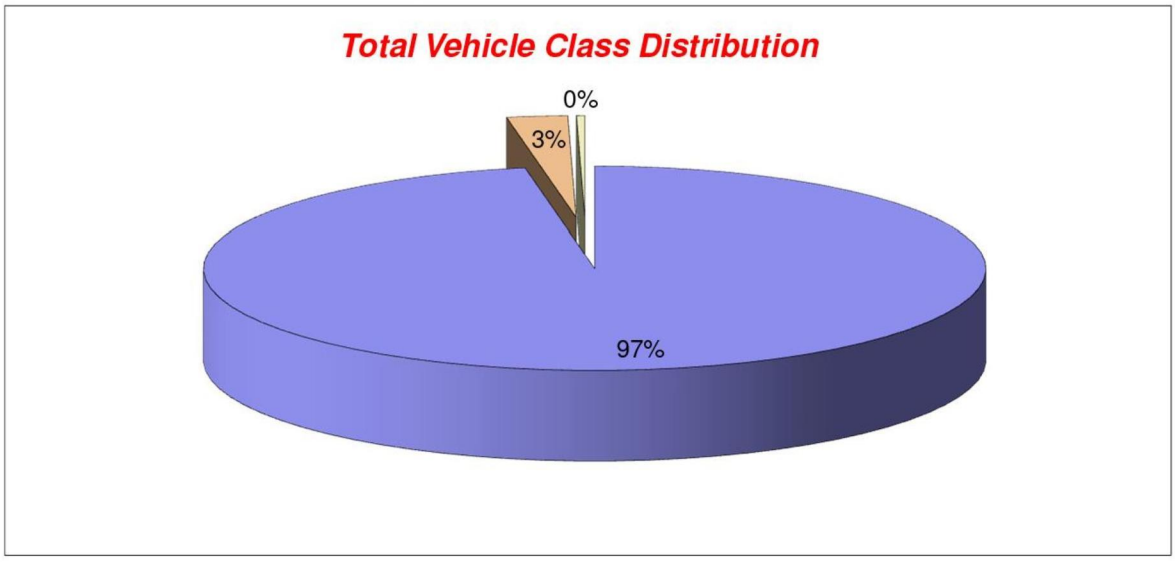
Hereford ATC, A465 Aylestone Hill

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
16/11/2013				
7-19	2891	55	5	2951
6-22	3292	60	5	3357
6-24	3435	63	5	3503
0-24	3549	67	5	3621
17/11/2013				
7-19	2417	40	2	2459
6-22	2754	42	2	2798
6-24	2831	43	2	2876
0-24	2994	46	2	3042
18/11/2013				
7-19	3603	111	18	3732
6-22	4169	126	18	4313
6-24	4252	126	18	4396
0-24	4377	132	19	4528
19/11/2013				
7-19	3876	107	12	3995
6-22	4531	120	13	4664
6-24	4652	121	16	4789
0-24	4775	125	17	4917
20/11/2013				
7-19	3949	130	15	4094
6-22	4580	146	18	4744
6-24	4691	147	18	4856
0-24	4845	152	20	5017
21/11/2013				
7-19	3818	108	15	3941
6-22	4513	123	19	4655
6-24	4657	125	19	4801
0-24	4811	133	22	4966
22/11/2013				
7-19	4100	111	14	4225
6-22	4747	125	18	4890
6-24	4932	128	18	5078
0-24	5105	132	22	5259

Average				
7-19	3522	95	12	3628
6-22	4084	106	13	4203
6-24	4207	108	14	4328
0-24	4351	112	15	4479



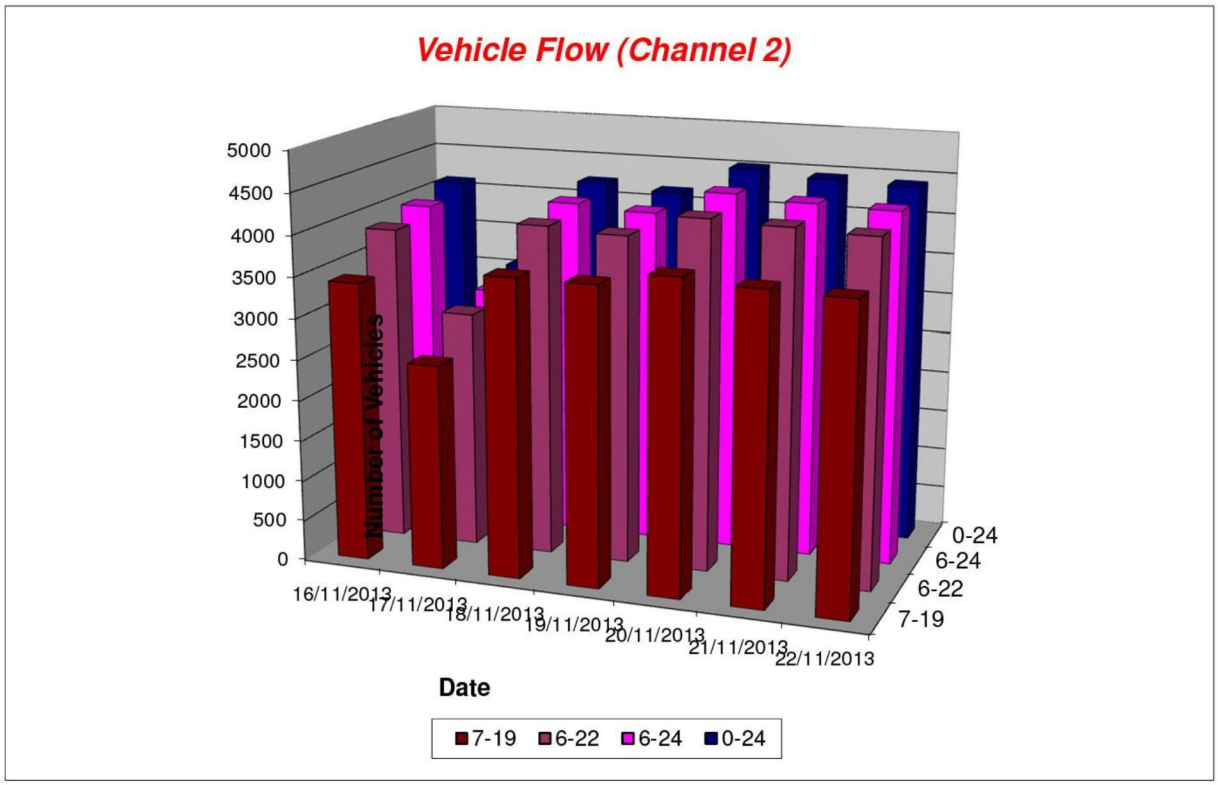
Hereford ATC, A465 Aylestone Hill

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound | **Vehicle Flow** | **Week 1**

Hr Ending	16/11/2013 Saturday	17/11/2013 Sunday	18/11/2013 Monday	19/11/2013 Tuesday	20/11/2013 Wednesday	21/11/2013 Thursday	22/11/2013 Friday	5 Day Ave	7 Day Ave
1	38	36	16	11	24	20	18	18	23
2	16	33	5	6	15	9	17	10	14
3	15	20	5	7	14	20	15	12	14
4	16	12	10	4	12	10	10	9	11
5	13	9	9	13	17	18	16	15	14
6	38	8	45	34	51	43	41	43	37
7	63	34	106	92	121	100	87	101	86
8	176	95	339	313	333	327	308	324	270
9	277	90	509	512	519	541	497	516	421
10	370	202	336	376	366	376	362	363	341
11	362	299	242	318	250	268	258	267	285
12	331	275	239	281	240	268	251	256	269
13	326	272	217	196	256	205	234	222	244
14	302	218	227	198	264	236	277	240	246
15	267	213	267	242	249	234	283	255	251
16	246	240	247	223	282	257	261	254	251
17	268	245	356	328	382	370	361	359	330
18	252	213	371	370	378	368	356	369	330
19	239	152	285	275	276	285	260	276	253
20	181	147	152	153	173	178	193	170	168
21	112	118	82	68	97	118	116	96	102
22	94	84	76	57	82	103	94	82	84
23	71	52	62	64	83	61	73	69	67
24	46	21	30	26	37	37	36	33	33

7-19	3416	2514	3635	3632	3795	3735	3708	3701	3491
6-22	3866	2897	4051	4002	4268	4234	4198	4151	3931
6-24	3983	2970	4143	4092	4388	4332	4307	4252	4031
0-24	4119	3088	4233	4167	4521	4452	4424	4359	4143



Hereford ATC, A465 Aylestone Hill

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound — Average Speed — **Week 1**

Hr Ending	16/11/2013 Saturday	17/11/2013 Sunday	18/11/2013 Monday	19/11/2013 Tuesday	20/11/2013 Wednesday	21/11/2013 Thursday	22/11/2013 Friday
1	37.7	36.8	36.6	39.6	37.7	36.4	37.6
2	35.2	40.8	38.5	28.3	25.4	31.9	38.1
3	33.0	41.0	24.5	31.5	27.4	35.4	37.3
4	39.7	46.1	37.2	41.8	30.0	40.5	29.2
5	36.8	46.9	42.7	35.5	39.3	41.1	40.0
6	35.6	34.9	40.4	38.7	37.2	37.0	40.2
7	37.8	38.4	37.0	37.1	35.9	36.6	36.4
8	36.2	38.2	32.9	33.7	33.3	33.6	33.6
9	34.9	35.8	19.1	28.8	30.0	31.4	31.9
10	33.8	32.3	29.9	32.3	29.2	30.7	32.8
11	33.6	32.8	32.0	34.6	29.9	31.2	32.5
12	32.8	33.4	32.2	33.2	29.9	32.7	31.4
13	34.6	32.4	32.6	29.6	30.0	31.6	32.2
14	33.7	34.2	32.1	30.5	30.9	31.3	32.8
15	34.6	34.9	29.9	30.8	29.9	31.9	31.9
16	34.3	34.2	31.5	31.2	30.3	31.5	34.6
17	34.7	33.7	33.0	33.3	33.9	32.7	33.6
18	33.4	33.8	32.6	33.6	32.7	32.9	34.0
19	33.4	35.2	33.9	33.9	31.7	33.9	34.4
20	35.8	35.5	35.0	34.6	34.6	35.4	34.3
21	34.9	36.0	34.7	35.7	34.7	35.4	35.8
22	34.4	37.2	35.8	38.2	34.7	37.4	37.2
23	34.9	35.0	36.6	36.4	37.2	37.2	35.7
24	38.3	32.4	36.7	37.2	34.8	39.5	36.6
10-12	33.2	33.1	32.1	33.9	29.9	32.0	32.0
14-16	34.4	34.5	30.7	31.0	30.1	31.7	33.2
0-24	34.4	34.4	31.1	32.7	31.7	32.8	33.5
						7 Day Ave	32.9

Channel 2 - Southbound — 85th Percentile

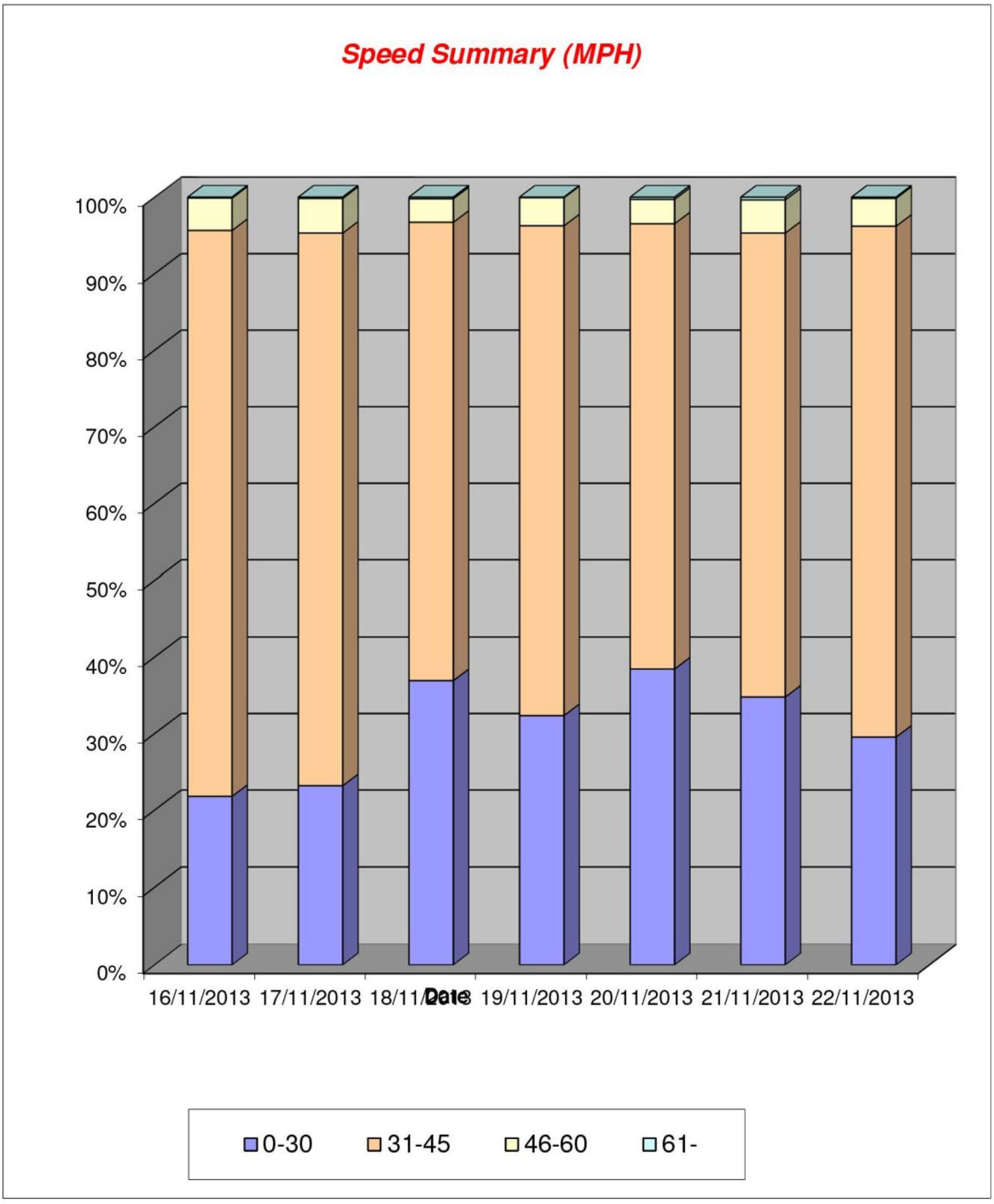
Hr Ending	16/11/2013 Saturday	17/11/2013 Sunday	18/11/2013 Monday	19/11/2013 Tuesday	20/11/2013 Wednesday	21/11/2013 Thursday	22/11/2013 Friday
1	48.3	43.3	43.7	48.6	43.2	43.6	43.8
2	43.5	48.3	53.5	43.3	33.2	38.8	58.3
3	38.9	53.2	33.6	38.1	38.3	43.5	48.7
4	48.5	53.5	43.2	53.2	43.8	43.2	43.4
5	48.4	53.2	48.5	48.1	48.1	48.9	43.8
6	48.8	43.6	48.7	48.4	48.5	48.4	48.7
7	43.8	43.4	43.8	49.0	43.8	43.3	43.4
8	43.7	48.9	38.4	43.5	38.8	38.8	43.1
9	43.7	43.5	33.9	38.5	38.3	38.2	38.4
10	44.0	43.2	38.7	44.0	39.0	38.4	38.3
11	43.3	38.7	38.1	43.2	38.8	38.2	38.7
12	43.5	38.7	38.6	43.4	38.7	43.9	38.3
13	43.4	38.6	38.7	38.4	38.9	38.6	38.8
14	43.7	43.8	38.0	38.3	38.9	38.4	38.2
15	43.2	43.2	38.4	38.5	38.4	38.4	38.6
16	43.4	38.8	38.4	38.1	38.1	38.9	44.0
17	43.5	38.2	43.3	43.5	39.0	38.6	43.2
18	38.8	44.0	39.0	39.0	38.8	43.9	43.9
19	38.5	43.1	43.8	38.6	38.7	43.5	43.1
20	43.4	43.1	43.7	43.9	43.4	43.3	44.0
21	43.5	43.8	43.4	43.7	43.0	43.9	43.6
22	43.2	43.4	43.7	48.4	43.2	43.3	43.6
23	43.6	43.5	43.3	43.7	48.2	43.3	43.9
24	43.5	38.1	43.4	43.1	43.5	48.2	43.6
10-12	43.7	38.1	38.4	43.8	38.4	38.3	38.2
14-16	43.9	43.2	38.9	38.7	38.1	38.0	43.9
0-24	43.4	43.0	38.1	43.5	38.3	43.7	43.1
						7 Day Ave	41.9

