Appendix 18
Walking, Cycling & Horse-Riding Assessment and Review: Assessment Report

NORTHAMPTON GATEWAY STRATEGIC RAIL FREIGHT INTERCHANGE

WALKING, CYCLING & HORSE-RIDING ASSESSMENT REPORT

ADC Infrastructure Limited
Western House
Western Street
Nottingham
NG1 3AZ

www.ADCinfrastructure.com

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1.0 INTRODUCTION

1.1 ADC Infrastructure Ltd are commissioned by Roxhill (Junction 15) Ltd to provide highways and transport advice on their Northampton Gateway Strategic Rail Freight Interchange (SRFI) development. The development proposals include alterations to M1 Junction 15, the A45, and M1 Junction 15A, which are all part of the strategic road network (SRN). Therefore, in accordance with HD 42/17[1] the Walking, Cycling and Horse-Riding Assessment Review (WCHAR) process applies.

1.2 The purpose of the WCHAR guidance is to facilitate the inclusion of walking, cycling and horse-riding modes of travel in the highway scheme design process from the earliest stage, enabling the design team to identify opportunities for improved facilities and integration with the local and national networks.

1.3 The WCHAR process is made up of two distinct parts. The first part is an assessment of the existing situation, the Walking, Cycling & Horse-Riding Assessment, or Assessment Report. The second part relates to an ongoing review of user opportunities throughout the design process, the Walking, Cycling & Horse-Riding Review, or Review Report. The WCHAR process concludes prior to the commencement of construction of a highway scheme. This report is the first part of the process and forms the Assessment Report.

1.4 The development proposals also include alterations to the local highway network, specifically improvements to the A508 corridor between its junctions with the A5 and the M1, and includes a new Bypass for the village of Roade. Although the A508 is not part of the SRN and therefore there is no requirement to apply the WCHAR process to these elements of the highway works, the WCHAR process has been extended to include the A508 corridor works, and the SRFI site, thereby providing a consistent and best practice approach to the inclusion of walking, cycling and horse-riding modes of travel for the entirety of the proposed highway works and SRFI site.

1.5 The scale of the highway works has been assessed by the Lead Assessor and, when taken together, are categorised as a 'large scheme'. Therefore, a Review Report is required at the end of the preliminary design stage and before commencement of the detailed design. This will be followed by a future Review Report at the end of the detailed design phase.

1.6 Details of the Review Team, including the Lead Assessor and Design Team Leader, are given at Section 5.

[1] DMRB Volume 5, Section 2, Part 5, HD 42/17

2.0 SCHEME DESCRIPTION & BACKGROUND

Background and proposed highway schemes

2.1 Northampton Gateway SRFI is a proposed large-scale employment site located to the south of Northampton, on land south-west of Junction 15 of the M1. The development qualifies as a Nationally Significant Infrastructure Project (NSIP) and accordingly an application for a Development Consent Order (DCO) will be made. The development is for an intermodal freight terminal with provision for rapid rail freight and up to 468,000sqm of B8 warehousing with additional mezzanine floor space. The illustrative masterplans for the SRFI development is provided at **Appendix A**.

2.2 The highway mitigation strategy associated with the Northampton Gateway SRFI development proposal comprises the following package of highway mitigation works:

- Construction of a new roundabout on the A508 Northampton Road to serve as the access to the development, configured to require all departing HGVs to travel north to M1 Junction 15;
- Dualling of the A508 carriageway between the new site access roundabout and M1 Junction 15;
- Significant enlargement and reconfiguration of M1 Junction 15;
- Widening of the A45 to the north of M1 Junction 15 and the signalisation of the Watering Lane junction;
- Alteration of M1 Junction 15A to provide an additional lane and signalisation on the A43 northbound approach, signal control and additional flared lane on the A43 eastbound approach, an additional lane on the A5123 southbound approach and circulatory carriageway widening;
- Construction of a new Bypass west of Roade between the A508 Northampton Road to the north of Roade and the A508 Stratford Road to the south of Roade, including a four arm roundabout connecting the Bypass to Blisworth Road;
- 7.5T environmental weight restriction (with access permitted for loading), as shown on **Figure 1**;
- Alterations at key locations along the A508; comprising:
  - Blisworth Road (Courteenhall Road) junction to become left-in left-out only
  - Capacity improvement at the Rookery Lane/Ashton Road junction
  - Capacity improvements at Pury Road junction
  - Knock Lane/Stoke Road junction improvement and widening on the bend at Knock Lane (although not on the A508 this is required as a result of changing traffic volumes on the A508).
  - Provision of a pedestrian crossing at a bus stop in Grafton Regis.

Study area

2.3 The study area for assessment therefore covers the SRFI site, Junction 15 and 15A of the M1, the A45 between Junction 15 and the Queen Eleanor Interchange, the A508 corridor between M1 Junction 15 and Grafton Regis, along with the surrounding areas and links to Northampton. The study area and proposed highway mitigation works are shown at **Figure 1**. The proposed alignment of the Roade Bypass is shown at **Figure 2**.