Hereford ATC, A465 Aylestone Hill

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound | **Speed Summary** | **Week 1**

Speed (MPH)	16/11/2013 Saturday	17/11/2013 Sunday	18/11/2013 Monday	19/11/2013 Tuesday	20/11/2013 Wednesday	21/11/2013 Thursday	22/11/2013 Friday
0-30	898	716	1563	1348	1738	1548	1307
31-45	3042	2227	2531	2663	2626	2695	2949
46-60	174	140	130	153	144	193	161
61-	5	5	9	3	13	16	7
TOTAL	**4119**	**3088**	**4233**	**4167**	**4521**	**4452**	**4424**



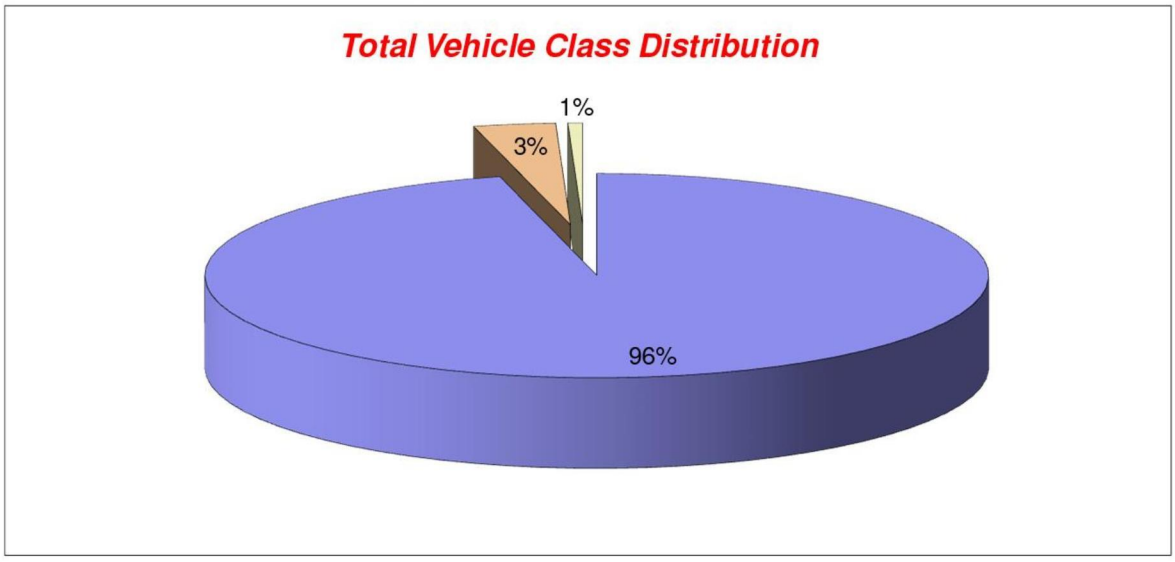
Hereford ATC, A465 Aylestone Hill

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
16/11/2013				
7-19	3297	109	10	3416
6-22	3731	125	10	3866
6-24	3843	130	10	3983
0-24	3966	139	14	4119
17/11/2013				
7-19	2409	100	5	2514
6-22	2780	110	7	2897
6-24	2850	113	7	2970
0-24	2960	120	8	3088
18/11/2013				
7-19	3505	98	32	3635
6-22	3899	119	33	4051
6-24	3985	123	35	4143
0-24	4070	127	36	4233
19/11/2013				
7-19	3496	121	15	3632
6-22	3844	142	16	4002
6-24	3927	148	17	4092
0-24	3998	152	17	4167
20/11/2013				
7-19	3658	118	19	3795
6-22	4107	141	20	4268
6-24	4222	143	23	4388
0-24	4337	150	34	4521
21/11/2013				
7-19	3610	106	19	3735
6-22	4082	128	24	4234
6-24	4171	136	25	4332
0-24	4276	143	33	4452
22/11/2013				
7-19	3576	117	15	3708
6-22	4039	136	23	4198
6-24	4142	141	24	4307
0-24	4243	148	33	4424

Average				
7-19	3364	110	16	3491
6-22	3783	129	19	3931
6-24	3877	133	20	4031
0-24	3979	140	25	4143



Hereford - Manual Traffic Survey, Thursday 21st November 2013

Junction: (1) A4103 / A465 Aylestone Hill / A4103 Roman Road

Approach: Unnamed Road

	Left to A4103									Ahead to A465 Aylestone Hill									Right to A4103 Roman Road								
TIME	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	**0**	0	0	0	12	2	0	0	0	**14**	0	0	0	4	1	0	0	0	**5**
0715 - 0730	0	0	0	2	1	0	0	0	**3**	0	0	0	19	1	0	0	0	**20**	0	0	0	7	4	0	0	0	**11**
0730 - 0745	0	0	0	0	0	0	0	0	**0**	0	0	0	28	3	0	0	0	**31**	0	0	0	7	1	0	0	1	**9**
0745 - 0800	0	0	0	2	0	0	0	0	**2**	0	0	0	38	6	1	0	0	**45**	0	0	0	17	6	0	0	0	**23**
Hourly Total	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**97**	**12**	**1**	**0**	**0**	**110**	**0**	**0**	**0**	**35**	**12**	**0**	**0**	**1**	**48**
0800 - 0815	0	0	0	4	0	0	0	0	**4**	0	0	0	53	7	0	0	2	**62**	0	0	0	20	3	0	0	0	**23**
0815 - 0830	0	0	0	8	1	0	0	0	**9**	0	0	0	43	4	1	0	2	**50**	0	0	1	19	2	0	0	0	**22**
0830 - 0845	0	0	0	8	0	0	0	1	**9**	0	0	1	23	0	0	0	0	**24**	0	0	0	23	1	0	0	0	**24**
0845 - 0900	0	0	0	7	0	0	0	0	**7**	0	0	1	29	2	0	0	0	**32**	0	0	0	20	2	0	0	0	**22**
Hourly Total	**0**	**0**	**0**	**27**	**1**	**0**	**0**	**1**	**29**	**0**	**0**	**2**	**148**	**13**	**1**	**0**	**4**	**168**	**0**	**0**	**1**	**82**	**8**	**0**	**0**	**0**	**91**
0900 - 0915	0	0	0	4	0	0	0	0	**4**	0	0	0	25	1	0	0	0	**26**	0	0	1	17	3	1	0	0	**22**
0915 - 0930	0	0	0	1	0	0	0	0	**1**	0	0	0	21	0	0	0	0	**21**	0	0	0	5	3	0	0	0	**8**
0930 - 0945	0	0	0	0	0	0	0	0	**0**	0	0	0	17	0	0	0	1	**18**	0	0	1	11	2	1	0	0	**15**
0945 - 1000	0	0	0	0	1	0	1	0	**2**	0	0	0	25	1	0	0	0	**26**	0	0	0	7	0	0	0	0	**7**
Hourly Total	**0**	**0**	**0**	**5**	**1**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**88**	**2**	**0**	**0**	**1**	**91**	**0**	**0**	**2**	**40**	**8**	**2**	**0**	**0**	**52**
Session Total	**0**	**0**	**0**	**36**	**3**	**0**	**1**	**1**	**41**	**0**	**0**	**2**	**333**	**27**	**2**	**0**	**5**	**369**	**0**	**0**	**3**	**157**	**28**	**2**	**0**	**1**	**191**
1600 - 1615	0	0	0	0	0	0	0	0	**0**	0	0	0	10	4	0	0	0	**14**	0	0	0	3	0	0	0	0	**3**
1615 - 1630	0	0	0	0	0	0	0	0	**0**	0	0	0	14	2	0	0	1	**17**	0	0	0	3	0	0	0	0	**3**
1630 - 1645	0	0	0	1	0	0	0	0	**1**	0	0	0	17	2	1	0	0	**20**	0	0	0	7	2	0	0	0	**9**
1645 - 1700	0	0	0	4	1	0	0	0	**5**	0	4	0	12	1	0	0	0	**17**	0	0	0	9	1	0	0	0	**10**
Hourly Total	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**4**	**0**	**53**	**9**	**1**	**0**	**1**	**68**	**0**	**0**	**0**	**22**	**3**	**0**	**0**	**0**	**25**
1700 - 1715	0	0	0	3	0	0	0	0	**3**	0	0	0	14	1	0	0	0	**15**	0	0	0	5	0	0	0	0	**5**
1715 - 1730	0	0	0	0	0	0	0	0	**0**	0	0	0	10	3	1	0	0	**14**	0	0	0	8	1	0	0	0	**9**
1730 - 1745	0	0	0	1	0	0	0	0	**1**	0	0	0	15	0	0	0	1	**16**	0	0	0	3	0	0	0	0	**3**
1745 - 1800	0	0	0	1	0	0	0	0	**1**	0	0	0	19	2	0	0	0	**21**	0	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**58**	**6**	**1**	**0**	**1**	**66**	**0**	**0**	**0**	**20**	**1**	**0**	**0**	**0**	**21**
1800 - 1815	0	0	0	0	0	0	0	0	**0**	0	0	0	13	1	0	0	0	**14**	0	0	0	3	0	0	0	0	**3**
1815 - 1830	0	0	0	1	0	0	0	0	**1**	0	0	0	19	0	0	0	0	**19**	0	0	0	1	0	0	0	0	**1**
1830 - 1845	0	0	0	0	0	0	0	0	**0**	0	0	0	12	0	0	0	0	**12**	0	0	0	3	0	0	0	0	**3**
1845 - 1900	0	0	0	0	0	0	0	0	**0**	0	0	0	14	1	0	0	0	**15**	0	0	0	3	0	0	0	0	**3**
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**58**	**2**	**0**	**0**	**0**	**60**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**
Session Total	**0**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**	**0**	**4**	**0**	**169**	**17**	**2**	**0**	**2**	**194**	**0**	**0**	**0**	**52**	**4**	**0**	**0**	**0**	**56**