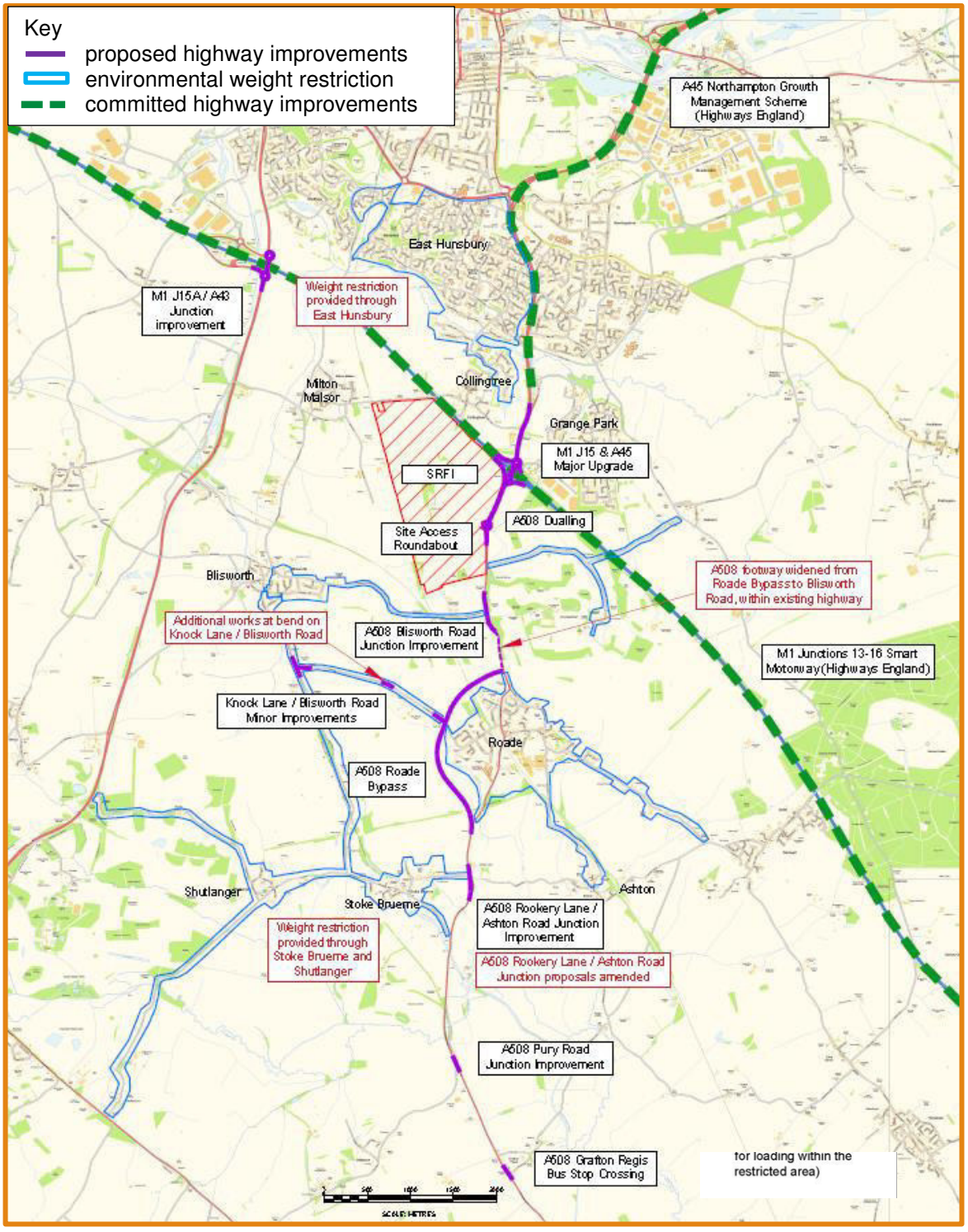


Figure 1: Study area and proposed highway improvements

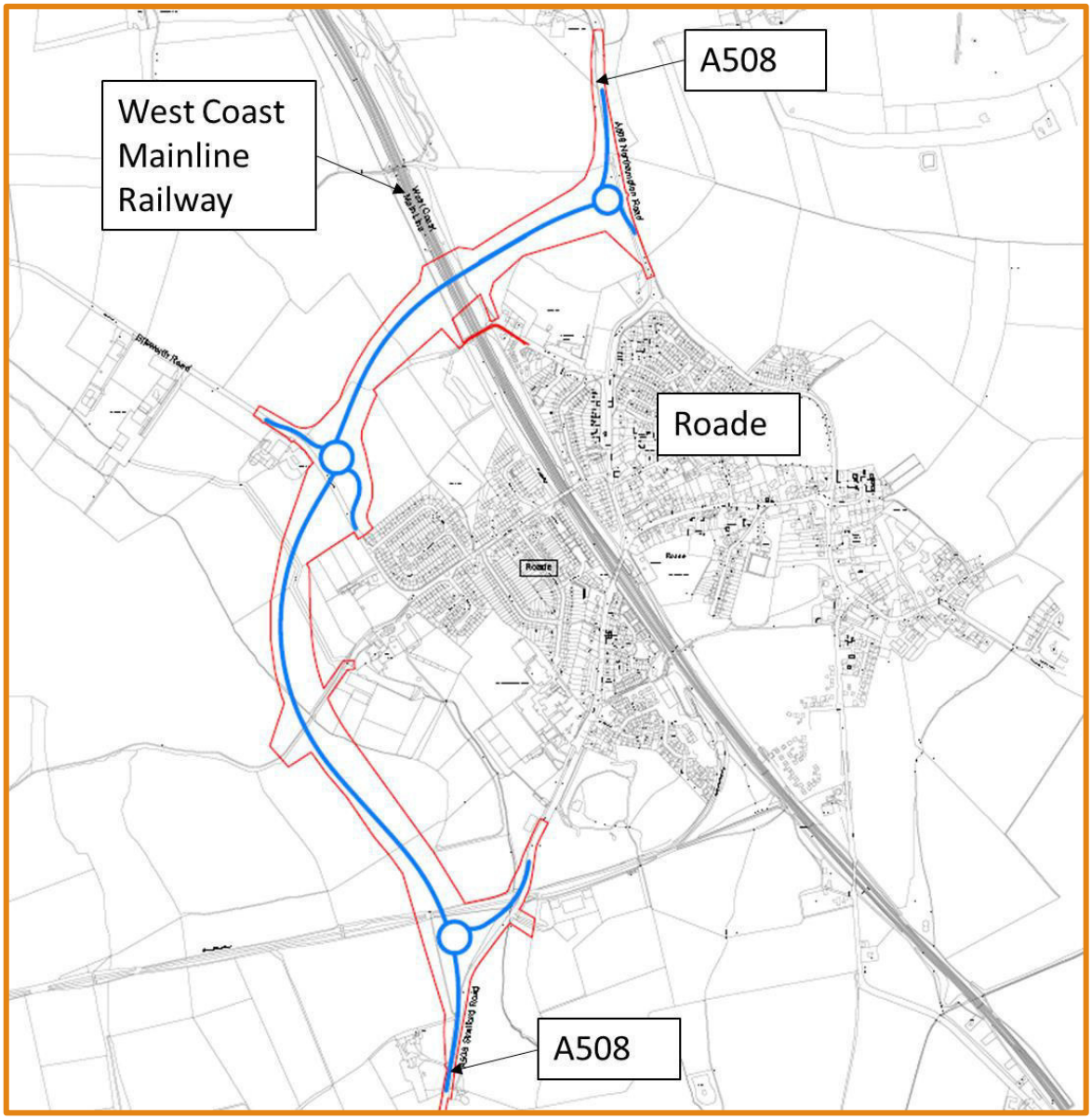


Figure 2: Proposed alignment of Roade Bypass

3.0 WALKING, CYCLING & HORSE-RIDING ASSESSMENT

Review of walking, cycling & horse-riding policies and strategies

3.1 The following documents have been reviewed as part of the assessment:

- National Policy Statement for National Network (December 2014);
- National Planning Policy Framework (March 2012);
- National Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision Making (2014);
- West Northamptonshire Joint Core Strategy Local Plan Part 1 (December 2014);
- South Northamptonshire Local Plan Saved Policies (December 2014);
- Northamptonshire Transportation Plan (March 2012), including:
  - Northamptonshire Cycling Strategy (January 2013);
  - Northamptonshire Walking Strategy (January 2013).
- Relevant chapters of the Design Manual for Roads and Bridges (DMRB) and associated Interim Advice Notes.

Collision data

3.2 The Personal Injury Accident (PIA) records for the study area were obtained from Northamptonshire County Council (NCC) for the five-year period between 1 November 2011 and 31 October 2016. A total of 210 accidents were recorded, 163 of which were classified as slight severity, 42 were classified as serious severity and the remaining five accidents were classified as fatal. A PIA assessment has been undertaken at part of the Transport Assessment and is described in the Personal Injury Accident Assessment Technical Note provided at **Appendix B**.

3.3 As part of this WCHAR Assessment Report further analysis of the PIA assessment has been undertaken to identify any PIAs involving pedestrian, cyclists or equestrians. From the total of 210 accidents, 13 PIAs involved pedestrians or cyclists but none of the PIAs involved equestrians. Of the 13 accidents involving pedestrians and cyclists, six were classified as slight severity, six were classified as serious severity and the remaining one accident resulted in a fatality. The following sections present the assessment using the same PIA study areas defined in the Personal Injury Accident Assessment Technical Note.

M1 J15 to A45 Queen Eleanor Interchange

3.4 A total of three accidents involving either pedestrians or cyclists occurred within the M1 J15 to A45 Queen Eleanor Interchange PIA study area. Two of the PIAs were classified as serious severity and the remaining accident resulted in a fatality. The locations on the PIA are shown in **Figure 3.**

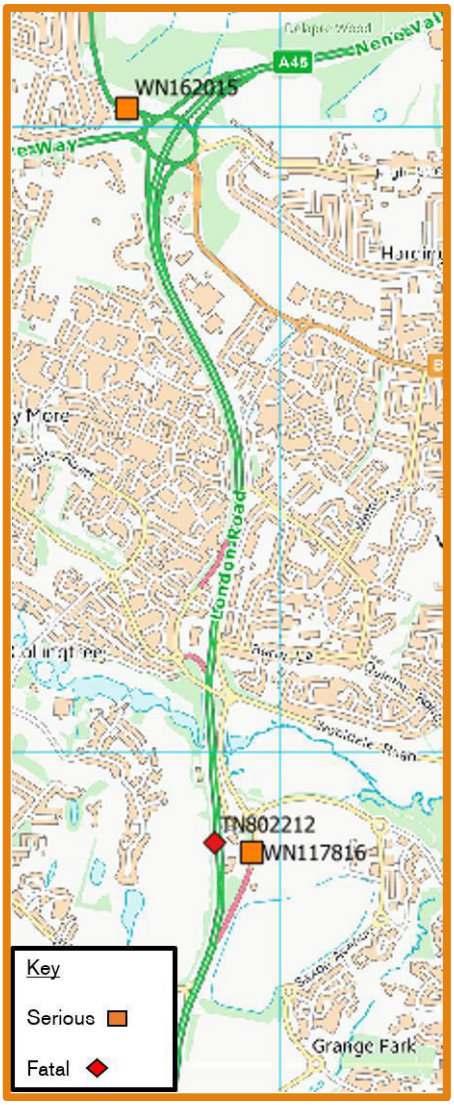


Figure 3: location of PIAs involving pedestrian and cyclists (M1 J15 to A45 Queen Eleanor Interchange)

3.5 The fatal PIA (TN802212) occurred on the northbound carriageway of the A45, near the petrol station. The accident involved a pedestrian crossing the carriageway of the A45 and causing a collision with a car. The accident happened at 04:08 in the morning and occurred in dry road conditions. Although dark, street lights were present and lit.

3.6 The remaining two accidents to involve pedestrians or cyclists were both classified as serious severity:

- WN162015- taxi travelling in a northeast direction along A508 London Road, drives off and a person falls to the ground. The accident occurred at 03:15 in the morning. It was deemed the casualty was impaired by alcohol.
- WN117816- involved a pedal cycle colliding with the rear of a HGV which was parked, subsequently causing a serious injury to the cyclist.

Roade and Knock Lane

3.7 As shown in **Figure 4**, five PIAs involving either pedestrians or cyclists occurred within the Roade and Knock Lane PIA study area. Two of the PIAs were classified as slight severity and the remaining three accidents were classified as serious severity.

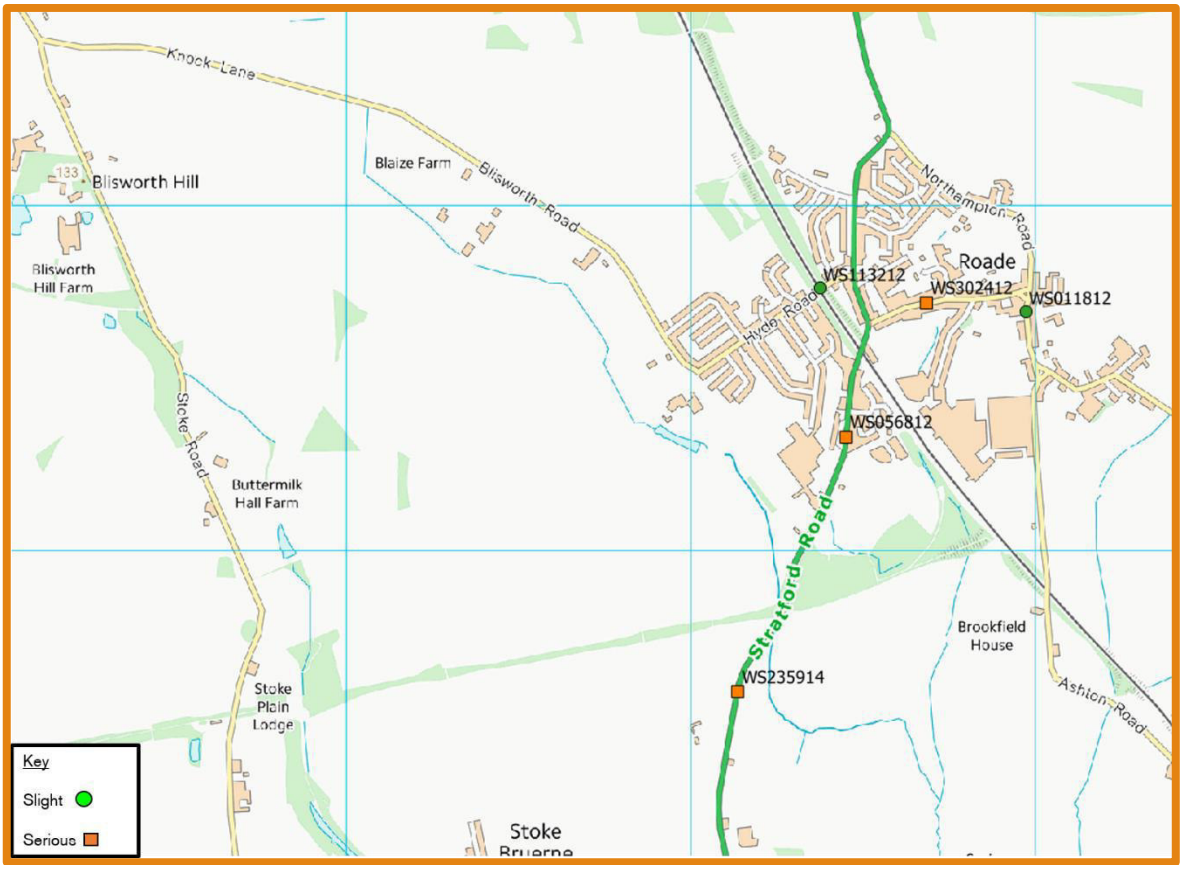


Figure 4: PIAs involving pedestrians and cyclists within Roade and Knock Lane PIA study area

3.8 Two of the accidents classified as serious severity occurred on the A508. One of the PIAs (WS235914) involved a car travelling south along the A508 and colliding with the rear of a cyclist also travelling in the same direction. The accident occurred in darkness and no street lighting was present. The other accident of serious severity to occur along the A508 (WS056812) involved a car travelling north along the A508 when a cyclist moved into the path of the car, resulting in a collision and the cyclist being knocked to the ground. It was deemed the cyclist was reckless and failed to look properly, causing the subsequent collision.

3.9 The remaining accident of serious severity to involve pedestrians or cyclists (WS302412) occurred on High Street and involved a goods vehicle (V2) which had stopped due to pedestrian lying on the carriageway. A car (V1) fails to stop in time and drives over the pedestrian. The driver of V2 gets out of vehicle without applying handbrake and subsequently the vehicle rolls down hill and collides with parked car (V3). Frost/ice road conditions were present. It is not clear why the pedestrian was lying in the carriageway.

3.10 The remaining two accidents to occur involving pedestrians and cyclists in the Roade/Knock Lane PIA study area were both classified as slight in nature (WS113212, WS011812). The former involved a car travelling north east along Hyde Road and colliding with a pedestrian. The driver of the car was driving too close to the pedestrian. The latter involved a car travelling northwards along Hartwell Road in wet/damp road conditions. A cyclist was also travelling in the same direction but moves into the carriageway from the offside. The car cannot stop in time and a collision occurs. The cyclist failing to look properly was an attributing factor in the collision.

Blisworth

3.11 Three accidents which involved either pedestrians or cyclists occurred within Blisworth. The locations of the PIAs are shown in **Figure 5.** All three PIAs were classified as slight severity:

- WS234212- van/goods vehicle (3.5 tonnes and under) travelling southwards along Stoke Road. Two vehicles ahead of the van/goods vehicle pass a pedestrian, however, the driver of the van/goods vehicle fails to spot the pedestrian and consequently, a collision occurred. It was deemed the dazzling sun present at the time of the accident may have been an attributing factor.
- WS249915- van/goods vehicle (3.5 tonnes and under) and a pedal cycle both travelling north east on High Street, and the van/goods vehicle collides into the offside of cyclist at the High Street/Northampton Road/Courteenhall Road junction. It was deemed the driver of the van/goods vehicle was following too closely to the pedal cycle and subsequently resulted in the collision.
- WS333415- car proceeds to reverse from driveway onto Stoke Road. However, in doing so, collides with a pedestrian who was walking past the property. It was deemed the collision was the result of aggressive driving, potentially alcohol related. The accident occurred in darkness, however street lighting was present.