Hereford - Manual Traffic Survey, Thursday 21st November 2013

Traffic Information Consultancy

Junction: (1) A4103 / A465 Aylestone Hill / A4103 Roman Road

Approach: A4103

	Left to A465 Aylestone Hill									Ahead to A4103 Roman Road									Right to Unnamed Road								
TIME	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	22	6	1	0	0	**30**	0	0	0	24	3	0	2	0	**29**	0	0	0	0	0	0	0	0	**0**
0715 - 0730	0	0	1	24	14	0	0	0	**39**	0	0	0	24	7	1	1	0	**33**	0	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	0	29	19	0	0	2	**50**	0	1	1	44	14	2	1	1	**64**	0	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	0	61	11	0	0	0	**72**	0	0	0	63	23	3	0	0	**89**	0	0	0	0	0	0	1	0	**1**
Hourly Total	**0**	**0**	**2**	**136**	**50**	**1**	**0**	**2**	**191**	**0**	**1**	**1**	**155**	**47**	**6**	**4**	**1**	**215**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
0800 - 0815	0	0	0	57	11	3	0	1	**72**	0	0	0	73	18	3	0	1	**95**	0	0	0	0	0	0	0	0	**0**
0815 - 0830	0	1	0	66	9	0	1	4	**81**	0	0	0	94	24	2	0	0	**120**	0	0	0	2	0	0	0	0	**2**
0830 - 0845	0	0	2	78	14	6	2	0	**102**	0	0	0	111	21	2	2	1	**137**	0	0	0	0	1	0	0	0	**1**
0845 - 0900	0	0	0	73	12	0	0	0	**85**	0	0	0	105	17	8	6	0	**136**	0	0	0	4	0	1	0	0	**5**
Hourly Total	**0**	**1**	**2**	**274**	**46**	**9**	**3**	**5**	**340**	**0**	**0**	**0**	**383**	**80**	**15**	**8**	**2**	**488**	**0**	**0**	**0**	**6**	**1**	**1**	**0**	**0**	**8**
0900 - 0915	0	0	0	56	7	1	0	0	**64**	0	0	0	54	9	2	2	0	**67**	0	0	0	3	0	1	0	0	**4**
0915 - 0930	0	0	0	47	10	0	1	0	**58**	0	0	0	67	17	4	2	1	**91**	0	0	0	1	0	0	0	0	**1**
0930 - 0945	0	0	1	44	10	1	1	0	**57**	0	0	0	36	13	3	1	0	**53**	0	0	0	1	1	0	0	0	**2**
0945 - 1000	0	0	0	47	12	3	1	1	**64**	0	0	0	48	9	2	4	0	**63**	0	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**1**	**194**	**39**	**5**	**3**	**1**	**243**	**0**	**0**	**0**	**205**	**48**	**11**	**9**	**1**	**274**	**0**	**0**	**0**	**5**	**1**	**1**	**0**	**0**	**7**
Session Total	**0**	**1**	**5**	**604**	**135**	**15**	**6**	**8**	**774**	**0**	**1**	**1**	**743**	**175**	**32**	**21**	**4**	**977**	**0**	**0**	**0**	**11**	**2**	**2**	**1**	**0**	**16**
1600 - 1615	0	0	0	56	8	1	1	0	**66**	0	0	0	64	21	4	4	1	**94**	0	0	0	1	1	0	0	0	**2**
1615 - 1630	0	0	0	44	11	1	0	2	**58**	0	0	0	61	15	0	1	1	**78**	0	0	0	1	1	0	0	0	**2**
1630 - 1645	0	3	0	53	6	1	1	0	**64**	0	0	0	77	28	0	2	0	**107**	0	0	0	3	1	0	0	0	**4**
1645 - 1700	0	0	1	47	3	2	1	1	**55**	0	0	0	78	22	1	1	0	**102**	0	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**3**	**1**	**200**	**28**	**5**	**3**	**3**	**243**	**0**	**0**	**0**	**280**	**86**	**5**	**8**	**2**	**381**	**0**	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**9**
1700 - 1715	0	0	1	44	6	1	0	0	**52**	0	0	0	78	17	5	2	0	**102**	0	0	0	2	1	0	0	0	**3**
1715 - 1730	0	0	0	61	16	2	0	0	**79**	0	0	2	86	21	0	1	1	**111**	0	0	0	1	0	0	0	0	**1**
1730 - 1745	0	0	0	50	6	1	0	1	**58**	0	0	1	71	13	1	1	0	**87**	0	0	0	6	0	0	0	0	**6**
1745 - 1800	0	0	0	46	3	0	0	0	**49**	0	0	1	63	7	0	2	0	**73**	0	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**1**	**201**	**31**	**4**	**0**	**1**	**238**	**0**	**0**	**4**	**298**	**58**	**6**	**6**	**1**	**373**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**
1800 - 1815	0	0	1	45	1	1	0	0	**48**	0	0	0	49	5	1	3	0	**58**	0	0	0	1	0	0	0	0	**1**
1815 - 1830	0	0	0	50	5	0	0	0	**55**	0	0	0	47	6	0	0	0	**53**	0	0	0	0	0	0	0	0	**0**
1830 - 1845	0	0	0	57	3	2	0	1	**63**	0	0	0	40	5	0	1	1	**47**	0	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	0	33	1	0	0	1	**35**	0	0	0	38	5	0	0	0	**43**	0	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**1**	**185**	**10**	**3**	**0**	**2**	**201**	**0**	**0**	**0**	**174**	**21**	**1**	**4**	**1**	**201**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**0**	**3**	**3**	**586**	**69**	**12**	**3**	**6**	**682**	**0**	**0**	**4**	**752**	**165**	**12**	**18**	**4**	**955**	**0**	**0**	**0**	**16**	**5**	**0**	**0**	**0**	**21**

Hereford - Manual Traffic Survey, Thursday 21st November 2013

Traffic Information Consultancy

Junction: (1) A4103 / A465 Aylestone Hill / A4103 Roman Road

Approach: A465 Aylestone Hill

	Left to A4103 Roman Road									Ahead to Unnamed Road									Right to A4103									U-Turn								
TIME	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	3	1	0	0	0	4	0	0	0	5	0	0	0	0	5	0	0	0	38	5	0	0	0	43	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	8	0	0	0	0	8	0	0	0	4	1	0	0	0	5	0	0	0	52	12	0	0	0	64	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	10	2	0	0	0	12	0	0	0	3	2	1	0	0	6	0	0	0	42	15	0	0	0	57	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	13	2	0	0	0	15	0	0	0	13	1	0	0	0	14	0	0	0	32	13	0	0	1	46	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**34**	**5**	**0**	**0**	**0**	**39**	**0**	**0**	**0**	**25**	**4**	**1**	**0**	**0**	**30**	**0**	**0**	**0**	**164**	**45**	**0**	**0**	**1**	**210**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	7	2	0	0	0	9	0	0	0	13	2	0	0	0	15	0	0	0	37	10	3	0	1	51	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	12	3	0	0	0	15	0	1	0	16	1	0	0	0	18	0	0	0	33	7	1	0	0	42	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	13	3	0	0	0	16	0	0	0	20	4	0	0	0	24	0	0	0	31	8	1	0	3	43	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	26	4	0	0	0	30	0	0	0	14	1	0	0	1	16	0	0	0	39	13	1	1	0	54	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**58**	**12**	**0**	**0**	**0**	**70**	**0**	**1**	**0**	**63**	**8**	**0**	**0**	**1**	**73**	**0**	**0**	**1**	**140**	**38**	**6**	**1**	**4**	**190**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	33	2	0	0	1	36	0	0	0	12	3	0	0	0	15	0	0	1	34	8	1	1	1	46	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	10	1	0	0	0	11	0	0	1	15	0	0	0	1	17	0	0	0	20	11	0	1	0	32	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	12	1	0	0	0	13	0	0	0	9	4	0	0	0	13	0	0	0	35	9	1	1	1	47	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	6	3	0	0	0	9	0	0	0	6	1	0	0	0	7	0	0	0	32	8	1	1	0	42	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**61**	**7**	**0**	**0**	**1**	**69**	**0**	**0**	**1**	**42**	**8**	**0**	**0**	**1**	**52**	**0**	**0**	**1**	**121**	**36**	**3**	**4**	**2**	**167**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**153**	**24**	**0**	**0**	**1**	**178**	**0**	**1**	**1**	**130**	**20**	**1**	**0**	**2**	**155**	**0**	**0**	**2**	**425**	**119**	**9**	**5**	**7**	**567**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	0	22	1	0	0	0	23	0	0	0	28	3	0	0	0	31	0	1	3	57	6	0	0	0	67	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	1	17	4	1	0	0	23	0	0	0	37	3	0	0	0	40	0	0	1	60	8	1	1	3	74	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	15	1	0	0	0	16	0	0	0	35	2	0	0	1	38	0	1	1	65	12	1	0	1	81	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	19	3	0	0	0	22	0	0	0	33	3	0	0	0	36	0	0	0	74	5	2	0	1	82	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**73**	**9**	**1**	**0**	**0**	**84**	**0**	**0**	**0**	**133**	**11**	**0**	**0**	**1**	**145**	**0**	**2**	**5**	**256**	**31**	**4**	**1**	**5**	**304**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	0	12	2	0	0	0	14	0	0	1	33	3	1	0	0	38	0	0	0	73	7	1	1	0	82	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	14	0	0	0	0	14	0	1	0	43	2	0	0	0	46	0	0	0	77	10	0	0	0	87	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	4	3	0	0	0	7	0	0	0	35	3	0	0	0	38	0	0	0	67	6	1	2	0	76	0	0	0	1	0	0	0	0	1
1745 - 1800	0	0	0	6	1	0	0	0	7	0	0	1	29	1	0	0	0	31	0	0	1	75	6	1	0	3	86	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**36**	**6**	**0**	**0**	**0**	**42**	**0**	**1**	**2**	**140**	**9**	**1**	**0**	**0**	**153**	**0**	**0**	**1**	**292**	**29**	**3**	**3**	**3**	**331**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	0	9	3	0	0	0	12	0	0	0	25	1	0	0	1	27	0	0	0	62	6	0	0	0	68	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	6	2	0	0	0	8	0	0	0	22	1	0	0	0	23	0	0	0	33	5	0	1	0	39	0	0	0	0	0	0	1	0	1
1830 - 1845	0	0	0	6	0	0	0	0	6	0	0	0	17	0	0	0	0	17	0	0	0	42	3	1	2	1	49	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	4	1	0	0	0	5	0	0	1	14	1	0	0	0	16	0	0	0	31	2	0	0	1	34	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**25**	**6**	**0**	**0**	**0**	**31**	**0**	**0**	**1**	**78**	**3**	**0**	**0**	**1**	**83**	**0**	**0**	**0**	**168**	**16**	**1**	**3**	**2**	**190**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
Session Total	**0**	**0**	**1**	**134**	**21**	**1**	**0**	**0**	**157**	**0**	**1**	**3**	**351**	**23**	**1**	**0**	**2**	**381**	**0**	**2**	**6**	**716**	**76**	**8**	**7**	**10**	**825**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**

Hereford - Manual Traffic Survey, Thursday 21st November 2013

Junction: (1) A4103 / A465 Aylestone Hill / A4103 Roman Road

Approach: A4103 Roman Road

	Left to Unnamed Road									Ahead to A4103									Right to A465 Aylestone Hill									U-Turn								
TIME	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	61	7	0	2	0	71	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	2	1	0	0	0	3	0	0	0	62	8	1	3	0	74	0	0	0	6	2	1	0	0	9	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	5	0	0	0	0	5	0	0	0	64	13	7	4	0	88	0	0	0	10	1	0	0	0	11	0	0	0	0	1	0	0	0	1
0745 - 0800	0	0	0	1	0	0	0	0	1	0	0	1	72	17	2	4	1	97	0	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**0**	**2**	**259**	**45**	**10**	**13**	**1**	**330**	**0**	**0**	**0**	**29**	**5**	**1**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
0800 - 0815	0	0	0	2	3	1	0	0	6	0	0	0	78	18	2	2	1	101	0	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	5	0	0	0	0	5	0	0	0	67	19	1	1	0	88	0	0	0	17	2	0	0	0	19	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	9	3	0	0	0	12	0	0	0	61	14	1	1	1	78	0	0	0	12	0	1	0	0	13	0	0	0	0	0	0	1	0	1
0845 - 0900	0	0	0	8	0	0	0	0	8	0	0	0	68	14	1	2	0	85	0	0	0	7	3	0	1	0	11	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**24**	**6**	**1**	**0**	**0**	**31**	**0**	**0**	**0**	**274**	**65**	**5**	**6**	**2**	**352**	**0**	**0**	**0**	**52**	**6**	**1**	**1**	**0**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
0900 - 0915	0	0	0	5	0	0	0	0	5	0	0	0	55	13	1	2	0	71	0	0	0	9	1	2	0	0	12	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	4	3	0	0	1	8	0	0	0	44	12	1	4	0	61	0	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	5	2	1	0	0	8	0	0	1	48	13	3	3	1	69	0	0	0	6	2	1	1	0	10	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	5	4	0	0	0	9	0	0	0	35	13	0	3	0	51	0	1	0	9	3	1	0	0	14	0	0	0	0	1	1	0	0	2
Hourly Total	**0**	**0**	**0**	**19**	**9**	**1**	**0**	**1**	**30**	**0**	**0**	**1**	**182**	**51**	**5**	**12**	**1**	**252**	**0**	**1**	**0**	**31**	**7**	**4**	**1**	**0**	**44**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**
Session Total	**0**	**0**	**0**	**51**	**16**	**2**	**0**	**1**	**70**	**0**	**0**	**3**	**715**	**161**	**20**	**31**	**4**	**934**	**0**	**1**	**0**	**112**	**18**	**6**	**2**	**0**	**139**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**4**
1600 - 1615	0	0	0	9	3	1	0	0	13	0	0	1	57	18	1	1	1	79	0	0	0	16	4	0	0	0	20	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	11	2	0	0	0	13	0	0	1	79	15	1	1	1	98	0	0	0	13	4	0	0	0	17	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	11	1	0	0	0	12	0	1	0	71	13	2	1	0	88	0	0	1	17	0	0	0	0	18	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	1	6	0	0	0	0	7	0	0	0	74	13	0	3	1	91	0	0	0	11	3	1	0	2	17	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**37**	**6**	**1**	**0**	**0**	**45**	**0**	**1**	**2**	**281**	**59**	**4**	**6**	**3**	**356**	**0**	**0**	**1**	**57**	**11**	**1**	**0**	**2**	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	0	8	1	0	0	0	9	0	0	0	100	17	0	0	0	117	0	0	0	21	1	0	0	0	22	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	8	1	0	0	0	9	0	2	0	73	11	0	3	0	89	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	7	1	0	0	0	8	0	0	0	71	9	1	2	0	83	0	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	11	1	0	0	0	12	0	0	0	58	8	2	0	0	68	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**34**	**4**	**0**	**0**	**0**	**38**	**0**	**2**	**0**	**302**	**45**	**3**	**5**	**0**	**357**	**0**	**0**	**0**	**58**	**3**	**0**	**0**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	10	0	0	0	0	10	0	0	0	63	7	0	0	1	71	0	0	0	5	1	0	0	1	7	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	12	0	0	0	0	12	0	0	1	49	6	0	2	0	58	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	6	0	0	0	0	6	0	0	0	39	1	0	0	0	40	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	8	0	1	0	0	9	0	0	0	24	2	1	2	0	29	0	0	0	6	1	0	0	1	8	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**36**	**0**	**1**	**0**	**0**	**37**	**0**	**0**	**1**	**175**	**16**	**1**	**4**	**1**	**198**	**0**	**0**	**0**	**27**	**2**	**0**	**0**	**2**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**1**	**107**	**10**	**2**	**0**	**0**	**120**	**0**	**3**	**3**	**758**	**120**	**8**	**15**	**4**	**911**	**0**	**0**	**1**	**142**	**16**	**1**	**0**	**4**	**164**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Hereford - Manual Traffic Survey, Thursday 21st November 2013