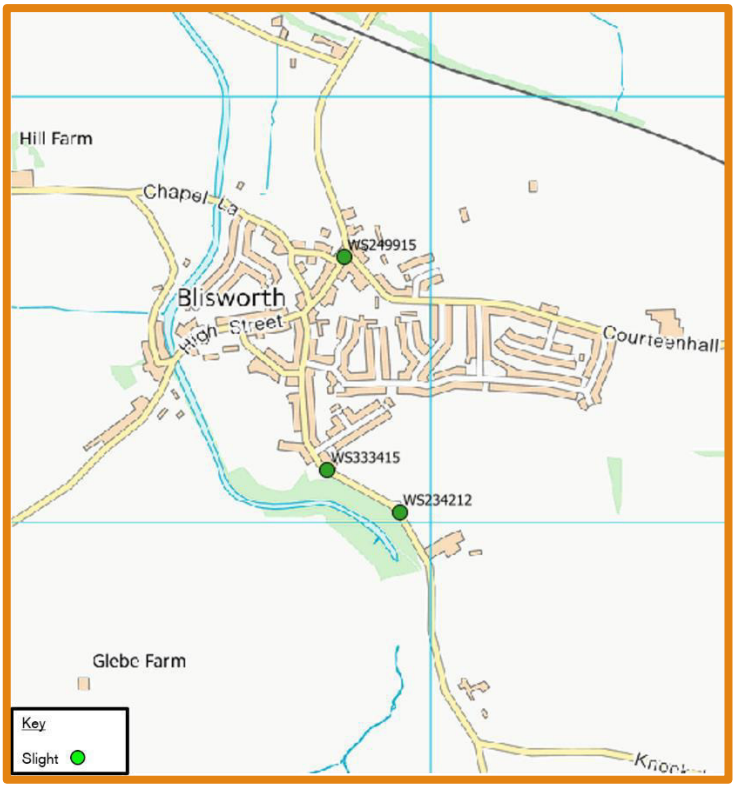


Figure 5: location of PIAs involving pedestrians and cyclists in Blisworth PIA study area

Milton Malsor

3.12 Two accidents occurred in Milton Malsor which involved either pedestrians or cyclists. The locations are shown on **Figure 6**. One PIA was classified as serious severity whilst the other PIA was classified as slight in severity.

Figure 6: location of PIAs involving pedestrians and cyclists in Milton Malsor PIA study area

3.13 The PIA of serious severity (WS093613) involved a car travelling northwards along Towcester Road with intentions of turning left onto Gayton Road but failed to see a pedal cycle, leading to a collision and the cyclist falling onto the bonnet of the car.

3.14 The remaining accident (WS317215) was slight in severity. The PIA involved a car turning right from a private drive onto Towcester Road and colliding with a pedal cycle travelling southwards along Towcester Road.

Collison data summary

3.15 A review of the PIA data for the last five years of operation has identified a total of 210 PIAs within the study area. The majority of these PIAs involved vehicles only, with only 13 PIAs related to pedestrians or cyclists and no PIAs involving equestrians. Seven of the 13 PIAs involved cyclists and six involved pedestrians. One PIA resulted in a fatality, six PIAs were classified as serious severity and the remaining six PIAs were slight in nature. There were no locational trends of PIAs involving pedestrians or cyclists.

Public transport services & interchange information

3.16 The existing bus services within the study area shown in **Figure 7** and **Figure 8** and summarised in **Table 1**.

3.17 The X4 and X7 are both express limited stop services, the nearest stop to the SRFI site can be found in Roade. They begin operation just after 0600 and finish before 2100. The X4 and X7 also stop in Grafton Regis, as does the 86 and 90 services. The 33/33a service is

the most frequent service near the SRFI site, the nearest bus stops are on the A508, just to the south of the A508/Blisworth Road junction. The 86 bus service also stops here.

3.18 To the north of the M1, the northbound bus layby on the A45, near Watering Lane, serves the 86 bus service. The southbound bus layby on the A45 serves the 86 bus service, although this is a request stop only and is not well used. There is also an existing westbound bus stop on Watering Lane that is served by the 86 service. The layby bus stops on the A45 would be removed as part of the scheme.

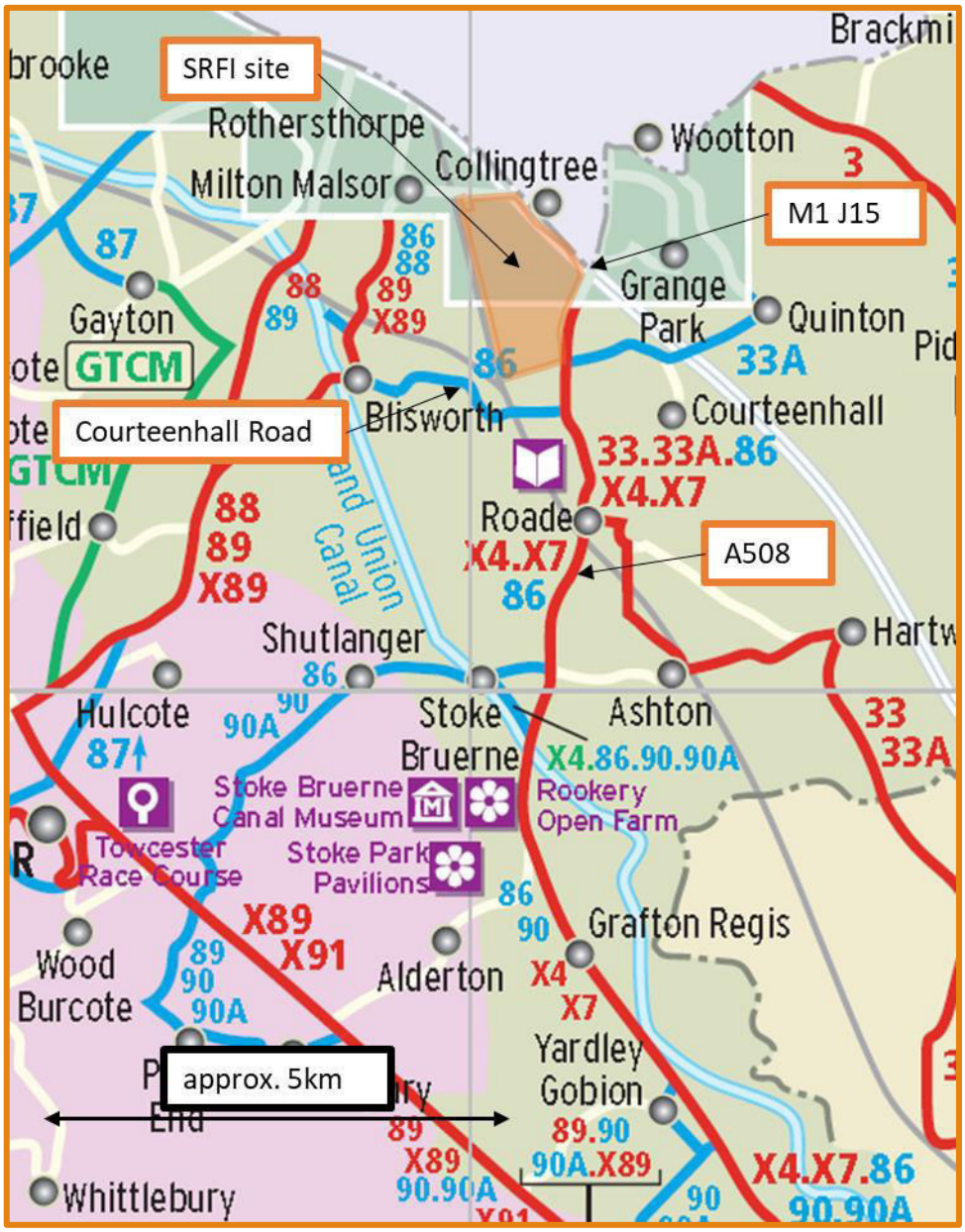


Figure 7: bus routes within study area (Northamptonshire)[2]

[2] Routes correct as of November 2017

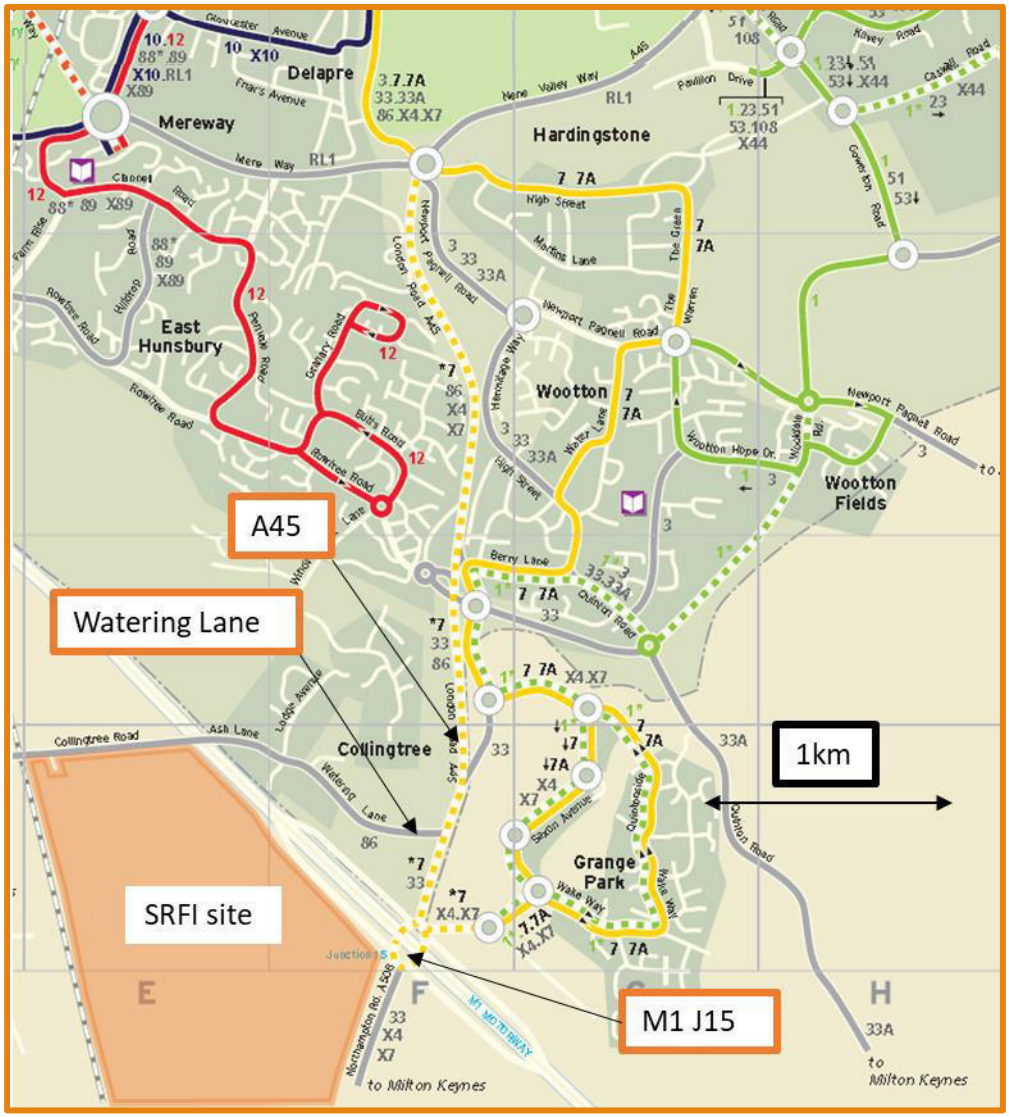


Figure 8: bus routes within study area (Northampton)

3.19 The bus interchange in the centre of Northampton is at the North Gate bus station at Bradshaw street, adjacent to the Grosvenor Shopping Centre. This provides a bus stop for most of the services listed above. The interchange includes ticketing facilities, toilets, café and shops.

3.20 The nearest railway station is Northampton, on the West Coast Main Line loop from Birmingham to London. The station can be accessed via cycle or a bus to the North Gate bus station and the railway station is within a 10 minutes' walk of the bus station. There is a traffic free/lightly trafficked cycle route to the station although it is approximately 6km from the Northampton Gateway SRFI site. The railway station is served by a good service to and from Rugby, at least every 20 minutes at peak times, together with further direct trains to London and Birmingham.

service	operator	route	frequency		
			Mon-Fri	Sat	Sun
X4	Stagecoach Midlands	Peterborough - Oundle - Corby - Kettering - Wellingborough - Earls Barton - Northampton - Milton Keynes	1/hr	1/hr	1 every 2hrs
X7	Stagecoach Midlands	Milton Keynes - Northampton - Brixworth - Market Harborough - Leicester	1/hr	1/hr	1 every 2hrs
33/33A	Z & S Transport	Northampton - Hartwell - Hanslope - Woverton - Central Milton Keynes	1/hr	1/hr	No service
7	Stagecoach Midlands	Grange Park -Wootton - Hardingstone - London Road - Town Centre - Kettering Road - Broadmead Avenue - Northampton College - Churchill Avenue - Moulton Park	2/hr	2/hr	1/hr
86	Uno Buses	Towcester - Roade - Northampton	1 every 2hrs	1 every 2hrs	No service
88	Stagecoach Midlands	Dagenham Dock – Barking – Becontree Heath	1/hr	1/hr	1 every 90 mins
89	Stagecoach Midlands	Northampton - Bilsworth - Towcester - deanshanger - Milton Keynes	6 services a day	6 services a day	No service
X89	Stagecoach Midlands	Milton Keynes - Deanshanger - Towcester - Bilsworth - Northampton	60 mins	60 mins	No service
90	Uno Buses	Milton Keynes – Stoney Stratford – Old Stratford – Deanshanger – Yardley Gobion – Potterspury - Towcester	6 services a day	7 services a day	No service

Table 1: local bus routes

Trip generators

Key trip generators and local amenities

3.21 There are a wide variety of trip generators in the study area that could generate pedestrian, cyclist and/or equestrian trips, including:

- Restaurants, hotels at Loake Close
- Distribution centre at Grange Park
- Retail, food, Pharmacy and Nursery located at Williams Way
- Northampton Commercial Park located on Saxon Avenue
- Hilton Hotel located at Watering Lane
- Residential areas of Wootton and Grange Park
- Villages of Collingtree, Blisworth, Milton Malsor, Roade, Stoke Bruerne, Shutlanger, Aston, and Grafton Regis
- Schools and amenities within the village
- Canal Museum at Stoke Bruerne
- Stable and paddocks at Roade.

3.22 The locations of these and other trip generators in relation to the proposed highway works are shown in **Figure 9**.

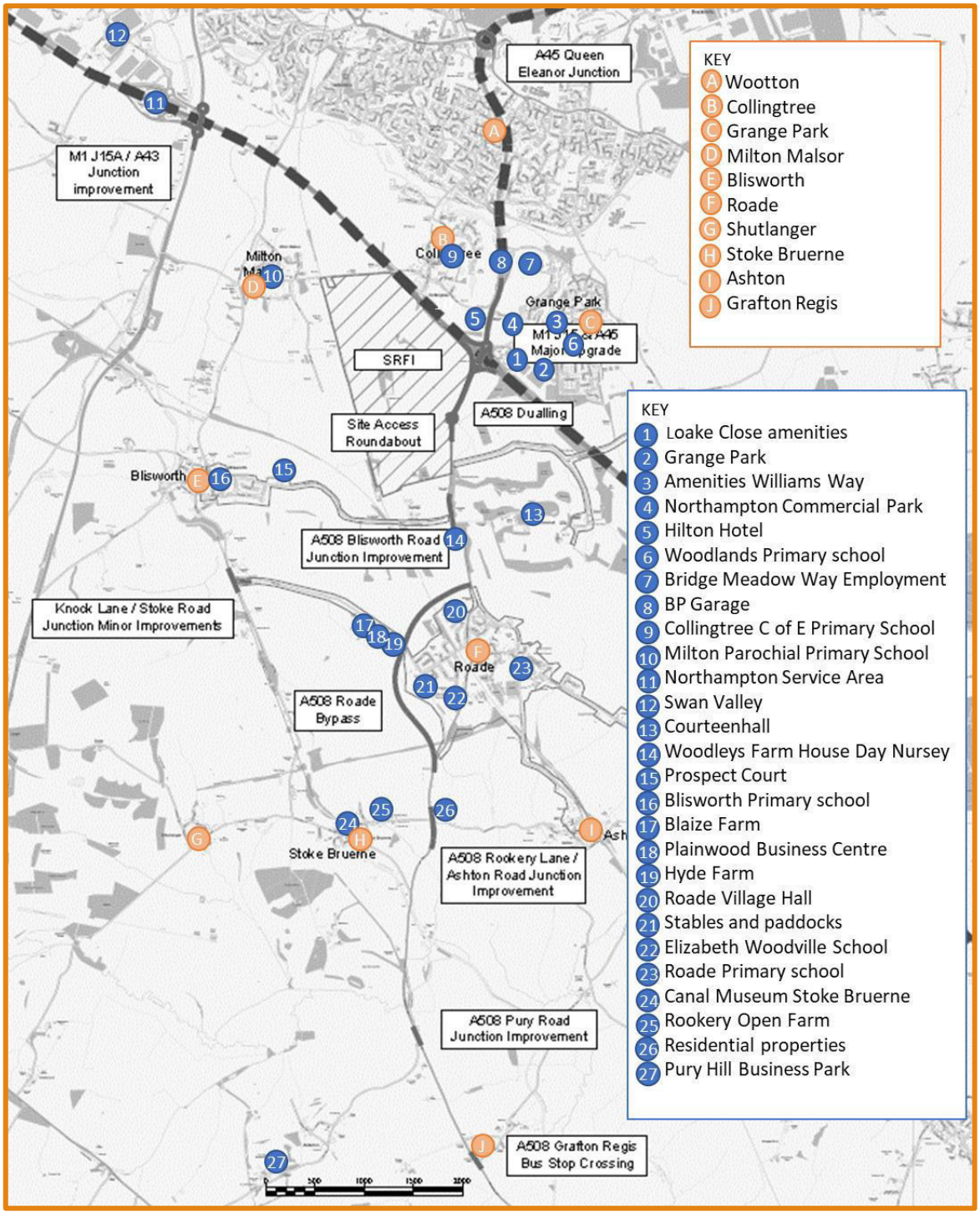


Figure 9: Trip generators and amenities

Future trip generators

3.23 There are also a number of committed development schemes within the locality of the study area that will in the future have potential to generate walking and cycling trips. The location of these sites is shown on **Figure 10** and comprise:

- *Northampton south SUE* - residential development up to 1000 dwellings identified on the northern part of the study area northwest of Collingtree.

- *Northampton South of Brackmills* - large area of residential development up to 1300 units identified to the northeast of the site, located north of B256 Newport Pagnell Road.
- *Ashton Road in Roade* - up to 292 dwellings (construction has started).
- *Towcester South SUE* – residential and employment development with up to 2310 dwellings to the southwest of the study area.

3.24 The Northampton Gateway SRFI site will also be a key trip generator in the future. The development is excepted to accommodate around 7500 full time equivalent employees, with a target modal split for pedestrians and cyclists travelling to and from the site of 4% combined, with a further 10% of development employees using public transport. For walking and cycling trips it is anticipated that the main draw will be to and from the north of the site. Although, with the additional residential development at Northampton South of Brackmills, cycling trips could also be expected to and from the south, along the A508 and along the unnamed road connecting to NCN Route 6.

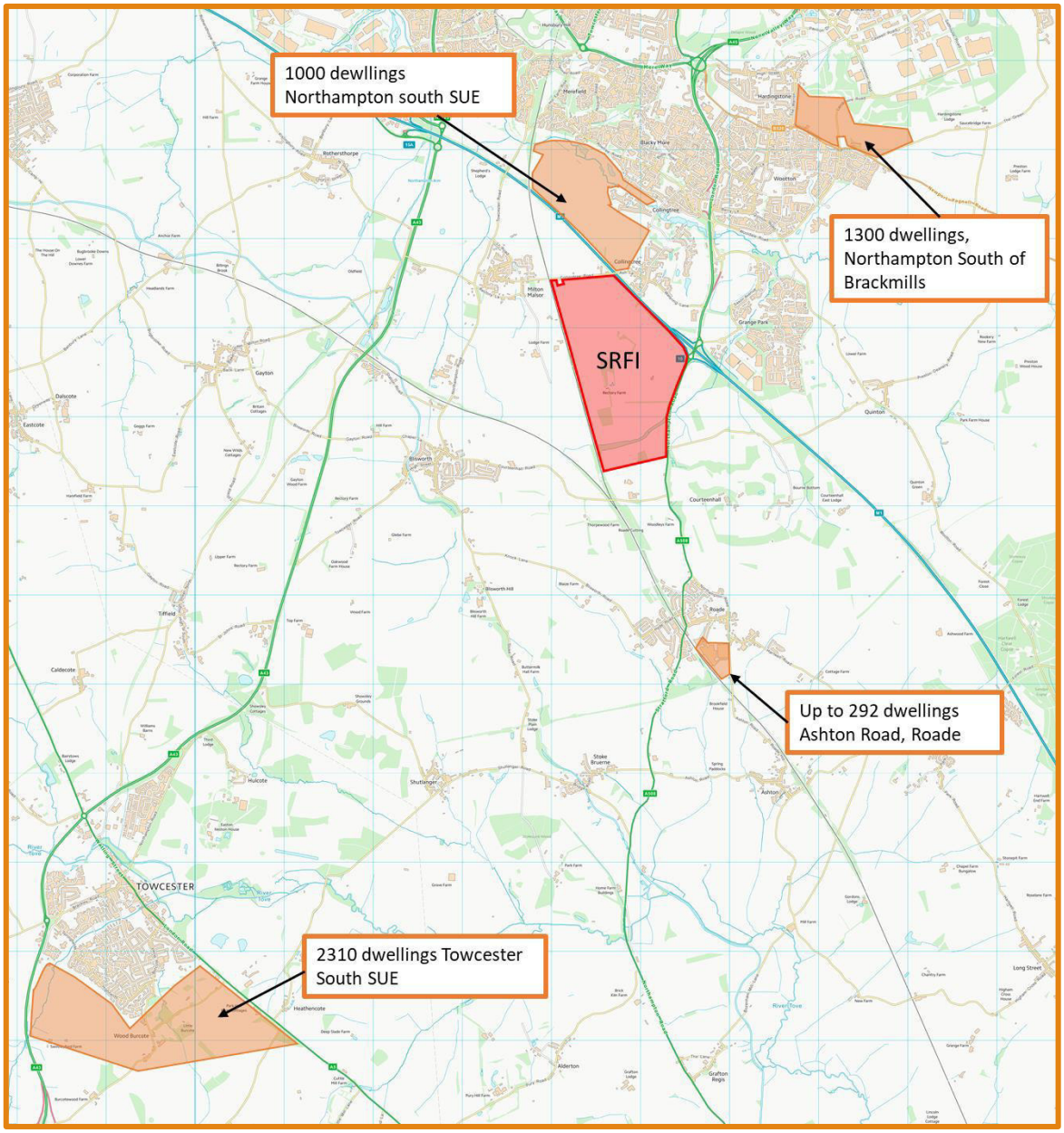


Figure 10: future trip generators

Site visits

3.25 A site visit was undertaken by Mark Higgins (Assessor) on Tuesday 25th October 2016 between 1300 and 1500 hours to review the existing NMU facilities at M1 Junction 15 and PRoW linking the SRFI with Collingtree. The site visit was undertaken during daylight hours and the weather was dry and fine. During the site visit no pedestrians or cyclists were observed using the footpath adjacent to the A508 or around M1 Junction 15. Pedestrians were observed using the bus stops on Saxon Avenue.