Traffic Information Consultancy

Junction: (2) A465 Aylestone Hill / Folly Lane / Venns Lane

Approach: A465 Aylestone Hill (North)

	Left to Folly Lane									Ahead to A465 Aylestone Hill (South)									Right to Venns Lane								
TIME	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	4	0	0	0	0	**4**	0	0	0	32	10	0	0	0	**42**	0	0	0	0	0	0	0	0	**0**
0715 - 0730	0	0	0	8	1	0	0	0	**9**	0	0	0	39	15	1	0	0	**55**	0	0	0	1	0	0	0	0	**1**
0730 - 0745	0	0	0	13	3	0	0	1	**17**	0	0	1	53	21	0	0	1	**76**	0	0	0	3	0	0	0	0	**3**
0745 - 0800	1	0	0	26	3	2	0	0	**32**	0	0	0	80	15	0	0	0	**95**	0	0	0	1	0	0	0	0	**1**
Hourly Total	**1**	**0**	**0**	**51**	**7**	**2**	**0**	**1**	**62**	**0**	**0**	**1**	**204**	**61**	**1**	**0**	**1**	**268**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
0800 - 0815	25	0	0	39	3	1	0	0	**68**	0	0	0	74	13	1	0	3	**91**	0	0	0	5	1	0	0	0	**6**
0815 - 0830	64	0	0	27	2	0	0	1	**94**	0	0	0	84	14	1	1	3	**103**	0	0	0	0	0	0	0	0	**0**
0830 - 0845	18	0	2	30	1	0	0	1	**52**	0	0	2	78	13	6	1	1	**101**	0	0	0	2	0	0	0	0	**2**
0845 - 0900	24	0	1	31	2	1	0	0	**59**	0	0	0	78	13	1	2	0	**94**	0	0	0	1	2	0	0	0	**3**
Hourly Total	**131**	**0**	**3**	**127**	**8**	**2**	**0**	**2**	**273**	**0**	**0**	**2**	**314**	**53**	**9**	**4**	**7**	**389**	**0**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**11**
0900 - 0915	11	0	0	34	3	1	0	0	**49**	0	0	0	61	6	3	0	0	**70**	1	0	0	2	0	0	0	0	**3**
0915 - 0930	0	0	0	24	5	0	1	0	**30**	0	0	0	59	5	0	0	0	**64**	0	0	0	4	1	0	0	0	**5**
0930 - 0945	1	0	0	14	4	1	1	0	**21**	0	0	0	41	6	1	1	1	**50**	0	0	0	1	0	0	0	0	**1**
0945 - 1000	18	0	0	17	3	0	0	0	**38**	0	0	0	54	11	4	1	1	**71**	0	0	0	3	0	0	0	0	**3**
Hourly Total	**30**	**0**	**0**	**89**	**15**	**2**	**2**	**0**	**138**	**0**	**0**	**0**	**215**	**28**	**8**	**2**	**2**	**255**	**1**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**12**
Session Total	**162**	**0**	**3**	**267**	**30**	**6**	**2**	**3**	**473**	**0**	**0**	**3**	**733**	**142**	**18**	**6**	**10**	**912**	**1**	**0**	**0**	**23**	**4**	**0**	**0**	**0**	**28**
1600 - 1615	0	0	0	29	9	0	0	0	**38**	0	0	0	44	7	0	1	1	**53**	1	0	0	7	0	0	0	0	**8**
1615 - 1630	0	0	0	26	8	1	0	0	**35**	0	0	0	37	7	0	0	1	**45**	0	0	0	5	0	0	0	0	**5**
1630 - 1645	0	2	0	33	1	0	0	0	**36**	0	1	1	47	8	2	1	1	**61**	1	0	0	3	0	0	0	0	**4**
1645 - 1700	0	0	0	32	2	0	0	0	**34**	0	3	1	40	4	3	0	3	**54**	0	0	0	2	1	0	0	0	**3**
Hourly Total	**0**	**2**	**0**	**120**	**20**	**1**	**0**	**0**	**143**	**0**	**4**	**2**	**168**	**26**	**5**	**2**	**6**	**213**	**2**	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**20**
1700 - 1715	0	0	0	33	3	0	0	0	**36**	0	0	0	43	4	1	1	0	**49**	0	0	0	2	0	0	0	0	**2**
1715 - 1730	0	0	0	32	7	0	0	0	**39**	0	0	0	43	11	3	0	0	**57**	0	0	0	4	0	0	0	0	**4**
1730 - 1745	1	0	0	27	2	0	0	0	**30**	0	0	0	50	6	1	0	2	**59**	0	0	0	3	0	0	0	0	**3**
1745 - 1800	0	0	0	32	4	0	0	0	**36**	0	0	0	35	2	0	0	0	**37**	0	0	0	7	0	0	0	0	**7**
Hourly Total	**1**	**0**	**0**	**124**	**16**	**0**	**0**	**0**	**141**	**0**	**0**	**0**	**171**	**23**	**5**	**1**	**2**	**202**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**16**
1800 - 1815	0	0	1	27	1	0	0	0	**29**	0	0	0	35	1	1	0	1	**38**	0	0	0	3	0	0	0	0	**3**
1815 - 1830	1	0	0	28	2	0	0	0	**31**	0	0	0	44	2	0	0	0	**46**	0	0	0	4	0	0	0	0	**4**
1830 - 1845	0	0	0	20	3	0	0	0	**23**	0	0	0	47	0	2	0	1	**50**	0	0	0	5	1	0	0	0	**6**
1845 - 1900	0	0	0	12	2	0	0	0	**14**	0	0	0	41	2	0	0	2	**45**	0	0	0	1	0	0	0	0	**1**
Hourly Total	**1**	**0**	**1**	**87**	**8**	**0**	**0**	**0**	**97**	**0**	**0**	**0**	**167**	**5**	**3**	**0**	**4**	**179**	**0**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**
Session Total	**2**	**2**	**1**	**331**	**44**	**1**	**0**	**0**	**381**	**0**	**4**	**2**	**506**	**54**	**13**	**3**	**12**	**594**	**2**	**0**	**0**	**46**	**2**	**0**	**0**	**0**	**50**

Hereford - Manual Traffic Survey, Thursday 21st November 2013

Traffic Information Consultancy

Junction: (2) A465 Aylestone Hill / Folly Lane / Venns Lane

Approach: Folly Lane

	Left to A465 Aylestone Hill (South)									Ahead to Venns Lane									Right to A465 Aylestone Hill (North)								
TIME	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	2	0	4	4	0	0	0	11	0	0	0	8	2	0	0	0	10	0	0	0	19	3	0	0	0	22
0715 - 0730	0	0	0	14	6	0	0	1	21	0	0	0	13	2	0	0	1	16	0	4	1	25	4	0	0	0	34
0730 - 0745	4	0	0	21	7	1	0	0	33	0	0	2	21	4	0	0	0	27	1	0	0	32	8	0	0	0	41
0745 - 0800	2	0	1	38	12	0	0	1	54	0	0	0	37	7	0	0	0	44	1	0	0	34	7	1	0	0	43
Hourly Total	**7**	**2**	**1**	**77**	**29**	**1**	**0**	**2**	**119**	**0**	**0**	**2**	**79**	**15**	**0**	**0**	**1**	**97**	**2**	**4**	**1**	**110**	**22**	**1**	**0**	**0**	**140**
0800 - 0815	2	0	1	50	9	0	0	1	63	0	0	0	31	4	0	0	0	35	17	0	0	35	9	0	0	0	61
0815 - 0830	6	1	0	44	2	0	0	2	55	0	0	0	45	8	0	0	0	53	33	1	0	33	7	0	0	0	74
0830 - 0845	2	0	0	55	4	2	0	1	64	0	0	0	37	2	0	0	0	39	24	0	0	31	4	0	0	0	59
0845 - 0900	2	0	0	65	2	1	0	0	70	0	0	0	46	2	0	0	0	48	2	0	0	34	7	0	0	0	43
Hourly Total	**12**	**1**	**1**	**214**	**17**	**3**	**0**	**4**	**252**	**0**	**0**	**0**	**159**	**16**	**0**	**0**	**0**	**175**	**76**	**1**	**0**	**133**	**27**	**0**	**0**	**0**	**237**
0900 - 0915	5	0	0	61	2	0	0	4	72	0	0	0	42	3	0	0	1	46	0	0	0	38	6	0	1	0	45
0915 - 0930	3	0	0	31	3	2	0	1	40	0	0	0	43	4	0	0	0	47	2	0	0	36	4	0	0	1	43
0930 - 0945	4	0	0	30	3	0	0	0	37	0	0	0	16	2	0	0	2	20	0	0	0	22	5	0	1	1	29
0945 - 1000	3	0	0	28	2	0	0	1	34	0	0	0	11	2	0	0	0	13	0	0	0	23	7	0	0	0	30
Hourly Total	**15**	**0**	**0**	**150**	**10**	**2**	**0**	**6**	**183**	**0**	**0**	**0**	**112**	**11**	**0**	**0**	**3**	**126**	**2**	**0**	**0**	**119**	**22**	**0**	**2**	**2**	**147**
Session Total	**34**	**3**	**2**	**441**	**56**	**6**	**0**	**12**	**554**	**0**	**0**	**2**	**350**	**42**	**0**	**0**	**4**	**398**	**80**	**5**	**1**	**362**	**71**	**1**	**2**	**2**	**524**
1600 - 1615	551	3	3	59	5	0	0	1	622	0	0	0	40	1	0	0	0	41	75	0	0	45	6	0	0	0	126
1615 - 1630	104	2	2	35	4	0	0	4	151	0	0	0	42	2	0	0	0	44	3	0	0	56	11	0	0	0	70
1630 - 1645	67	3	2	47	7	0	0	0	126	0	0	0	39	3	0	0	0	42	1	1	0	51	5	0	0	0	58
1645 - 1700	24	1	3	35	2	0	0	1	66	0	0	0	29	3	0	0	0	32	1	0	0	62	5	0	0	0	68
Hourly Total	**746**	**9**	**10**	**176**	**18**	**0**	**0**	**6**	**965**	**0**	**0**	**0**	**150**	**9**	**0**	**0**	**0**	**159**	**80**	**1**	**0**	**214**	**27**	**0**	**0**	**0**	**322**
1700 - 1715	31	1	0	37	4	0	0	1	74	0	0	0	40	2	0	0	0	42	0	1	0	58	7	0	0	0	66
1715 - 1730	23	1	0	39	5	0	0	1	69	0	0	0	23	1	0	0	0	24	0	0	1	59	6	0	0	0	66
1730 - 1745	12	0	0	30	1	0	1	1	45	0	0	0	27	2	0	0	0	29	0	0	0	42	6	0	0	0	48
1745 - 1800	5	1	0	26	2	0	0	0	34	0	0	0	26	1	0	0	0	27	0	0	0	46	3	0	0	0	49
Hourly Total	**71**	**3**	**0**	**132**	**12**	**0**	**1**	**3**	**222**	**0**	**0**	**0**	**116**	**6**	**0**	**0**	**0**	**122**	**0**	**1**	**1**	**205**	**22**	**0**	**0**	**0**	**229**
1800 - 1815	2	0	0	33	4	0	0	0	39	0	0	0	19	1	0	0	0	20	2	0	0	31	3	0	0	0	36
1815 - 1830	1	1	1	38	2	0	0	1	44	0	0	0	28	2	0	0	0	30	0	0	0	31	5	0	0	0	36
1830 - 1845	17	0	0	48	2	0	0	0	67	0	0	0	27	1	0	0	0	28	0	0	0	34	2	0	0	0	36
1845 - 1900	31	0	0	41	2	0	0	1	75	0	0	0	22	0	0	0	0	22	0	0	1	22	0	0	0	0	23
Hourly Total	**51**	**1**	**1**	**160**	**10**	**0**	**0**	**2**	**225**	**0**	**0**	**0**	**96**	**4**	**0**	**0**	**0**	**100**	**2**	**0**	**1**	**118**	**10**	**0**	**0**	**0**	**131**
Session Total	**868**	**13**	**11**	**468**	**40**	**0**	**1**	**11**	**1412**	**0**	**0**	**0**	**362**	**19**	**0**	**0**	**0**	**381**	**82**	**2**	**2**	**537**	**59**	**0**	**0**	**0**	**682**

Hereford - Manual Traffic Survey, Thursday 21st November 2013

Traffic Information Consultancy

Junction: (2) A465 Aylestone Hill / Folly Lane / Venns Lane

Approach: A465 Aylestone Hill (South)

	Left to Venns Lane									Ahead to A465 Aylestone Hill (North)									Right to Folly Lane								
TIME	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	10	2	0	0	0	12	0	0	0	27	4	0	0	0	31	0	0	0	4	2	0	0	0	6
0715 - 0730	0	0	0	15	2	0	0	0	17	0	0	0	31	9	0	0	0	40	0	0	0	14	3	0	0	0	17
0730 - 0745	0	0	0	18	2	0	0	0	20	0	0	0	26	8	1	0	0	35	2	0	0	21	3	0	0	3	29
0745 - 0800	0	0	0	19	6	0	0	1	26	0	0	0	20	11	0	0	1	32	9	0	0	28	7	0	0	2	46
Hourly Total	**0**	**0**	**0**	**62**	**12**	**0**	**0**	**1**	**75**	**0**	**0**	**0**	**104**	**32**	**1**	**0**	**1**	**138**	**11**	**0**	**0**	**67**	**15**	**0**	**0**	**5**	**98**
0800 - 0815	0	0	0	25	4	0	0	0	29	0	0	0	27	4	1	0	1	33	17	1	0	36	4	0	0	1	59
0815 - 0830	0	0	0	27	4	0	0	0	31	0	0	0	28	2	2	0	1	33	114	0	0	53	4	0	0	2	173
0830 - 0845	0	0	0	26	6	1	0	1	34	0	0	0	32	14	1	0	2	49	391	0	4	64	6	0	0	2	467
0845 - 0900	0	0	0	27	4	0	0	0	31	0	0	1	36	8	0	1	1	47	435	3	2	78	3	1	0	2	524
Hourly Total	**0**	**0**	**0**	**105**	**18**	**1**	**0**	**1**	**125**	**0**	**0**	**1**	**123**	**28**	**4**	**1**	**5**	**162**	**957**	**4**	**6**	**231**	**17**	**1**	**0**	**7**	**1223**
0900 - 0915	1	0	0	20	4	0	0	1	26	0	0	0	24	5	1	0	2	32	53	0	1	49	6	1	0	2	112
0915 - 0930	0	0	0	21	5	0	0	0	26	0	0	1	18	8	1	0	0	28	22	0	0	24	3	0	0	1	50
0930 - 0945	0	0	0	19	4	0	0	1	24	0	0	0	26	8	0	2	0	36	56	0	0	19	6	0	0	0	81
0945 - 1000	0	0	0	18	1	0	1	0	20	0	0	0	20	6	1	0	0	27	32	1	0	39	6	0	0	1	79
Hourly Total	**1**	**0**	**0**	**78**	**14**	**0**	**1**	**2**	**96**	**0**	**0**	**1**	**88**	**27**	**3**	**2**	**2**	**123**	**163**	**1**	**1**	**131**	**21**	**1**	**0**	**4**	**322**
Session Total	**1**	**0**	**0**	**245**	**44**	**1**	**1**	**4**	**296**	**0**	**0**	**2**	**315**	**87**	**8**	**3**	**8**	**423**	**1131**	**5**	**7**	**429**	**53**	**2**	**0**	**16**	**1643**
1600 - 1615	0	0	1	35	1	0	0	0	37	0	0	3	51	4	0	0	2	60	5	0	0	25	1	0	0	1	32
1615 - 1630	0	0	0	30	1	0	0	0	31	0	0	2	49	3	1	1	1	57	9	1	3	38	0	1	0	0	52
1630 - 1645	1	0	0	37	4	0	0	1	43	0	0	2	52	10	2	0	2	68	3	0	2	39	2	0	0	1	47
1645 - 1700	0	0	0	29	2	0	0	0	31	0	0	0	60	6	2	0	1	69	13	0	0	51	4	0	0	0	68
Hourly Total	**1**	**0**	**1**	**131**	**8**	**0**	**0**	**1**	**142**	**0**	**0**	**7**	**212**	**23**	**5**	**1**	**6**	**254**	**30**	**1**	**5**	**153**	**7**	**1**	**0**	**2**	**199**
1700 - 1715	0	0	0	35	1	0	0	0	36	0	0	0	59	4	2	1	0	66	17	0	0	54	3	0	0	1	75
1715 - 1730	0	0	0	30	1	0	0	4	35	0	0	0	66	6	0	0	1	73	11	0	0	54	0	0	0	0	65
1730 - 1745	0	0	0	39	2	0	0	0	41	0	0	0	60	5	1	2	1	69	15	0	0	63	6	0	0	0	84
1745 - 1800	0	0	0	33	2	0	0	2	37	0	0	0	58	5	1	0	0	64	16	1	0	50	2	0	0	0	69
Hourly Total	**0**	**0**	**0**	**137**	**6**	**0**	**0**	**6**	**149**	**0**	**0**	**0**	**243**	**20**	**4**	**3**	**2**	**272**	**59**	**1**	**0**	**221**	**11**	**0**	**0**	**1**	**293**
1800 - 1815	0	0	0	24	3	0	0	2	29	2	0	0	42	5	0	0	2	51	12	0	1	38	2	0	0	0	53
1815 - 1830	0	0	0	25	1	0	0	2	28	0	0	0	30	3	0	2	0	35	5	0	0	50	2	0	0	0	57
1830 - 1845	2	0	0	29	1	0	0	0	32	0	0	0	36	2	1	1	1	41	6	0	0	35	3	0	0	1	45
1845 - 1900	0	0	0	24	1	0	0	0	25	0	0	0	23	4	0	0	1	28	3	1	0	43	1	0	0	0	48
Hourly Total	**2**	**0**	**0**	**102**	**6**	**0**	**0**	**4**	**114**	**2**	**0**	**0**	**131**	**14**	**1**	**3**	**4**	**155**	**26**	**1**	**1**	**166**	**8**	**0**	**0**	**1**	**203**
Session Total	**3**	**0**	**1**	**370**	**20**	**0**	**0**	**11**	**405**	**2**	**0**	**7**	**586**	**57**	**10**	**7**	**12**	**681**	**115**	**3**	**6**	**540**	**26**	**1**	**0**	**4**	**695**

Hereford - Manual Traffic Survey, Thursday 21st November 2013

Traffic Information Consultancy

Junction: (2) A465 Aylestone Hill / Folly Lane / Venns Lane

Approach: Venns Lane

	Left to A465 Aylestone Hill (North)									Ahead to Folly Lane									Right to A465 Aylestone Hill (South)								
TIME	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PEDS	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	0	**2**	0	0	0	13	1	1	0	0	**15**
0715 - 0730	0	0	0	1	0	0	0	0	**1**	0	0	0	6	1	0	0	0	**7**	0	0	0	22	2	0	0	0	**24**
0730 - 0745	0	0	0	3	2	0	0	0	**5**	0	0	0	9	0	0	0	1	**10**	0	0	0	31	3	0	0	1	**35**
0745 - 0800	0	0	0	0	0	0	0	0	**0**	0	2	0	21	0	2	0	0	**25**	0	1	0	51	1	0	0	0	**53**
Hourly Total	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**	**0**	**2**	**0**	**38**	**1**	**2**	**0**	**1**	**44**	**0**	**1**	**0**	**117**	**7**	**1**	**0**	**1**	**127**
0800 - 0815	0	0	0	6	0	1	0	0	**7**	14	0	0	40	3	0	0	0	**57**	0	1	0	58	5	0	0	1	**65**
0815 - 0830	0	0	0	9	2	0	0	0	**11**	28	0	2	55	2	0	0	0	**87**	0	1	0	61	5	0	0	1	**68**
0830 - 0845	0	0	0	6	0	0	0	0	**6**	80	0	0	48	2	0	0	1	**131**	0	0	0	54	4	2	0	0	**60**
0845 - 0900	0	0	0	3	0	0	0	0	**3**	60	3	1	42	2	0	0	2	**110**	0	0	0	44	3	1	0	0	**48**
Hourly Total	**0**	**0**	**0**	**24**	**2**	**1**	**0**	**0**	**27**	**182**	**3**	**3**	**185**	**9**	**0**	**0**	**3**	**385**	**0**	**2**	**0**	**217**	**17**	**3**	**0**	**2**	**241**
0900 - 0915	0	0	0	9	1	0	0	0	**10**	1	0	1	39	2	0	0	0	**43**	0	0	0	71	5	0	0	0	**76**
0915 - 0930	0	0	0	2	0	0	0	0	**2**	1	1	0	18	4	0	0	1	**25**	0	0	0	44	4	1	0	2	**51**
0930 - 0945	0	0	0	1	0	0	0	0	**1**	0	0	0	17	4	0	0	0	**21**	0	0	0	48	6	0	1	2	**57**
0945 - 1000	0	0	0	4	0	0	0	0	**4**	0	0	0	15	2	0	0	0	**17**	0	0	0	45	8	0	2	1	**56**
Hourly Total	**0**	**0**	**0**	**16**	**1**	**0**	**0**	**0**	**17**	**2**	**1**	**1**	**89**	**12**	**0**	**0**	**1**	**106**	**0**	**0**	**0**	**208**	**23**	**1**	**3**	**5**	**240**
Session Total	**0**	**0**	**0**	**44**	**5**	**1**	**0**	**0**	**50**	**184**	**6**	**4**	**312**	**22**	**2**	**0**	**5**	**535**	**0**	**3**	**0**	**542**	**47**	**5**	**3**	**8**	**608**
1600 - 1615	6	0	0	10	1	0	0	0	**17**	0	2	0	39	8	0	0	0	**49**	0	1	0	48	4	0	0	0	**53**
1615 - 1630	2	1	0	5	0	0	0	0	**8**	0	0	1	30	3	1	0	0	**35**	0	0	0	40	3	0	0	0	**43**
1630 - 1645	0	0	0	6	1	0	0	0	**7**	0	0	0	47	2	0	0	0	**49**	0	1	0	36	5	0	0	1	**43**
1645 - 1700	0	0	0	5	2	0	0	0	**7**	0	1	0	52	4	0	0	0	**57**	0	1	0	42	3	0	0	0	**46**
Hourly Total	**8**	**1**	**0**	**26**	**4**	**0**	**0**	**0**	**39**	**0**	**3**	**1**	**168**	**17**	**1**	**0**	**0**	**190**	**0**	**3**	**0**	**166**	**15**	**0**	**0**	**1**	**185**
1700 - 1715	0	0	0	2	0	0	0	0	**2**	0	0	0	54	5	0	0	0	**59**	0	0	2	56	7	0	0	0	**65**
1715 - 1730	1	0	0	11	0	0	0	0	**12**	3	0	0	46	4	0	0	0	**53**	0	0	0	47	3	0	0	1	**51**
1730 - 1745	0	0	0	3	1	0	0	0	**4**	0	1	0	30	3	0	0	0	**34**	0	0	1	40	5	0	0	1	**47**
1745 - 1800	1	0	0	2	0	0	0	0	**3**	0	1	1	47	2	0	0	0	**51**	0	0	0	35	1	0	0	2	**38**
Hourly Total	**2**	**0**	**0**	**18**	**1**	**0**	**0**	**0**	**21**	**3**	**2**	**1**	**177**	**14**	**0**	**0**	**0**	**197**	**0**	**0**	**3**	**178**	**16**	**0**	**0**	**4**	**201**
1800 - 1815	0	0	0	11	0	0	0	0	**11**	0	0	1	46	5	0	0	0	**52**	0	0	0	38	1	0	0	0	**39**
1815 - 1830	0	0	0	3	0	0	0	0	**3**	0	0	0	36	3	0	0	0	**39**	0	0	0	46	3	0	0	0	**49**
1830 - 1845	0	0	0	5	0	0	0	0	**5**	0	0	0	24	2	0	0	0	**26**	0	0	0	42	0	0	0	0	**42**
1845 - 1900	0	0	0	1	0	0	0	0	**1**	0	0	0	21	3	0	0	0	**24**	0	0	0	41	3	0	0	0	**44**
Hourly Total	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**1**	**127**	**13**	**0**	**0**	**0**	**141**	**0**	**0**	**0**	**167**	**7**	**0**	**0**	**0**	**174**
Session Total	**10**	**1**	**0**	**64**	**5**	**0**	**0**	**0**	**80**	**3**	**5**	**3**	**472**	**44**	**1**	**0**	**0**	**528**	**0**	**3**	**3**	**511**	**38**	**0**	**0**	**5**	**560**

Junction 1

	Un-Named Road	A4103		Aylestone Hill	Roman Road
Time	Lane 1	Lane 1	Lane 2	Lane 1	Lane 1
07:15	1	0	1	0	0
07:30	1	1	1	1	1
07:45	1	2	1	0	2
08:00	1	1	0	0	2
08:15	2	3	1	1	1
08:30	2	4	3	2	5
08:45	2	2	1	2	2
09:00	2	8	3	1	2
09:15	1	2	1	0	3
09:30	2	4	2	1	2
09:45	1	2	1	0	1
10:00	1	2	1	1	2
16:15	1	3	0	0	3
16:30	1	0	0	2	5
16:45	2	2	1	1	3
17:00	1	3	1	2	6
17:15	2	5	0	2	5
17:30	1	3	1	1	3
17:45	1	5	2	2	3
18:00	2	4	1	1	3
18:15	1	2	0	1	4
18:30	1	2	0	1	2
18:45	1	3	0	0	3
19:00	0	1	0	0	2

Junction 2

	A465	Folly Lane	Aylestone Hill	Venns Lane	NB Link Road	SB Link Road
Time	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
07:15	1	1	2	2	0	0
07:30	1	3	1	3	1	0
07:45	4	5	2	2	0	1
08:00	10	5	4	5	1	2
08:15	14	6	2	7	2	2
08:30	16	3	5	11	4	2
08:45	20	8	11	12	3	3
09:00	22	5	14	15	4	4
09:15	28	10	4	8	1	4
09:30	13	6	3	5	0	2
09:45	4	4	6	2	0	0
10:00	3	2	3	1	0	0
16:15	5	7	4	14	1	4
16:30	2	6	6	9	2	2
16:45	4	14	12	6	4	1
17:00	2	4	4	5	0	1
17:15	5	4	3	10	0	3
17:30	5	5	7	13	2	3
17:45	7	9	4	18	0	4
18:00	4	3	6	8	2	2
18:15	4	3	3	5	1	1
18:30	3	3	2	4	0	1
18:45	2	5	3	2	0	0
19:00	2	6	2	4	0	1

APPENDIX B

ACCIDENT DATA

Contributory Factors Report Summary - Aylestone Hill Area

Accidents Found Date Range: 11/09/2009 - 14/11/2013

Grid Coordinate Range: 351552,240459 - 352476,241903

Database: "g:\aip\keyaccident v6data\data"
Query Conditions: 01/12/2008 - 30/11/2013 Search Conditions: update ACCIDENT set EASTING = 352358, NORTHING = 240479 where REFATTEND = '09E907106 '

Accident Severity

	2009	2010	2011	2012	2013	Total
Serious	**0**	**1**	**0**	**0**	**0**	**1**
Slight	**2**	**7**	**5**	**2**	**2**	**18**
Total	**2**	**8**	**5**	**2**	**2**	**19**

Casualty Severity

	2009	2010	2011	2012	2013	Total
Serious	**0**	**1**	**0**	**0**	**0**	**1**
Slight	**6**	**12**	**6**	**3**	**3**	**30**
Total	**6**	**13**	**6**	**3**	**3**	**31**

Casualty KSI

	2009	2010	2011	2012	2013	Total
Adult KSI	**0**	**1**	**0**	**0**	**0**	**1**
Slight	**6**	**12**	**6**	**3**	**3**	**30**
Total	**6**	**13**	**6**	**3**	**3**	**31**

Aylestone Hill Area

Database: "g:\aip\keyaccident v6data\data"
Query Conditions: 01/12/2008 - 30/11/2013 Search Conditions: update ACCIDENT set EASTING = 352358, NORTHING = 240479 where REFATTEND = '09E907106 '

Accident Reference:09E905034 Slight A465 AYLESTONE HILL HEREFORD,APPROX 140 MT S A4103, Accident 1 of 19

Friday 11/09/2009 07:48 Grid Coords 352406/241782 Daylight Light/no lights

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description

V1 FAILS TO REACT TO STATIONARY V2 AHEAD, V1 COLLIDES REAR V2 WHICH IS SHUNTED INTO V3.