3.26 A site visit was also undertaken by Dave Mackrory (Assessor) on 8th December 2016 between 11.00 and 16.00 hours to review the PRoW and existing NMU facilities near Roade. The site visit was undertaken during daylight hours and the weather was dry, although it had recently been raining. During the site visit it was noted that there are stables located off Hyde Road in Roade, and that public bridleway KZ10 is used by equestrians.

3.27 A site visit to review the footpath and bridge connecting the SRFI site with Collingtree was made by Simon Hilditch (Design Team Leader) on 9th October 2017.

3.28 The main site visit was undertaken by Stuart Dunhill (Lead Assessor) on Wednesday 6th of December 2017 between 1300 and 1730 hours during daylight and darkness hours. The weather was cold but dry. Two dog walkers and a cyclist were observed using Grand Union Canal towpath between North Street and PRoW LA13 (where it crosses A43). Three cyclists were observed using Saxon Avenue, with pedestrians waiting at the bus stops. There was a high number of pedestrians, including school children observed walking and cycling on the footway alongside the High Street and A508 within Roade (the site visit coincided with school pick up). One cyclist was observed using the A45 northbound on the approach to the Wootton Interchange and one cyclist was observed crossing the A508 between Rookery Lane and Ashton Road.

3.29 A site visit was also made to Knock Lane by the Lead Assessor on Monday 3rd November 2017 between the hours or 1130 and 1230. The weather was cold but bright and during the site visit a horse rider was observed travelling eastbound on Knock Lane before turning onto bridleway RD4. A jogger was also observed crossing Knock Lane whilst also travelling along the bridleway.

3.30 Selected photographs from the site visits are provided at **Appendix C**. Points of note include:

- On the approach to M1 Junction 15, the existing footway on the western side of the A508 is overgrown and does not appear well used (**photograph 1**), as do the shared footway/cycleway that is present on the western side of M1 Junction 15, linking the A508 and the A45 (**photographs 2 and 3**).
- The shared use footway/cycleway facility that extends north of Junction 15 along the western side of the A45 terminates prior to the A45 layby. This leaves cyclists without an off-road facility (**photograph 5**).
- A worn path is evident through the grassed area on the A45 central reserve, to the immediate north of Junction 15, indicating a pedestrian desire line to cut across the northbound A45 carriageway rather than use the existing crossing facilities provided at the junction (**photographs 6 and 7**).
- The facilities on Saxon Avenue are generally of a good standard and are well maintained (**photograph 9**).
- The shared used footway along the western side of the A45 between Watering Lane and the Wootton Interchange (as is indicated on the Northampton Cycle Route Map provided at **Appendix D**) is narrow and overgrown (**photographs 10 to 13**).
- The existing bridge over the M1 at Collingtree provides parapets for cyclists, but the route is somewhat overgrown (**photograph 14**).

- Visibility along Ash Road at the Watering Lane/Ash Road/High Street junction is restricted (**photograph 16**).
- Crossing the A43 between public footpath KX2 and LA13 must be undertaken in two stages and involves waiting in the narrow central reservation on the A43 and taking a 'dog leg' route through the central barrier (**photograph 23**).
- The steps to the A43 from public footpath KX2 are in a poor state of repair and visibility to the north from along the A43 is restricted by vegetation (**photographs 27 and 28**).
- There are stables and paddocks located off Hyde Road in Roade, with equestrians observed using public bridleway RZ1/KZ10 (**photographs 32 and 33**).
- There is no footway on eastern side of the A508 in the vicinity of the Rookery Lane/Ashton Road junction, and no provision on Ashton Road (**photographs 34 and 35).**

Consultation with key stakeholders

3.31 A Transport Working Group (TWG) has been established to oversee the transport and highway matters associated with the scheme. The TWG comprises representatives from NCC, who are the local highway authority and Highways England, Highways England's term consultant Aecom, along with specialist transport consultants acting for Roxhill (Junction 15) Ltd. The TWG was formed in July 2016, and since then there has been an ongoing dialogue regarding the proposed highway scheme, with NCC and Highways England providing regular feedback. This has included regular meetings of the TWG, which up to January 2018 has met on 13 occasions, with ongoing meetings planned up to submission of the DCO.

3.32 In addition to the regular TWG meetings with both NCC and Highways England, a separate workshop session was also held with the Highways England Assist Management Team on 19 May 2017 to gain feedback on the proposals for M1 Junction 15.

3.33 Two separate consultation sessions were also held with NCC on 4 September 2017 and 19 October 2017 during which the highway mitigation works described in Section 2 of this report were presented in detail. This included representatives from NCC's public transport, walking and cycling, and road safety teams.

3.34 Consultation with NCC and the local bus operator, Stagecoach, has been undertaken with regard to the removal of the bus stops and associated laybys on the A45 near to the junction with Watering Lane. Neither have an objection to the proposals to remove these stops/layby, but there is a requirement for the northbound bus stop to be relocated to Watering Lane.

3.35 NCC also confirmed that the bus stop effected by the A508/Blisworth Road highway works would be relocated.

3.36 The Ramblers provided the following comments on the proposals via email following feedback from their Area Footpath Committee held on Monday 3rd April:

- *"…it seems there may be a secondary entrance / exit road on to the A508 and if this is the case we would welcome similar assurances to those given in respect of the main entry point that a safe means of crossing it will be provided.*
- *It is vital that Footpath KX17 should not be stopped up at the point shown on the Map but continued on to join with its diverted section, i.e. there must be no 'missing link' in the right of way.*
- *Para. 3.1.187 of the Environmental Statement Scoping report states that the PROWS that cross the site will be diverted and extended. To resolve any possible ambiguity we would welcome confirmation, please, that it is indeed your intention*

that the extensions which complete the loop in the network will be dedicated as rights of way and not merely be permissive…"

3.37 In their formal response to the Stage 2 consultation (see Section 3.73), NCC note that they *"welcome the provision currently proposed to the development site for walkers and cyclists, but in addition seek the following provision:*

- *The proposed roundabout junction of the Roade Bypass with Blisworth Road/Knock Lane requires provision to assist cyclists travelling between Blisworth and Roade (and vice versa) to cross the bypass.*
- *The Rookery Lane/Ashton Road junction of the A508, which is proposed for re-alignment also requires a facility for cyclists travelling from Ashton to Stoke Bruerne (and vice versa) to safely cross the A508.*
- *The proposal to create a shared-use facility alongside the A508 running south from junction 15 is currently shown as ending at the junction with the un-named road that leads to Courteenhall and Quinton. I suggest that this facility would be much more useful if it was continued alongside the A508 as far as Roade, thereby enabling easy and safe access by pedal cycle from this and surrounding villages. It would appear that there is currently a footway with additional verge width along much of the western side of the A508 from junction 15 of the M1 to Roade, which would probably accommodate a shared-use facility better than some of the eastern side. The existing traffic island situated in the vicinity of the un-named road to Courteenhall could then potentially be amended to allow refuge for cyclists wishing to access the shared-use facility from this minor road.*

3.38 NCC noted that the PRoW proposals are yet to be agreed, and a meeting has been set up to review and agree the PRoW proposals.

3.39 In addition, NCC provided the following detailed comments within their consultation response with regard to the walking and cycling aspects of the proposed highway scheme:

- *"The existing Public Footpath KS2/LA13 is down to be reviewed as part of the WCHAR (Walking, Cycling and Horse-riding) Audit. No facilities are provided at the exiting location for users to cross. Potentially some provision may be required at this location and sufficient width/protection for pedestrians may be required within the central refuge.*
- *It would be advantageous to ensure the Toucan Crossing on the eastern exit from the new roundabout is staggered and a split stage crossing. In addition careful consideration of the landscaping of the development land needs to be reviewed to ensure a suitable visibility of the Primary heads of the proposed crossing.*
- *Grafton Regis Ghost Island – Based on the previous collisions at this junction it would be beneficial if a Physical Island could be included on the northbound approach to protect waiting right turners. A controlled crossing may also be required to assist in accessing the bus stops*
- *Visibility at the pedestrian crossing points* [on Roade Byass] *at ch. 600 and 2000 should be shown."*

3.40 The adjoining local highways authorities, planning authorities and local parish councils were also consulted on the development proposals as part of the Stage 2 consultation. In general, in addition to NCC, feedback on the walking, cycling and equestrian proposals associated with scheme was confined to South Northamptonshire District Council (the local planning authority), who made the following comments:

- *"Sustainable transport links for non-motorised journeys (walking and cycling) should avoid the busiest and most congested sections of highway and areas where vehicles are travelling at high speed.*

- *Pedestrian and cycling links should be attractive, segregated, safe and continuous. To encourage journeys by cycle or on foot routes must be attractive, well maintained and lit. Priority should be given to pedestrians and cyclists at road junctions.*
- *There is scope for a more concerted effort to increase the modal share through a more comprehensive package of improvements. The proposed measures to encourage sustainable travel should be developed and extended and the opportunities to increase access by sustainable modes secured.*
- *Connectivity to existing communities and integrating the proposed development with the existing transport network requires further consideration. Northampton rail station is less than 5miles distant, a 30 minute cycle ride, and offers the potential for integrating rail, bus, walking and cycling in journeys to the work/site.*
- *Improved routes for pedestrians and cyclists are welcomed but should be further enhanced to allow increased connectivity to existing and future communities and commercial areas as part of an integrated network linking the surrounding areas. For example, proposed cycle and footway links, e.g. to Collingtree and Grange Park and to Roade should link and provide access to the Northampton cycle / walking network.*
- *The existing footbridge over the M1 offers the potential to provide a link to encourage sustainable modes of transport from Northampton and villages in South Northamptonshire.*
- *The provision of a footpath / cycle link along Collingtree Road between Milton Malsor and Collingtree would improve the access from this direction for cycling and walking. A highway footpath here could also link to the diverted public right of way to the north of the terminal.*
- *The provision of walking and cycling along the route of the proposed Roade bypass should be carefully designed and the speed limit adjusted according to the proximity of vehicles to the foot and cycleway (as set out in DCO Highway Plans document No. 2.4C and 2.4D).”*

3.41 The adjoining local highways authorities, planning authorities and local parish councils were also consulted on the development proposals as part of the Stage 2 consultation. In general, in addition to NCC, feedback on the walking, cycling and equestrian proposals associated with scheme was confined to South Northamptonshire District Council (the local planning authority), who made the following comments:

Existing pedestrian, cyclist & equestrian facilities

3.42 The following pedestrian, cyclist and equestrian facilities within the scheme extents have been identified.

Public Rights of Way (PRoW)

3.43 **Drawing ADC1475 009 P2** shows the existing PRoW network includes footpaths KX13 and KX17 which run through the SRFI site. Public footpath KX17 provides a connection from High Street, in Collingtree, over the M1 via an existing bridge and across the SRFI site towards the A508. KX17 links with public footpath KX13 which also crosses the SRFI site, linking with the existing bridge over the West Coast Mainline railway. Footpath KX13 adjoins with footpath RD1, providing access to Blisworth.