Vehicles

1	Car	Going ahead other	Skid	Negative	N to S	Male Age 32
2	Car	Stopping	No skid	Negative	N to S	Male Age 27
3	Car	Waiting to go ahead but held up	No skid	Not requested	N to S	Female Age 30

Casualties

1	Driver or Rider	Slight	Vehicle no.2	Male 27
2	Passenger	Slight	Vehicle no.1	Male 23
3	Passenger	Slight	Vehicle no.1	Male 21
4	Passenger	Slight	Vehicle no.1	Male 21

Accident Reference:09E907106 Slight WHITTERN WAY.HEREFORD,AT ENT TO COLLEGE CAR PARK, Accident 2 of 19

Thursday 17/12/2009 13:00 Grid Coords 352358/240479 Daylight Light/with lights

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
602 Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

V2 TURNING INTO JUNCTION ON LEFT, BRAKED DUE TO LORRY COMING IN OPPOSITE DIRECTION. V1 TRAVELLING BEHIND V2 IN SAME DIRECTION UNABLE TO STOP IN TIME AND COLLIDED WITH REAR OF V2.

Vehicles

1	Car	Turning left	No skid	Negative	SW to N	Male Age 18
2	Car	Stopping	No skid	Not requested	SW to N	Female Age 18

Casualties

1	Driver or Rider	Slight	Vehicle no.2	Female 18
2	Passenger	Slight	Vehicle no.2	Female 18

Accident Reference:10E000398 Slight A 465.AYLESTONE HILL, HEREFORD,OVERBURY RD & WALNEY LANE, Accident 3 of 19

Saturday 23/01/2010 23:09 Grid Coords 352269/241060 Daylight Dark/lights lit

Surface Wet/Damp Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
405 Failed to look properly (Driver/Rider - Error)	Vehicle 1	Very likely	Yes
402 Junction restart (Driver/Rider - Error)	Vehicle 1	Very likely	
504 Uncorrected, defective eyesight (Driver/Rider - Impairment)	Vehicle 1	Possible	
903 Emergency vehicle on call (Special Codes)	Vehicle 1	Very likely	

Accident Description

V1 HAD DROPPED A FRIEND OFF IN OVERBURY RD. HE APPROACHED AYLESTONE HILL & STOPPED AT JUNCTION, HE THEN PROCEEDED TO MIDDLE OF CARRIAGEWAY WITH A VIEW OF CONTINUING INTO WALNEY LANE, WHERE HE PAUSED AGAIN. AFTER A FEW SECONDS HE CONTINUED ACROSS RD & WAS HIT IN PASSENGER SIDE BY MARKED POLICE VEHICLE WHICH WAS DISPLAYING BLUE LIGHTS & SOUNDING SIRENS.

Vehicles

1 Car	Starting	No skid	Negative	W to E	Female Age 83
2 Car	Going ahead other	No skid	Negative	N to S	Male Age 38

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Female 83
2 Driver or Rider	Slight	Vehicle no.2	Male 38
3 Passenger	Slight	Vehicle no.1	Male 83
4 Passenger	Slight	Vehicle no.2	Male 83

Accident Reference:10E000601 Slight VENNS LANE HEREFORD,O/S NO 15, Accident 4 of 19

Monday 01/02/2010 19:00 Grid Coords 352049/240874 Daylight Dark/lights lit

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
802 Failed to look properly (Pedestrian)	Casualty 1	Very likely	No - reported
803 Failed to judge vehicle's path/speed (Pedestrian)	Casualty 1	Very likely	'over the

Accident Description

VEH 1 WAS BEING DRIVEN ALONG VENNS LANE HEREFORD, WHEN A FEMALE STEPPED OF THE PAVEMENT AND COLLIDED WITH VEH 1'S NEAR SIDE, CAUSING THE WING MIRROR TO BREAK OFF. THE PEDESTRIAN HAD BEEN WEARING EARPHONES FOR HER IPOD AT THE TIME. PEDESTRIAN RECEIVED INJURIES.

Vehicles

1 Car	Going ahead other	No skid	Not requested	SE to NW	Female Age 37

Casualties

1 Pedestrian	Slight	Vehicle no.1	Female 19

Accident Reference:10E000696 Slight FOLEY LANE,HEREFORD,35 M S J/W AYLESTONE HILL, Accident 5 of 19

Monday 08/02/2010 20:10 Grid Coords 352129/240667 Daylight Dark/lights lit

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
803 Failed to judge vehicle's path/speed (Pedestrian)	Casualty 1	Very likely	No - reported 'over the
809 Pedestrian wearing dark clothing at night (Pedestrian)	Casualty 1	Very likely	

Accident Description

VEH 1 TRAVELLING ALONG FOLEY LANE, HEREFORD IN THE DIRECTION OF AYLESTONE HILL. CASUALTY 1 WAS RUNNING ALONG THE NEARSIDE AND IN THE SAME DIRECTION. CASUALTY HAS ATTEMPTED TO CROSS TO OPPOSITE SIDE OF THE ROAD AND VEH 1 HAS HIT CASUALTY. CASUALTY HAS ROLLED OVER BONNET AND COME TO A REST ON ROAD. WITNESS HAS HELPED CASUALTY UP AND TAKEN HIM HOME. NO DETAILS EXCHANGED.

Vehicles

1 Car	Going ahead other	No skid	Not requested	SE to NW	Male Age 45

Casualties

1	Pedestrian	Slight	Vehicle no.1	Male 15

Accident Reference:10E003239 Serious FOLLY LANE, HEREFORD,55 N W JW WHITTERN WAY., Accident 6 of 19

Sunday 13/06/2010 00:02 Grid Coords 352259/240459 Daylight Dark/lights lit

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
306 Exceeding speed limit (Drive/Rider - Injudicious)	Vehicle 1	Very likely	Yes
501 Impaired by alchol (Driver/Rider - Impairment)	Vehicle 1	Very likely	
410 Loss of control (Driver/Rider - Error)	Vehicle 1	Very likely	

Accident Description

VEH 1 TRAVELLED NW ALONG FOLLY LANE, HEREFORD. DRIVER OF VEH 1 HAS APPARENTLY LOST CONTROL OF VEH. VEH 1 HAS ROLLED AND COLLIDED WITH STREET FURNITURE. DRIVER WAS NOT APPARENTLY WEARING A SEAT BELT. DRIVER HAS SUSTAINED HEAD TRAUMA. VEH 1 IS EXTENSIVELY DAMAGED. DRIVER HAS HAD BLOOD TAKEN.

Vehicles

1 Car	Going ahead other	Overturned	Not provided	SE to NW	Male Age 21

Casualties

1	Driver or Rider	Serious	Vehicle no.1	Male 21
2	Pedestrian	Slight	Vehicle no.1	Male 16

Accident Reference:10E003182 Slight A465 AYLESTONE HILL HEREFORD,O/S NO 173, Accident 7 of 19

Monday 21/06/2010 13:56 Grid Coords 352381/241721 Daylight Light/with lights

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
503 Fatigue (Driver/Rider - Impairment)	Vehicle 001	Possible	Yes
410 Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

VEHICLE 1 TRAVELLING DOWN AYLESTONE HILL (A465) TOWARDS A4103 ROUNDABOUT (ROMAN RD). VEHICLE 1 HAS CLIPPED F/O/S WHEEL OF CENTRAL RESERVATION SENDING VEHICLE INTO A SPIN CLIPPING METAL CROSSING BARRIER AND COMING TO SITU IN THE ROAD.

Vehicles

1 Car	Going ahead other	No skid	Negative	S to NE	Female Age 18

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Female 18
2 Passenger	Slight	Vehicle no.1	Female 20

Accident Reference:10E004590 Slight VENNS LANE, HEREFORD,AYLESTONE HILL, HEREFORD, Accident 8 of 19

Thursday 19/08/2010 18:05 Grid Coords 352120/240748 Daylight Light/with lights

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
507 Cyclist wearing dark clothing at night (Driver/Rider - Impairment)	Vehicle 001	Very likely	No - reported 'over the
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	
602 Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	

Accident Description

V1 TRAVELLING ALONG VENNS LANE STILL QUITE LIGHT RIDER WEARING DARK CLOTHING. NO LIGHTS NEEDED. RIDER V1 I NOTICED A CAR TURNING INTO VENNS LANE SO ENTERED THE ROUNDABOUT. THE VEHICLE BEHIND THE OTHER CAR HIT REAR WHEEL V1 CAUSING THE BIKE TO FALL ONTO THE RIGHT. V2 STOPPED, FEMALE DRIVER GOT OUT TO CHECK ON IP. THEN DROVE OFF DOWN AYLESTONE HILL OUT OF TOWN.

Vehicles

1 Pedal Cycle	Starting	No skid	Not applicable	W to S	Female Age 53
2 Car	Going ahead other	No skid	Not contacted	S to N	Not traced Age -1

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Female 53

Accident Reference:10E004681 Slight A 465, AYLESTONE HILL,HEREFORD,J/W A 4103 ROMAN RD, Accident 9 of 19

Wednesday 15/09/2010 20:45 Grid Coords 352476/241903 Daylight Dark/lights lit

Surface Wet/Damp Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
202 Defective lights or indicators (Vehicle Defects)	Vehicle 001	Very likely	No - reported 'over the
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description

VEHICLE V002 DROVE ONTO ROUNDABOUT ON ROMAN RD TOWARDS WORCESTER AND FAILED TO SEE PEDAL CYCLIST V001 COMING ONTO ROUNDABOUT FROM AYLESTONE HILL. V002 DID FAIL TO GIVEWAY HAVING NOT SEEN THE UNLIT (NOT LIGHTS) PEDAL CYCLE. THE ROUNDABOUT IS LIT AND THERE WERE NO OTHER VEHICLES IN SIGHT.

Vehicles

1 Pedal Cycle	Going ahead other	No skid	Not applicable	SW to N	Male Age 44
2 Car	Going ahead other	No skid	Not requested	W to E	Female Age 48

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Male 44

Accident Reference:10E005388 Slight A 4103,AYLESTONE HILL, HEREFORD,JW A 465. Accident 10 of 19

Thursday 28/10/2010 13:44 Grid Coords 352470/241879 Daylight Light/with lights

Surface Wet/Damp Weather Raining without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
405 Failed to look properly (Driver/Rider - Error)	Vehicle 1	Very likely	Yes
302 Disobeyed give way or stop sign markings (Drive/Rider - Injudicious)	Vehicle 1	Very likely	
510 Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 1	Possible	

Accident Description

IT WOULD APPEAR THAT DRIVER OF VEHICLE ONE HAS ENTERED THE ROUNDABOUT AND FAILED TO YIELD TO CYCLIST WHO HAD RIGHT OF WAY. HOWEVER, FULL DETAILS HAVE YET TO BE TAKEN FROM RIDER OF PEDAL CYCLE AS HE WAS TAKEN TO HOSPITAL.

Vehicles

1 Car	Starting	No skid	Negative	SW to NE	Female Age 71
2 Pedal Cycle	Going ahead other	No skid	Not provided	E to W	Male Age 18

Casualties

1 Driver or Rider	Slight	Vehicle no.2	Male 18

Accident Reference:11E100144 Slight VENNS LANE, HEREFORD,J/W CHURCHILL CLOSE, Accident 11 of 19

Sunday 09/01/2011 19:00 Grid Coords 352018/240956 Daylight Dark/lights lit

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
405 Failed to look properly (Driver/Rider - Error)	Vehicle 1	Very likely	No - reported 'over the
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 1	Very likely	

Accident Description

V2 WAITING TO TURN RIGHT . V1 RUN INTO THE BACK OF V2.

Vehicles

1 Car	Going ahead other	No skid	Not requested	NW to SE	Male Age 27
2 Car	Waiting to turn right	No skid	Not provided	NW to W	Male Age 25

Casualties

1 Passenger	Slight	Vehicle no.2	Female 24
2 Driver or Rider	Slight	Vehicle no.2	Male 25

Accident Reference:11E100529 Slight A 465,AYLESTONE HILL,HEREFORD,J/W VENNS LANE, Accident 12 of 19

Tuesday 01/02/2011 16:00 Grid Coords 352130/240758 Daylight Light/with lights

Surface Wet/Damp Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 2	Very likely	No - reported 'over the

Accident Description

VEHICLE (1) TURNED LEFT AT ROUNDABOUT ONTO AYLESTONE HILL FROM VENNS LANE AND STOPPED TO TURN RIGHT. V(2) CROSSED BOTH MINI ROUNDABOUTS ON AYLESTONE HILL AND STRUCK THE REAR OF V(1).

Vehicles

1 Car	Waiting to turn right	No skid	Not contacted	SW to E	Female Age 33
2 Bus or Coach	Going ahead other	No skid	Not contacted	SW to NE	Male Age 54

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Female 33

Accident Reference:11E101013 Slight COLLEGE ROAD, HEREFORD,J/W OLD SCHOOL LANE, Accident 13 of 19

Friday 11/03/2011 14:19 Grid Coords 351552/241435 Daylight Light/with lights

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	Casualty 1	Very likely	Yes
802 Failed to look properly (Pedestrian)	Casualty 1	Very likely	

Accident Description

V1 TURNED RGT AT TRAF LGTS ONTO COLLEGE RD. A VEH HAD CAME OUT OF OLD SCHOOL LN AND JOINED THE QUEUE OF TRAF BUT WAS UNABLE TO POSITION ITSELF FULLY IN THE CWAY. V1 HAD TO DRIVE SLOWLY ROUND THE PROTRUDING VEH. PED THEN CROSSED BET THE QUEUED TRAF AND WALKED INTO PATH V1 CAUSING COLL.

Vehicles

1 Car	Turning right	No skid	Negative	SE to N	Female Age 57

Casualties

1 Pedestrian	Slight	Vehicle no.1	Female 20	

Accident Reference:11E103540 Slight A 465,AYLESTONE HILL HEREFORD,JW FOLLY RD., Accident 14 of 19

Thursday 25/08/2011 14:10 Grid Coords 352105/240695 Daylight Light/with lights

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 1	Very likely	Yes
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 2	Very likely	

Accident Description

V1 HAS APPROACHED THE ROUNDABOUT AT WHAT APPEARS TO BE A SIMILAR TIME TO V2. BOTH ARE STATING THAT EACH OTHER WERE ON THE ROUNDABOUT FIRST AND HAVE COLLIDED. WITHOUT SPEAKING TO THE INDEPENDENT WITNESS IT CANNOT BE ESTABLISHED WHO IS AT FAULT.

Vehicles

1 Car	Turning right	No skid	Negative	SE to NE	Male Age 18
2 Car	Turning right	No skid	Negative	SW to SE	Male Age 78

Casualties

1 Driver or Rider	Slight	Vehicle no.2	Male 78

Accident Reference:11E104598 Slight FOLLY LANE HEREFORD,J/W TURN TO TECH COLLEGE , Accident 15 of 19

Wednesday 26/10/2011 09:38 Grid Coords 352223/240501 Daylight Light/with lights

Surface Dry Weather Fine without high winds

Contributory Factors		Participant	Confidence	Did a police officer attend?
405	Failed to look properly (Driver/Rider - Error)	Vehicle 1	Very likely	No - reported 'over the
406	Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 1	Very likely	
308	Following too close (Drive/Rider - Injudicious)	Vehicle 1	Very likely	

Accident Description

V1 FAILS TO SEE THAT V2 HAS SLOWED OR STOPPED TO ALLOW A LORRY TO TURN RIGHT INTO THE COLLEGE.
DR/V1 REACTED SLIGHTLY LATE AND BUMPS LIGHTLY INTO V2

Vehicles

1 Car	Going ahead other	No skid	Not contacted	NW to SE	Female Age 25
2 Car	Stopping	No skid	Not contacted	NW to SE	Male Age 31

Casualties

1 Driver or Rider Slight Vehicle no.2 Male 31

Accident Reference:12E202544 Slight VENNS LANE,HEREFORD,80 M SE JW COLLEGE RD., Accident 16 of 19

Friday 22/06/2012 15:30 Grid Coords 351625/241379 Daylight Light/with lights

Surface Wet/Damp Weather Raining without high winds

Contributory Factors		Participant	Confidence	Did a police officer attend?
403	Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 1	Very likely	No - reported 'over the

Accident Description

V1 CYCLIST TRAV ON INSIDE OF STAT TRAFFIC IN VENNS LANE AND HAS STRUCK SIDE OF V2 WAITING TO JOIN CARRIAGEWAY FROM SIDE ENTRANCE.

Vehicles

1 Pedal Cycle	Going ahead other	No skid	Not applicable	NW to SE	Male Age 75
2 Car	Waiting to turn right	No skid	Not contacted	NE to NW	Male Age 37

Casualties

1 Driver or Rider Slight Vehicle no.1 Male 75

Accident Reference:12E203375 Slight FOLLY LANE,HEREFORD,J/W AYLESTONE HILL. Accident 17 of 19

Sunday 19/08/2012 17:20 Grid Coords 352105/240692 Daylight Light/with lights

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
405 Failed to look properly (Driver/Rider - Error)	Vehicle 1	Very likely	Yes
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 1	Very likely	

Accident Description

V2 CYCLIST AND V1 TRAV FOLLY LANE TOWARDS ROUNDABOUT . V1 FAILS TO GIVE WAY TO V2 AT ROUNDABOUT, INDICATES AND TURNS LFT IN DIRECTION OF HEREFORD ALONG AYLESTONE HILL. V1 CUTS UPV2 TO HIS OS KNOCKING CYCLIST TO THE GROUND

Vehicles

1 Car	Turning left	No skid	Negative	SE to SW	Male Age 53
2 Pedal Cycle	Turning right	No skid	Negative	SE to NE	Male Age 51

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Male 53
2 Driver or Rider	Slight	Vehicle no.2	Male 51

Accident Reference:13E302546 Slight A 465,AYLESTONE HILL, HEREFORD J/W FOLLY LANE, HEREFORD. Accident 18 of 19

Sunday 14/07/2013 18:19 Grid Coords 352104/240697 Daylight Light/with lights

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	Vehicle 2	Very likely	Yes
401 Junction overshoot (Driver/Rider - Error)	Vehicle 2	Very likely	

Accident Description

V001 WAS COMING UP AYLESTONE HILL TURNIN RIGHT INTO FOLLY LANE AS I WAS LEAVING THE 3 O CLOCK POSITION THE BLACK CAR V002 WAS SPEEDING PAST ME AND PLOUGHED INTO THE REAR LEFT SIDE OF THE CAR. RTC WAS DISCOVERED BY AMBULANCE FIRST RESPONDER.

Vehicles

1 Car	Turning right	No skid	Negative	SW to E	Female Age 23
2 Car	Going ahead other	No skid	Negative	SW to NE	Female Age 24

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Female 23
2 Driver or Rider	Slight	Vehicle no.2	Female 24

Accident Reference:13D304158 Slight WALNEY LANE HEREFORD,J/W A465 AYLESTONE HILL, Accident 19 of 19

Thursday 14/11/2013 14:55 Grid Coords 352285/241057 Daylight Light/with lights

Surface Dry Weather Fine without high winds

Contributory Factors		Participant	Confidence	Did a police officer attend?
405	Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported 'over the
602	Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	
403	Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

CASUALTY WAS WALKING TO SCHOOL, SHE CROSSED AYLESTONE HILL VIA THE LOLLIPOP LADY AND WALKED UP THE ROAD. THEN CROSSED WALNEY LANE BEHIND V001. V001 THEN REVERSED BACK HITTING THE CASUALTY TO THE LEG. V001 DID NOT STOP

Vehicles

1 Car	Reversing	No skid	Not contacted	E to W	Not traced Age -1	

Casualties

1	Pedestrian	Slight	Vehicle no.1	Female 10

APPENDIX C

INDICATIVE MASTERPLAN LAYOUT

- Site Boundary
- Formal public open space
- Grassland/native meadow species mix
- Informal play areas (proposed trim trail)
- Proposed balancing ponds (approximate area 0.58 ha)
- Existing trees and hedgerow
- Proposed trees
- Avenue tree planting
- Proposed development blocks with key elevations marked
- Proposed bungalow dwellings
- Primary 'loop' road
- Secondary road
- Private driveways (shared surface)
- Informal footpath

Note:
Gross area of site 6.72 hectares
Net development area approximately 4.14 hectares

edp
THE ENVIRONMENTAL DIMENSION PARTNERSHIP
Tithe Barn, Barnsley Park Estate, Barnsley, Cirencester, Gloucestershire, GL7 5EG t 01285 740427 f 01285 740848
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client
Bovis Homes

project title
Land East of Aylestone Hill, Hereford

drawing title
Illustrative Masterplan Layout

date	24 FEBRUARY 2014	drawn by	VP
drawing number	EDP 2222/29a	checked	DL
scale	1:1250 @ A3		

APPENDIX D

TRICS OUTPUT

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	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: 52 to 237 (units:)
Range Selected by User: 50 to 200 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

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
Thursday	2 days

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

Selected survey types:

Manual count	4 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)	3
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	1
No Sub Category	3

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

Filtering Stage 3 selection:

Use Class:

C3	4 days

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

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No	4 days

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

LIST OF SITES relevant to selection parameters

1 **CH-03-A-06** **SEMI-DET./BUNGALOWS** **CHESHIRE**
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

2 **NY-03-A-01** **MIXED HOUSES** **NORTH YORKSHIRE**
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: TUESDAY *25/09/07* *Survey Type: MANUAL*

3 **SH-03-A-04** **TERRACED** **SHROPSHIRE**
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY *11/06/09* *Survey Type: MANUAL*

4 **WO-03-A-06** **DET./TERRACED** **WORCESTERSHIRE**
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwellings: 232
Survey date: THURSDAY *30/06/05* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-03-A-03	Not compatible,
CF-03-A-02	Not compatible, very few dwelling units
CF-03-A-03	Not comaptible
CH-03-A-08	Not compatible, very few dwelling units
CW-03-A-01	Not compatible, very few dwelling units
GM-03-A-10	Not compatible, very few dwelling units
LE-03-A-01	Not compatible, very few dwelling units
LN-03-A-03	Not compatible, very few dwelling units
SF-03-A-04	Not compatible, very few dwelling units
ST-03-A-05	Not compatible, very few dwelling units
TW-03-A-02	Not compatible, very few dwelling units
WK-03-A-01	Not compatible, very few dwelling units
WM-03-A-02	Not compatible, very few dwelling units
WO-03-A-01	Not compatible, very few dwelling units
WO-03-A-02	Not compatible

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

MULTI-MODAL 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	4	130	0.065	4	130	0.278	4	130	0.343
08:00 - 09:00	4	130	0.161	**4**	**130**	**0.370**	**4**	**130**	**0.531**
09:00 - 10:00	4	130	0.134	4	130	0.192	4	130	0.326
10:00 - 11:00	4	130	0.131	4	130	0.167	4	130	0.298
11:00 - 12:00	4	130	0.163	4	130	0.161	4	130	0.324
12:00 - 13:00	4	130	0.155	4	130	0.146	4	130	0.301
13:00 - 14:00	4	130	0.138	4	130	0.129	4	130	0.267
14:00 - 15:00	4	130	0.148	4	130	0.140	4	130	0.288
15:00 - 16:00	4	130	0.248	4	130	0.198	4	130	0.446
16:00 - 17:00	4	130	0.276	4	130	0.167	4	130	0.443
17:00 - 18:00	**4**	**130**	**0.328**	4	130	0.202	4	130	0.530
18:00 - 19:00	4	130	0.232	4	130	0.171	4	130	0.403
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.179			2.321			4.500

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:	52 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	29

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	130	0.000	4	130	0.000	4	130	0.000
08:00 - 09:00	4	130	0.002	4	130	0.002	4	130	0.004
09:00 - 10:00	4	130	0.006	4	130	0.000	4	130	0.006
10:00 - 11:00	4	130	0.006	4	130	0.006	4	130	0.012
11:00 - 12:00	4	130	0.006	4	130	0.006	4	130	0.012
12:00 - 13:00	**4**	**130**	**0.013**	4	130	0.008	**4**	**130**	**0.021**
13:00 - 14:00	4	130	0.004	**4**	**130**	**0.012**	4	130	0.016
14:00 - 15:00	4	130	0.000	4	130	0.002	4	130	0.002
15:00 - 16:00	4	130	0.000	4	130	0.000	4	130	0.000
16:00 - 17:00	4	130	0.000	4	130	0.002	4	130	0.002
17:00 - 18:00	4	130	0.000	4	130	0.000	4	130	0.000
18:00 - 19:00	4	130	0.000	4	130	0.000	4	130	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.038			0.075

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:	52 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	29

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

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	130	0.000	4	130	0.000	4	130	0.000
08:00 - 09:00	**4**	**130**	**0.002**	**4**	**130**	**0.002**	**4**	**130**	**0.004**
09:00 - 10:00	4	130	0.002	4	130	0.000	4	130	0.002
10:00 - 11:00	4	130	0.000	4	130	0.002	4	130	0.002
11:00 - 12:00	4	130	0.002	4	130	0.002	4	130	0.004
12:00 - 13:00	4	130	0.000	4	130	0.000	4	130	0.000
13:00 - 14:00	4	130	0.000	4	130	0.000	4	130	0.000
14:00 - 15:00	4	130	0.000	4	130	0.000	4	130	0.000
15:00 - 16:00	4	130	0.000	4	130	0.000	4	130	0.000
16:00 - 17:00	4	130	0.002	4	130	0.002	4	130	0.004
17:00 - 18:00	4	130	0.000	4	130	0.000	4	130	0.000
18:00 - 19:00	4	130	0.000	4	130	0.000	4	130	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:	52 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	29

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	130	0.008	4	130	0.010	4	130	0.018
08:00 - 09:00	4	130	0.002	**4**	**130**	**0.015**	4	130	0.017
09:00 - 10:00	4	130	0.002	4	130	0.006	4	130	0.008
10:00 - 11:00	4	130	0.006	4	130	0.008	4	130	0.014
11:00 - 12:00	4	130	0.008	4	130	0.004	4	130	0.012
12:00 - 13:00	4	130	0.004	4	130	0.004	4	130	0.008
13:00 - 14:00	4	130	0.000	4	130	0.004	4	130	0.004
14:00 - 15:00	4	130	0.004	4	130	0.002	4	130	0.006
15:00 - 16:00	**4**	**130**	**0.015**	4	130	0.008	**4**	**130**	**0.023**
16:00 - 17:00	4	130	0.015	4	130	0.006	4	130	0.021
17:00 - 18:00	4	130	0.010	4	130	0.008	4	130	0.018
18:00 - 19:00	4	130	0.010	4	130	0.004	4	130	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.079			0.163

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:	52 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	29