3.44 **Drawing ADC 1475 009 P2** also shows the existing bridleways including Bridleways KG1, KG2, LD6 and LD7, located to the immediate north of the SRFI site. The sequence of bridleways links Collingtree with the network of cycleways within East Hunsbury, en-route to Northampton and form part of the Northampton cycle route network, as shown on the Northampton Cycle Map provided at **Appendix D**.

3.45 **Drawing ADC 1475 001 P2** shows the existing PRoWs in the vicinity of Roade, including public footpaths KZ30, KZ19, KZ2a, RZ3 and public bridleways KZ10/RZ1 and RZ6 that would be impacted by the proposed Roade Bypass.

Pedestrian facilities

3.46 At M1 Junction 15 a shared use footway/cycleway is provided along the western side of the junction, connecting with the short section of footway/cycleway on the western side of A45 and the existing footway provided along the western side the A508. A separate footway/cycleway link is provided across the A45 on the northern part of Junction 15, to connect with the footway/cycleway on the northern side of Saxon Avenue. A narrow footway is provided on the eastern side of the A45 as far north as public footpath LF2. Except for the M1 northbound on-slip, which is provided with a controlled signalised crossing, all other crossings at the junction do not have their own dedicated signal, but can be crossed on a 'walk with traffic' basis (i.e. when the main traffic signals are on red).

3.47 There are no walking, cycling or horse-riding facilities provided at M1 Junction 15A. However, there is an existing uncontrolled at grade crossing point on the A43 approximately 70m south of the junction, linking public footpath KX2 with LA13. The crossing is located were the A43 northbound approach is proposed to be widened to accommodate an additional flared lane.

3.48 The A508 is a single carriageway road that links the A5 to the south and M1 Junction 15 to the north. It is generally rural in nature and is important part of the principal road network. It bisects the village of Roade and passes adjacent to the smaller village of Grafton Regis.

3.49 The speed limit varies along the A508, with the northern and southern sections of the road generally derestricted, with 30mph speed limits present through Roade and Grafton Regis, and a 50mph speed limit on the sections to the north and south of Roade, where the alignment is poor with a higher concentration of bends and priority controlled junctions.

3.50 There is a continuous footway along the western side of the A508 from M1 Junction 15 to the bridge over the Grand Union Canal, near Stoke Bruerne, where it then switches to the eastern side for approximately 600m. Beyond this, and until the Pury Road junction, there is no footway on the A508, although a continuous link between the two points is provided by a footway alongside the adjacent access road. At the Pury Road junction the footway crosses back over to the western side, from where a continuous facility is provided linking with Grafton Regis. Within Grafton Regis footways are provided on each side of the road. To the south of Grafton Regis there is no footway on the A508 until the junction for Yardley Gobion.

3.51 A footway is provided on the northern side of Rookery Lane linking the footway on the western side of the A508 at the A508/Rookery Lane/Ashton Road junction, with those provided within Stoke Bruerne. There are no footways provided on the eastern side of the A508 or Ashton Road.

3.52 There are no dedicated pedestrian facilities at the Knock Lane/Stoke Road junction or along Knock Lane/Blisworth Road.

Cyclist facilities

3.53 The Northampton and South Northamptonshire cycle routes maps are provided at **Appendix D**. These shows the existing cycling facilities within the study area.

3.54 The shared use footway/cycle facilities at M1 Junction 15 are described above.

3.55 To the north of the A45/Watering Lane junction a shared use footway/cycleway is shown on the Northampton Cycle Map to the north of Watering Lane, alongside the western side of the A45. It connects Watering Lane into the wider Northampton cycle network. However, to the north of M1 Junction 15 the current facility terminates at the A45 layby and therefore there is no connection currently provided between M1 Junction 15 and facility to the north of Watering Lane. It was also noted during the site visit that this facility was not signed and it is narrow and overgrown.

3.56 There is network of cycle facilities and 'Advisory Routes' within East Hunsbury that provide onwards connection to Northampton and are accessible via Collingtree and the facility alongside the A45. There is also a network of cycle facilities within Grange Park, providing onwards links to the Wootton and Hardingstone residential areas.

3.57 NCN Route 6 is located to the east of the study area. The route encompasses Quinton, Hardingstone (including the Hardingstone SUE), and Brackmills Industrial Estate, en-route to Northampton town centre.

3.58 The Grand Union Canal is located to the west of the study area, and provides a towpath route connecting Milton Keynes with Northampton.

3.59 There are no dedicated off-road cycle facilities provide on the A508, within Roade or at Junction 15A of the M1, A508/Blisworth Road junction, the A508/Rookery Lane/Ashton Road junction, the A508/Pury Road junction, within Graton Regis, or at the Knock Lane/Stoke Road junction.

Equestrian facilities

3.60 The existing bridleways that would be impacted by the proposed highway scheme are described above.

Pedestrian, cyclist & equestrian survey data

3.61 To provide an understanding of the current usage of the existing walking, cycling and horse-riding facilities non-motorised user (NMU) surveys were undertaken at Junction 15, on the A508 north and south of Roade, and on Blisworth Lane/Knock Lane to the west of Roade[3].

3.62 The surveys recoded all pedestrian, cyclist and equestrian movements between 0700 hours and 1900 hours on Tuesday 6th June 2017 and Wednesday 7th June 2017. The survey results are included in **Appendix E**.

3.63 A summary of the daily total (0700 to 1900 hours) number of pedestrian, cyclist and equestrian movements at each of the survey locations are shown at **Figures 11** and **12**, for M1 Junction 15 and the Roade area, respectively.

M1 Junction 15 NMU survey results

3.64 Generally, it was noted that Tuesday 6th June 2017 was a busier day than Wednesday 7th June 2017 at M1 Junction 15. However, overall, the surveys demonstrated a low level of usage with a combined total of 73 two-way pedestrian or cyclist movements over the 12 hours on 6th June and 47 two-way pedestrian or cyclist movements on 7th June. Most of the movements occurred during the 0700 to 0900 hours morning and 1600 to 1800 hours evening peak periods. No equestrian movements were recorded.

[3] The scope of the NMU surveys were discussed with NCC's PRoW officer, who advised that there was no requirement to record usage data for the PRoW on the basis that that usage would not affect the requirement to provide safe and appropriate diversion routes.

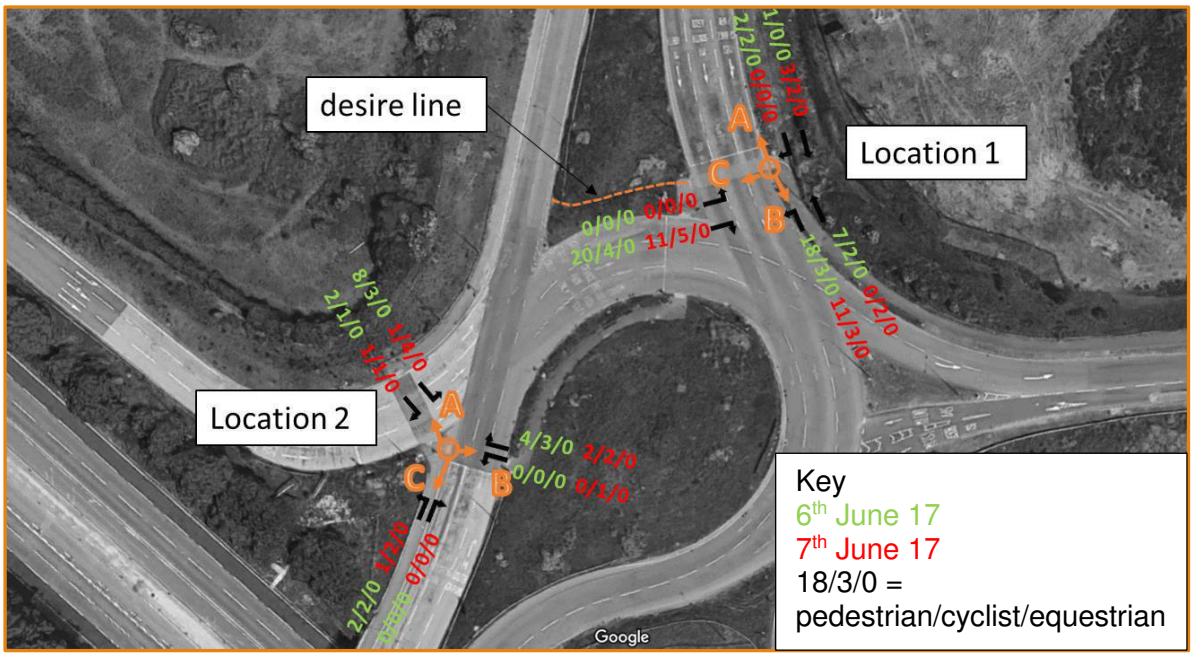


Figure 11: NMU survey results M1 Junction 15

3.65 At location 1, the eastern side of the junction (shown in **Figure 11**), there were up to 46 daily pedestrians and 11 daily cyclist movements to and from Saxon Avenue (ref B) which was the busiest origin/destination. The A45 north (ref A) was the least busy origin/destination, there were up to 10 two-way pedestrian movements and 4 two-way cyclist movements to and from this direction. There were up to 40 two-way daily pedestrian movements and 9 two-way daily cycle movements using the crossing (ref C).

3.66 At location 2, the western side of the junction (shown in **Figure 11)** there were 16 two-way daily pedestrian movements and 9 daily cycle movements to and from the A45 north arm (ref A). There were 12 two-way daily pedestrian movements and 6 two-way daily cycle movements crossing from the eastern side of the junction (ref B). There were up to 4 two-way daily pedestrian movements and 3 two-way daily cyclist movements to and from the A508 (ref C).

3.67 To cross the northern roundabout at Junction 15 from the east/west direction involves using the pedestrians crossing at location 1, crossing into the middle of the roundabout and walking/cycling to location 2. However, there is a discrepancy of 28 two-way pedestrian movements and 3 two-way cyclist movement between these locations. This is due to pedestrians and cyclists not crossing to the centre of the roundabout, but cutting across the central reserve on the A45 northern arm, and using the intergreen phases of the lights to cross the northbound A45 London Road. This shows a key desire line at the roundabout, as shown at **Figure 11**, and confirms the use of the worn path that was observed during the site visits.

Roade NMU survey results

3.68 **Figure 12** shows the three locations surveyed on the northern, western and southern edges of Roade.

3.69 Location 3 was on the A508 Northampton Road to the north of Roade where there is a footway to the western side of the carriageway. There were few pedestrian and cyclist movements and no equestrian movements during the survey, which suggests that this route is not very well used.

3.70 Location 4 on the western edge of Roade on Blisworth Road is a single carriageway road with no footway provision. Therefore, NMU are required use the carriageway. There were however up to 10 two-way daily pedestrian, 14 two-way daily cyclist and 2 two-way daily equestrian movements observed during the survey.

3.71 Location 5 was on the A508 Stratford Road at the southern edge of Roade, there is a footway on the western side of the carriageway. There were up to 11 two-way pedestrian daily movements, 2 two-way daily cyclist movements, and no equestrian movements.

3.72 In summary the NMU facilities at M1 Junction 15 are used by pedestrians and some cyclists, mostly during the peak periods and associated with accessing Saxon Avenue. However, the overall level of usage is low. Of the three sites surveyed around Roade, the most used facility was location 4, Blisworth Road. This route was also the only route surveyed which was used by equestrians. Overall, there were low levels of usage, particularly along the A508, where demand was observed to low during the survey times.

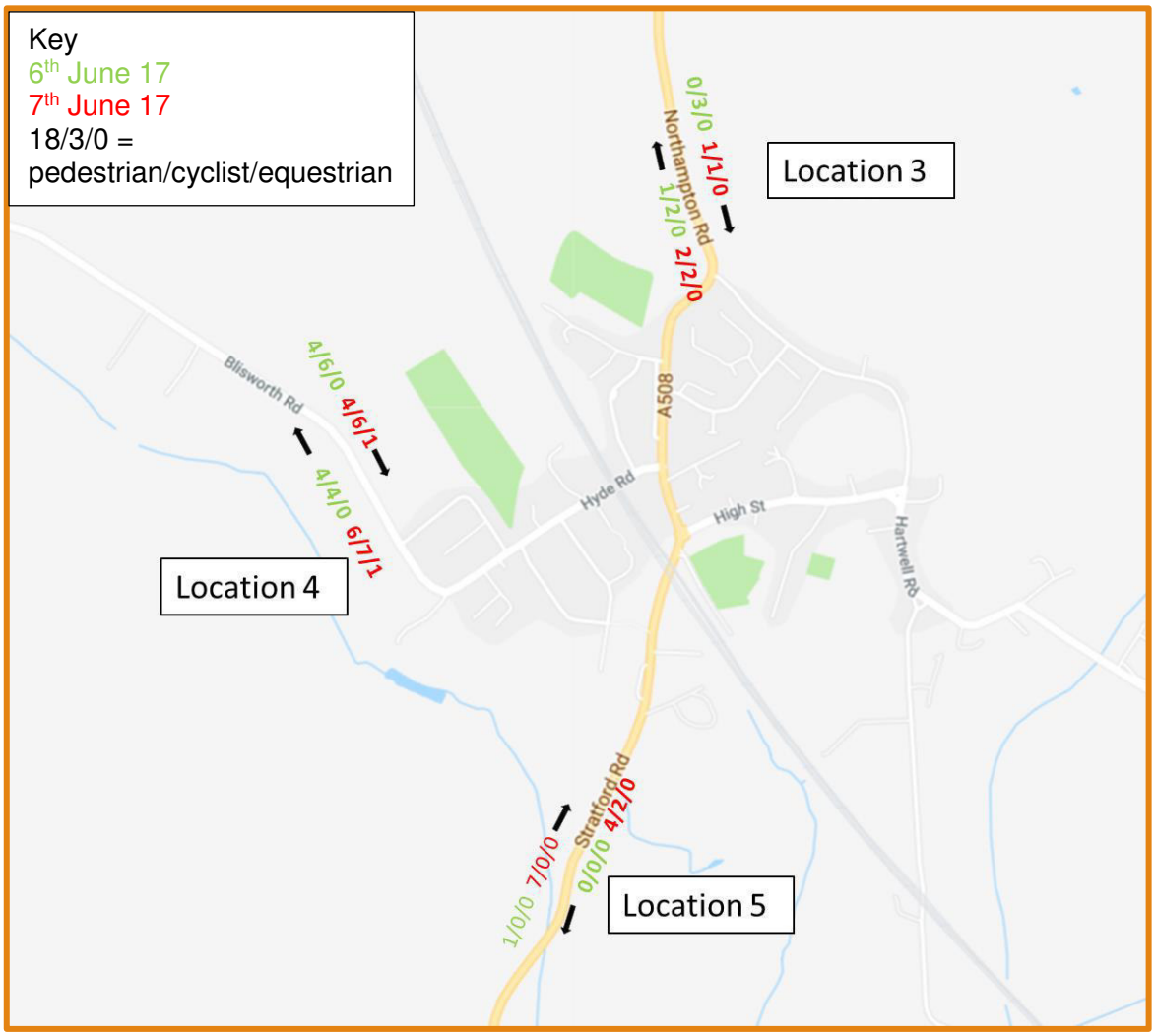


Figure 12: Roade NMU results

Consultation with wider public

3.73 The following public exhibitions have been held to allow the public to review the development proposals:

- Stage 1
  - Collingtree - 12th, 13th, and 14th December 2016
- Stage 2

- Collingtree - 9th October 2017
- Blisworth - 11th October 2017
- Milton Malsor - 13th October 2017
- Roade - 14th October 2017
- Towcester - 20thOctober 2017

3.74 A website http://www.northampton-gateway.co.uk/ was also set up in November 2016 to provide information regarding the development proposals. The website includes all consultation material, including the draft Environmental Statement.

3.75 During Stage 2 exhibitions the following comments were noted from the public regarding the proposed NMU provisions:

- Residents living in the properties to the immediate east of the A508/Rookery Lane/Ashton Road junction were concerned that increased traffic flows on the A508 would make it more difficult to cross the A508 to access Stoke Bruerne.
- It would be beneficial to widen the footway adjacent to the A508 from Roade to Woodleys Farm House Day Nursey.
- Pedestrian and cyclist provision should be provided at the proposed Blisworth Road roundabout on the Roade Bypass.
- Concern that widening the A43 approach to M1 Junction 15A could make it more difficult to cross the A43 when travelling between KX2 and LA13.

4.0 USER OPPORTUNITIES

4.1 The opportunities highlighted below are relevant to the highway scheme and should be considered by the wider design team throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design phases.

4.2 For ease of reference a summary of the general opportunities, followed by the opportunities related to each element of the highway scheme is provided.

General	
Ref	**Opportunity**
1	Consider extending the shared use footway/cycleway that is currently proposed alongside the A508 from M1 Junction 15, to provide a link with Roade village and the facilities proposed alongside the proposed Roade Bypass.
2	Consider providing a shared use footway/cycleway along Collingtree Road between Milton Malsor to Collingtree, and to the SRFI site.

M1 Junction 15 and A45 improvements (including Watering Lane)	
Ref	**Opportunity**
3	Provide a safe NMU route connecting the new shared use footway/cycleway facility on the western side of the A508 with the existing and proposed facilities on Saxon Avenue and the A45, whilst accommodating the existing desire line to cross the northbound A45 carriageway to the north of the existing signal controlled crossing facility.
4	Extend the shared footway/cycleway link on the western side of the A45 that currently terminates at the layby, to connect with Watering Lane and provide appropriate crossing facilities at the Watering Lane junction.
5	Maintain a footway link on the eastern side of the A45 between M1 Junction 15 and PRoW LF2.
6	To maximise the enhanced connectively provided by opportunity (4), confirm the status and maintenance responsibility for the section of off-road cycleway that is shown on NCC's cycle route map adjacent to the A45 linking Watering Lane and the Wootton Interchange, and explore the opportunity to enhance this existing facility.
7	To complement the relocation of the northbound bus stop on the A45 to Watering Lane, provide an appropriate crossing on Watering Lane to link with the Hilton Hotel. Extend the southern footway to connect with the westbound bus stop.

M1 Junction 15A	
Ref	**Opportunity**
8	Provide an improved facility for pedestrians using public footpath KX2 and LA13 to cross the A43 at M1 Junction 15A.

Site, site access and A508 dualling between site access roundabout and M1 Junction 15	
Ref	**Opportunity**
9	Divert and extend public footpaths KX17 and KX13 to provide a continuous route around the perimeter of the Northampton Gateway SRFI site, and consider providing a connection to Collingtree Road and Milton Malsor (see opportunity 2)
10	Alter the existing public footpath that crosses the existing bridge over the M1 linking the development site with High Street in Collingtree to become a shared footway/cycleway, and therefore connect the SRFI site with the wider Northampton cycle network to the north. Provide a direct footway/cycleway link from this facility to: • the SRFI development spine road, and; • to the proposed facilities at M1 Junction 15 and the A508.
11	Consider measures to mitigate the poor the visibility along Ash Lane for cyclists using the Watering Lane/Ash Lane/High Street junction in Collingtree.
12	Widen the existing footway along the western edge of the A508 between the site access roundabout and M1 Junction 15 to become a shared use footway/cycleway.
13	Provide a cycleway link from the SRFI site access to the unnamed road to Quinton (from where access to NCN6 is available). If provided in combination with opportunity (1), consider converting the traffic island as the A508/unnamed road junction to become a refuge sufficient to accommodate cyclists.
14	Provide appropriate pedestrian and cyclist crossing facilities at the SRFI site access, to link with the proposed southbound bus stop and the opportunities described at (1) and (13).
15	Provide a shared use footway/cycleway linking the SRFI development zones with the proposed shared use facilities and bus stops on the A508.

A508/Blisworth Road junction	
Ref	**Opportunity**
16	To complement opportunity (1) widen the footway through the junction to provide a shared use footway/cycleway as part of a connected to the village of Roade to the south, and the development site access roundabout to the north.
17	Provide a pedestrian refuge on A508 as part of junction, to assist with access to the southbound bus stop.

Roade Bypass	
Ref	**Opportunity**
18	At the Blisworth Road roundabout on the Roade Bypass provide appropriate crossing points for pedestrians and cyclists travelling across the Bypass.
19	The Roade Bypass will impact on public footpaths KZ30, KZ19, KZ2a and RZ3 and public bridleways RZ1/KZ10 and RZ6. Where diversions are required, these should ensure that the length of the diversion is minimised. Provide safe and appropriate crossing facilities on the Bypass.

A508/Rookery Lane/Ashton Road	
Ref	**Opportunity**
20	Provide crossing points for pedestrians associated with the properties to the immediate east of the junction to cross the A508.
21	Provide a facility for cyclists travelling between Ashton Lane and Rookery Lane (and vice versa) to cross the A508

Grafton Regis	
Ref	**Opportunity**
22	Consider the need for a controlled crossing on the A508 to access the northbound bus stop.

5.0 WALKING, CYCLIST & HORSE-RIDING ASSESSMENT TEAM STATEMENT

5.1 As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment Report has been compiled in accordance with DMRB HD 42/17 and thus contains the appropriate information for the wider design team. The Walking, Cycling & Horse-Riding Assessment was undertaken by the following Assessment and Review Team:

Walking, Cyclist and Horse-Riding Lead Assessor

Stuart Dunhill BEng (Hons), PhD, CEng, MICE
Director, ADC Infrastructure Ltd

Signed: [redacted]