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	130	0.067	4	130	0.311	4	130	0.378
08:00 - 09:00	4	130	0.192	**4**	**130**	**0.532**	**4**	**130**	**0.724**
09:00 - 10:00	4	130	0.161	4	130	0.238	4	130	0.399
10:00 - 11:00	4	130	0.163	4	130	0.213	4	130	0.376
11:00 - 12:00	4	130	0.207	4	130	0.217	4	130	0.424
12:00 - 13:00	4	130	0.182	4	130	0.173	4	130	0.355
13:00 - 14:00	4	130	0.161	4	130	0.154	4	130	0.315
14:00 - 15:00	4	130	0.186	4	130	0.171	4	130	0.357
15:00 - 16:00	4	130	0.363	4	130	0.240	4	130	0.603
16:00 - 17:00	4	130	0.390	4	130	0.226	4	130	0.616
17:00 - 18:00	**4**	**130**	**0.399**	4	130	0.250	4	130	0.649
18:00 - 19:00	4	130	0.303	4	130	0.240	4	130	0.543
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.774			2.965			5.739

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:	52 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	29

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	130	0.023	4	130	0.050	4	130	0.073
08:00 - 09:00	4	130	0.027	**4**	**130**	**0.221**	**4**	**130**	**0.248**
09:00 - 10:00	4	130	0.052	4	130	0.069	4	130	0.121
10:00 - 11:00	4	130	0.027	4	130	0.063	4	130	0.090
11:00 - 12:00	4	130	0.036	4	130	0.044	4	130	0.080
12:00 - 13:00	4	130	0.056	4	130	0.031	4	130	0.087
13:00 - 14:00	4	130	0.050	4	130	0.048	4	130	0.098
14:00 - 15:00	4	130	0.040	4	130	0.040	4	130	0.080
15:00 - 16:00	**4**	**130**	**0.146**	4	130	0.042	4	130	0.188
16:00 - 17:00	4	130	0.084	4	130	0.050	4	130	0.134
17:00 - 18:00	4	130	0.106	4	130	0.036	4	130	0.142
18:00 - 19:00	4	130	0.071	4	130	0.052	4	130	0.123
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.718			0.746			1.464

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:	52 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	29

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	130	0.000	4	130	0.021	4	130	0.021
08:00 - 09:00	4	130	0.004	**4**	**130**	**0.033**	**4**	**130**	**0.037**
09:00 - 10:00	4	130	0.008	4	130	0.008	4	130	0.016
10:00 - 11:00	4	130	0.004	4	130	0.015	4	130	0.019
11:00 - 12:00	4	130	0.010	4	130	0.015	4	130	0.025
12:00 - 13:00	4	130	0.006	4	130	0.008	4	130	0.014
13:00 - 14:00	4	130	0.004	4	130	0.004	4	130	0.008
14:00 - 15:00	4	130	0.004	4	130	0.004	4	130	0.008
15:00 - 16:00	4	130	0.006	4	130	0.012	4	130	0.018
16:00 - 17:00	4	130	0.006	4	130	0.002	4	130	0.008
17:00 - 18:00	**4**	**130**	**0.023**	4	130	0.002	4	130	0.025
18:00 - 19:00	4	130	0.023	4	130	0.000	4	130	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.124			0.222

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:	52 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	29

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	130	0.098	4	130	0.392	4	130	0.490
08:00 - 09:00	4	130	0.225	**4**	**130**	**0.800**	**4**	**130**	**1.025**
09:00 - 10:00	4	130	0.223	4	130	0.321	4	130	0.544
10:00 - 11:00	4	130	0.200	4	130	0.299	4	130	0.499
11:00 - 12:00	4	130	0.261	4	130	0.280	4	130	0.541
12:00 - 13:00	4	130	0.248	4	130	0.215	4	130	0.463
13:00 - 14:00	4	130	0.215	4	130	0.209	4	130	0.424
14:00 - 15:00	4	130	0.234	4	130	0.217	4	130	0.451
15:00 - 16:00	4	130	0.530	4	130	0.301	4	130	0.831
16:00 - 17:00	4	130	0.495	4	130	0.284	4	130	0.779
17:00 - 18:00	**4**	**130**	**0.537**	4	130	0.296	4	130	0.833
18:00 - 19:00	4	130	0.407	4	130	0.296	4	130	0.703
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.673			3.910			7.583

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:	52 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	29

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

SITE ACCESS PICADY REPORT

Site Access
TRL LIMITED

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
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FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

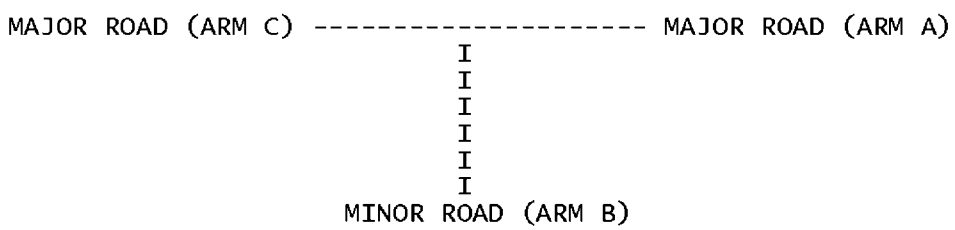
Run with file:- "P:\Cardiff Jobs\1311-68 Aylestone Hill\Site Access.vpi" (drive-on-the-left) at 11:02:54 on Thursday, 6 March 2014

.RUN INFORMATION
****

RUN TITLE	: Site Access Aylestone Hill
LOCATION	:
DATE	: 06/03/14
CLIENT	:
ENUMERATOR	: neha.kataria [WBRI1CWINTGENS]
JOB NUMBER	: 1311-68
STATUS	: TIA
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

INPUT DATA



ARM A IS A465 North
ARM B IS Site Access
ARM C IS A465 South

.STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

.GEOMETRIC DATA

DATA ITEM		MINOR ROAD
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.00 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	3.00 M.
- VISIBILITY	(VC-B)	200.00 M.
- BLOCKS TRAFFIC (SPACES)		YES (7)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	25.0 M.
- VISIBILITY TO RIGHT	(VB-A)	15.0 M.
- LANE 1 WIDTH	(WB-C)	3.21 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
646.70	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
503.45	0.23	0.09	0.15	0.33

Intercept For	Slope For Opposing

Site Access

STREAM C-B	STREAM A-C	STREAM A-B
749.84	0.29	0.29

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.Demand set: 2019 Base+Dev AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.30

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	7.68	11.51	7.68
ARM B	15.00	45.00	75.00	0.69	1.03	0.69
ARM C	15.00	45.00	75.00	4.79	7.18	4.79

.Demand set: 2019 Base+Dev AM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.30	ARM A	0.000	0.020	0.980
		0.0	12.0	602.0
		(0.0)%	(0.0)%	(0.0)%
	ARM B	0.491	0.000	0.509
		27.0	0.0	28.0
		(0.0)%	(0.0)%	(0.0)%
	ARM C	0.969	0.031	0.000

```
                                    Site Access
 I                    I         I  371.0 I   12.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 ------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

.              QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               ---------------------------------------------------------
                FOR COMBINED DEMAND SETS
                AND FOR TIME PERIOD        1
.-------------------------------------------------------------------------------
---------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY
 GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/
    (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME
SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15
                                I
 I   B-AC      0.69      7.11    0.097                0.00   0.11        1.5
                      0.16      I
 I   C-AB      0.15     10.26    0.015                0.00   0.01        0.2
                      0.10      I
 I   A-B       0.15
                                I
 I   A-C       7.55
                                I
 I
                                I
.-------------------------------------------------------------------------------
---------------------------------

.-------------------------------------------------------------------------------
---------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY
 GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/
    (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME
SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30
                                I
 I   B-AC      0.82      6.64    0.124                0.11   0.14        2.0
                      0.17      I
 I   C-AB      0.18      9.82    0.018                0.01   0.02        0.3
                      0.10      I
 I   A-B       0.18
                                I
 I   A-C       9.02
                                I
 I
                                I
.-------------------------------------------------------------------------------
---------------------------------

.-------------------------------------------------------------------------------
---------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY
 GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/
    (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME
SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45
                                I
 I   B-AC      1.01      5.98    0.169                0.14   0.20        2.9
```

			0.20					
I	C-AB	0.22	9.22	0.024		0.02	0.02	0.4
			0.11					
I	A-B	0.22						
I	A-C	11.05						
I								

I TIME SEGMENT)	DEMAND (VEH/MIN) TIME SEGMENT)	CAPACITY (VEH/MIN) VEHICLE (MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME	GEOMETRIC DELAY (VEH.MIN/ PER ARRIVING I
I 08.45-09.00								
I B-AC	1.01	5.98	0.169		0.20	0.20	3.0	
		0.20						
I C-AB	0.22	9.22	0.024		0.02	0.02	0.4	
		0.11						
I A-B	0.22							
I A-C	11.05							
I								

I TIME SEGMENT)	DEMAND (VEH/MIN) TIME SEGMENT)	CAPACITY (VEH/MIN) VEHICLE (MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME	GEOMETRIC DELAY (VEH.MIN/ PER ARRIVING I
I 09.00-09.15								
I B-AC	0.82	6.64	0.124		0.20	0.14	2.2	
		0.17						
I C-AB	0.18	9.82	0.018		0.02	0.02	0.3	
		0.10						
I A-B	0.18							
I A-C	9.02							
I								

I TIME SEGMENT)	DEMAND (VEH/MIN) TIME SEGMENT)	CAPACITY (VEH/MIN) VEHICLE (MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME	GEOMETRIC DELAY (VEH.MIN/ PER ARRIVING I
I 09.15-09.30								

```
                                    Site Access
I   B-AC       0.69       7.11     0.097                0.14   0.11        1.7
                      0.16          I
I   C-AB       0.15       10.26    0.015                0.02   0.02        0.2
                      0.10          I
I   A-B        0.15
                                    I
I   A-C        7.55
                                    I
I
                                    I
.-------------------------------------------------------------------------------
----------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR
.
 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME           NO. OF
  SEGMENT        VEHICLES
  ENDING         IN QUEUE
   08.15            0.1
   08.30            0.1
   08.45            0.2
   09.00            0.2
   09.15            0.1
   09.30            0.1
.
 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME           NO. OF
  SEGMENT        VEHICLES
  ENDING         IN QUEUE
   08.15            0.0
   08.30            0.0
   08.45            0.0
   09.00            0.0
   09.15            0.0
   09.30            0.0
.
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ------------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I-----------------------------------------------------------------I
 I        I  (VEH)   (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ------------------------------------------------------------------------------
 I  B-AC  I   75.7 I   50.5 I    13.4 I    0.18   I      13.4  I    0.18   I
 I  C-AB  I   16.5 I   11.0 I     1.7 I    0.11   I       1.7  I    0.11   I
 I  A-B   I   16.5 I   11.0 I         I           I            I           I
 I  A-C   I  828.6 I  552.4 I         I           I            I           I
 ------------------------------------------------------------------------------
 I  ALL   I 1448.0 I  965.3 I    15.1 I    0.01   I      15.1  I    0.01   I
 ------------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******


 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

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Site Access

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
646.70	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
503.45	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
749.84	0.29	0.29

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.Demand set: 2019 Base +Dev PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.30

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	5.11	7.67	5.11

I	ARM	B	I	15.00	I	45.00	I	75.00	I	0.38	I	0.56	I	0.38 I
I	ARM	C	I	15.00	I	45.00	I	75.00	I	7.26	I	10.89	I	7.26 I

.Demand set: 2019 Base +Dev PM

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.30				
	ARM A	0.000	0.051	0.949
		0.0	21.0	388.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.433	0.000	0.567
		13.0	0.0	17.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.952	0.048	0.000
		553.0	28.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 2

TIME SEGMENT	GEOMETRIC DELAY (VEH.MIN/ VEHICLE)	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY (VEH.MIN/ PER ARRIVING VEHICLE)
17.00-17.15									
B-AC	0.14	0.38	7.67	0.049		0.00	0.05	0.7	
C-AB	0.09	0.35	11.01	0.032		0.00	0.03	0.5	
A-B		0.26							
A-C		4.87							

TIME SEGMENT	GEOMETRIC DELAY (VEH.MIN/ VEHICLE)	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY (VEH.MIN/ PER ARRIVING VEHICLE)

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ VEHICLE (MIN)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING TIME SEGMENT)
17.15-17.30									
B-AC	0.45	7.27	0.062		0.05	0.07	1.0		0.15
C-AB	0.42	10.72	0.039		0.03	0.04	0.6		0.10
A-B	0.31								
A-C	5.81								
17.30-17.45									
B-AC	0.55	6.71	0.082		0.07	0.09	1.3		0.16
C-AB	0.51	10.32	0.050		0.04	0.05	0.8		0.10
A-B	0.39								
A-C	7.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ VEHICLE (MIN)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING TIME SEGMENT)
17.45-18.00									
B-AC	0.55	6.71	0.082		0.09	0.09	1.3		0.16
C-AB	0.51	10.32	0.050		0.05	0.05	0.8		0.10
A-B	0.39								
A-C	7.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ VEHICLE (MIN)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING TIME SEGMENT)

SEGMENT)	TIME SEGMENT)	VEHICLE (MIN) I				
I 18.00-18.15						
I			I			
I B-AC	0.45	7.27	0.062	0.09	0.07	1.0
	0.15		I			
I C-AB	0.42	10.72	0.039	0.05	0.04	0.6
	0.10		I			
I A-B	0.31					
I			I			
I A-C	5.81					
I			I			
I			I			

I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY
GEOMETRIC DELAY	AVERAGE DELAY I						
I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/
(VEH.MIN/	PER ARRIVING I						
I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME

SEGMENT)	TIME SEGMENT)	VEHICLE (MIN) I				
I 18.15-18.30						
I			I			
I B-AC	0.38	7.67	0.049	0.07	0.05	0.8
	0.14		I			
I C-AB	0.35	11.01	0.032	0.04	0.03	0.5
	0.09		I			
I A-B	0.26					
I			I			
I A-C	4.87					
I			I			
I			I			

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1
18.30	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.1
18.00	0.1
18.15	0.0
18.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I STREAM I	TOTAL DEMAND I	* QUEUEING * I	* INCLUSIVE QUEUEING * I

Site Access

			* DELAY *		* DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	41.3	27.5	6.1	0.15	6.1	0.15
C-AB	38.5	25.7	3.8	0.10	3.8	0.10
A-B	28.9	19.3				
A-C	534.1	356.0				
ALL	1404.0	936.0	9.9	0.01	9.9	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*******END OF RUN*******