Dated: 26/01/2018

Walking, Cyclist and Horse-Riding Assessors

Mark Higgins MEngs (Hons)
Associate Director, ADC Infrastructure Ltd

Briony Cheeseman BA (Hons), MSc
Engineer, ADC Infrastructure Ltd

Dave Mackrory BEng, MICE
Director, BWB Consulting Ltd

5.2 As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in HD 42/17

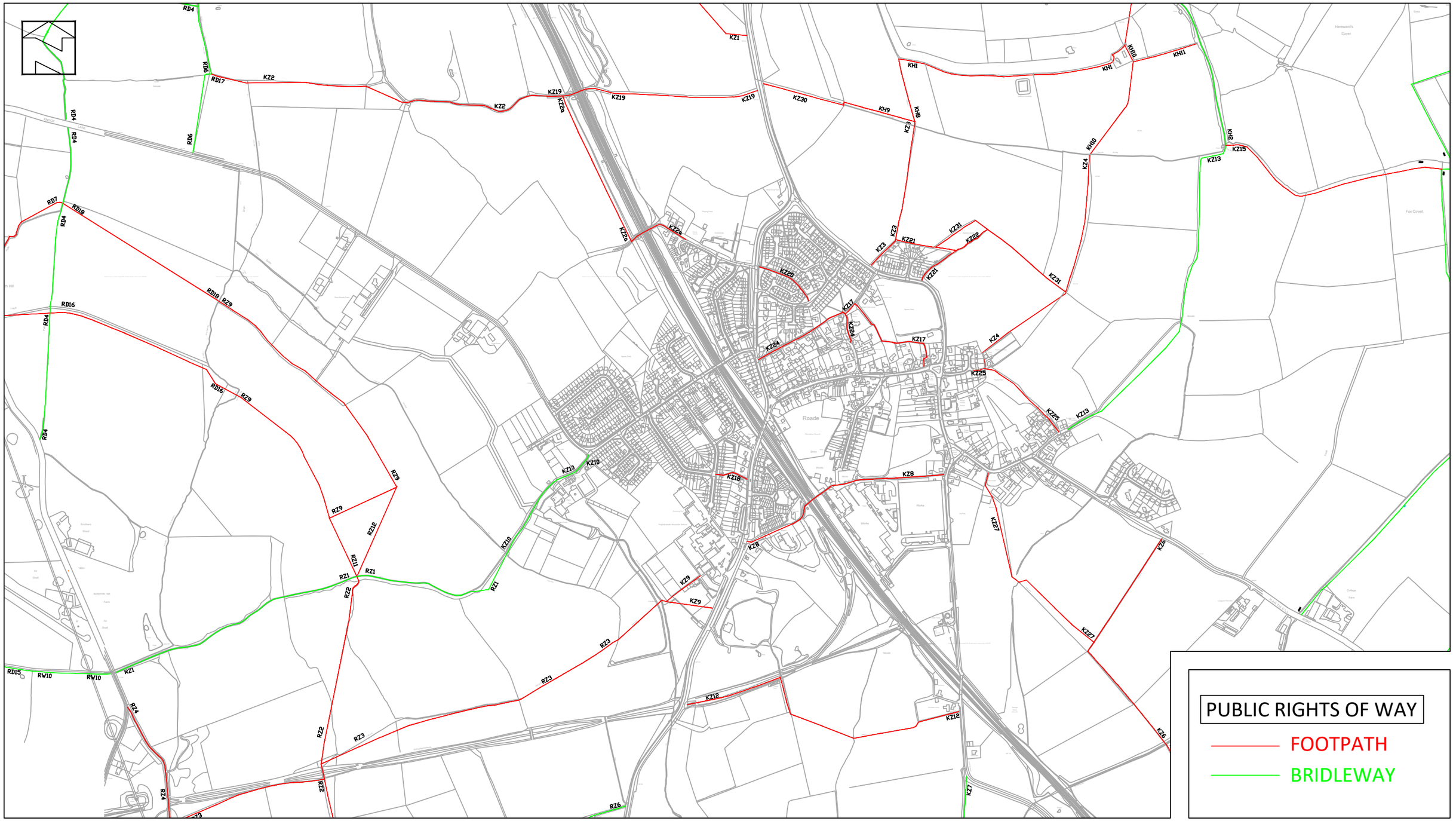
Design Team Leader

Simon Hilditch MEng (Hons), CEng, MICE, MIHT
Associate Director, BWB Consulting Ltd

Signed: [redacted] Digitally signed by Simon Hilditch Date: 2018.01.26 11:59:33 Z

Dated: 26/01/2018

DRAWINGS



PUBLIC RIGHTS OF WAY

FOOTPATH

BRIDLEWAY

Rev	Description	Date
P2	A1 to A3	26/09/17
P1	Preliminary Issue	22/11/16

Project:

Northampton Gateway Strategic Rail Freight Interchange

Title:

Existing PROW in vicinity of Roade

Client:

ROXHILL

ADC INFRASTRUCTURE

Drg Size:	Scale:	Date:
A3	1:10000	22/11/2016

Drg No: ADC1475/001

Rev: P2

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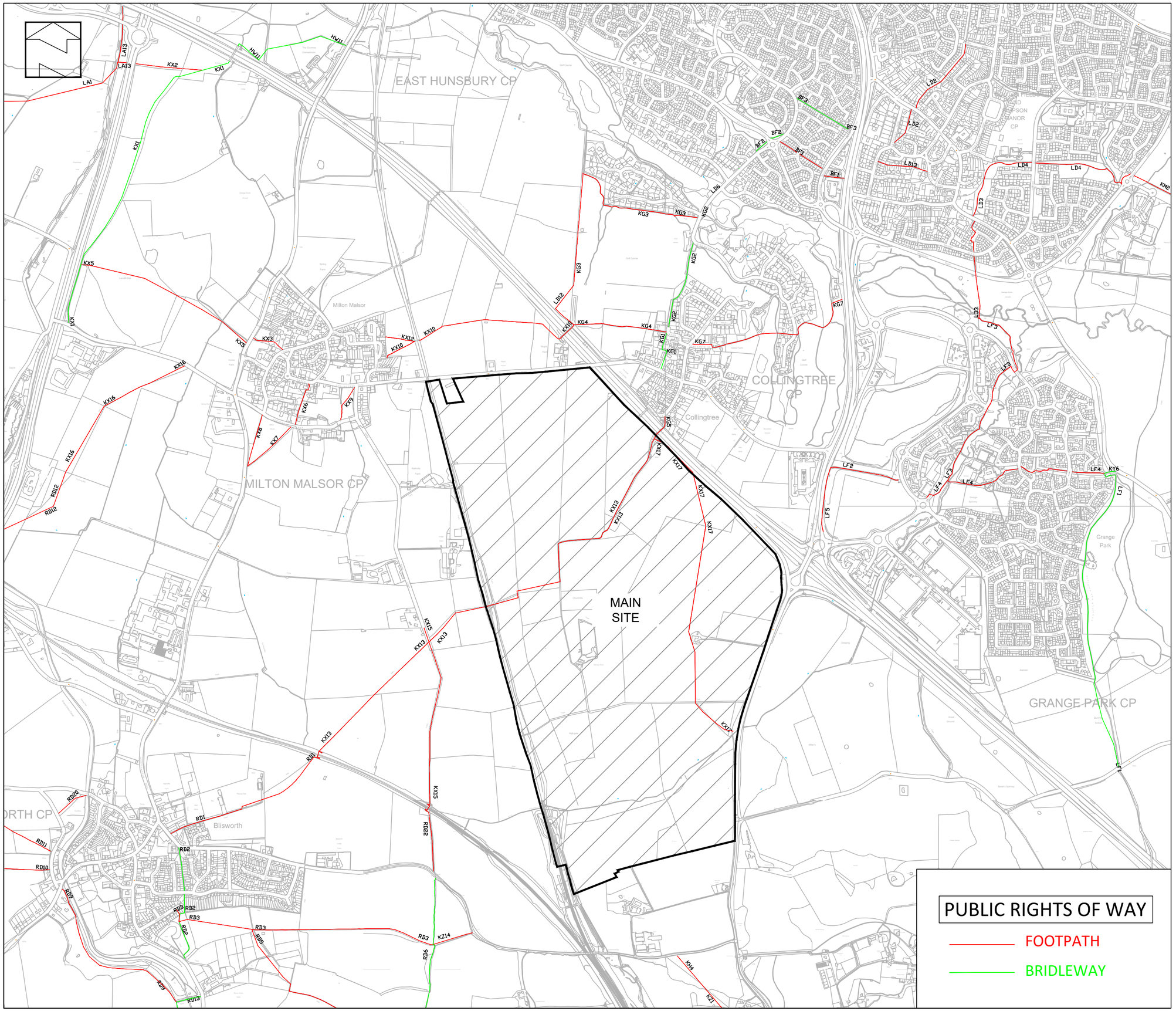

Rev	Description	Date
P2	Paper size changed to A2	26/01/18
P1	Preliminary issue	15/09/17

Client:

ROXHILL

Project:

Northampton Gateway Strategic Rail Freight Interchange

Title:

Existing PRoW in vicinity of the site

ADC INFRASTRUCTURE

Drg Size:	Scale:	Date:
A2	1:11000	15/09/2017

Drg No:	Rev:
ADC1475/009	P2

APPENDIX A

NORTHAMPTON GATEWAY SRFI ILLUSTRATIVE MASTERPLAN

GROSS INTERNAL AREAS

	Square ft	(Square m)
UNIT 1		
Warehouse	500,000 ft²	
Office	30,000 ft²	
TOTAL	530,000 ft²	(49,238 sqm)
UNIT 2		
Warehouse	515,000 ft²	
Office	30,000 ft²	
TOTAL	545,000 ft²	(50,632 sqm)
UNIT 3		
Warehouse	653,000 ft²	
Office	30,000 ft²	
TOTAL	683,000 ft²	(63,452 sqm)
UNIT 4		
Warehouse	790,000 ft²	
Office	40,000 ft²	
TOTAL	830,000 ft²	(77,109 sqm)
UNIT 5		
Warehouse	657,000 ft²	
Office	37,000 ft²	
TOTAL	694,000 ft²	(64,474 sqm)
UNIT 6		
Warehouse	513,000 ft²	
Office	35,000 ft²	
TOTAL	548,000 ft²	(50,910 sqm)
UNIT 7		
Warehouse	1,150,000 ft²	
Office	41,000 ft²	
TOTAL	1,191,000 ft²	(110,648 sqm)

FREIGHT TERMINAL

Offices	20,000 ft²	(1858 sqm)
GRAND TOTAL	5,041,000 ft²	(468,324 sqm)

FOOTPATH KEY

- Footpath existing
- Footpath existing
- Footpath Proposed
- Footpath & Cycleway Proposed

LANDSCAPING KEY

- Existing Landscaping
- Proposed New Landscaping

N

0 50m 100m SCALE 1:2,500

Rev	Date	Details of issue / revision	Drw	Rev

ISSUES & REVISIONS

ROXHILL

NORTHAMPTON GATEWAY
STRATEGIC RAIL FREIGHT INTERCHANGE

THE NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE ORDER 201X

Drawing Title

ILLUSTRATIVE MASTERPLAN

Scale	1:2,500	Drawn	RM
Size	A0	Reviewed	SH

Regulation: **Reg 5(2)(o)**

Document: **2.11**

Drawing Status: **PRELIMINARY**

Drawing No.: **4054 - R001**

Revision: **P46**

APPENDIX B

PERSONAL INJURY ACCIDENT ASSESSMENT TECHNICAL NOTE

M1J15 NORTHAMPTON GATEWAY
STRATEGIC RAIL FREIGHT INTERCHANGE

PERSONAL INJURY ACCIDENT ASSESSMENT
TECHNICAL NOTE

ADC Infrastructure Limited
Western House
Western Street
Nottingham
NG1 3AZ

www.ADCinfrastructure.com

project number: ADC1475			report reference: ADC1475 TNA
version	date	author	comments
1	30/08/2017	Keith Gamblen	internal draft
2	29/09/2017	Keith Gamblen	draft issued for consultation

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APPENDICES

Appendix A Raw PIA data of respective study areas

1.0 INTRODUCTION

1.1 ADC Infrastructure Ltd is commissioned by Roxhill (Junction 15) Ltd to provide transport advice with regards to their Nationally Significant Infrastructure Project (NSIP) for the development of a Strategic Rail Freight Interchange (SRFI) facility adjacent to M1 Junction 15 in Northamptonshire (known as Northampton Gateway SRFI).

1.2 As part of the Transport Assessment process, a Personal Injury Accident (PIA) assessment has been undertaken to analyse the accident history of the highway network adjacent to the main site and identify any potential accident trends that could be exacerbated by the proposed development.

1.3 The PIA records for the study areas shown on **Figure 1** were obtained from Northamptonshire County Council (NCC) for the five-year period between 1 November 2011 and 31 October 2016. A total of 210 accidents were analysed, 163 of which were classified as slight severity, 42 were classified as serious severity and the remaining five accidents were classified as fatal.

1.4 **Table 1** provides a breakdown of the casualties for the 210 analysed PIAs at the study areas whilst the PIA data is provided at **Appendix A**.

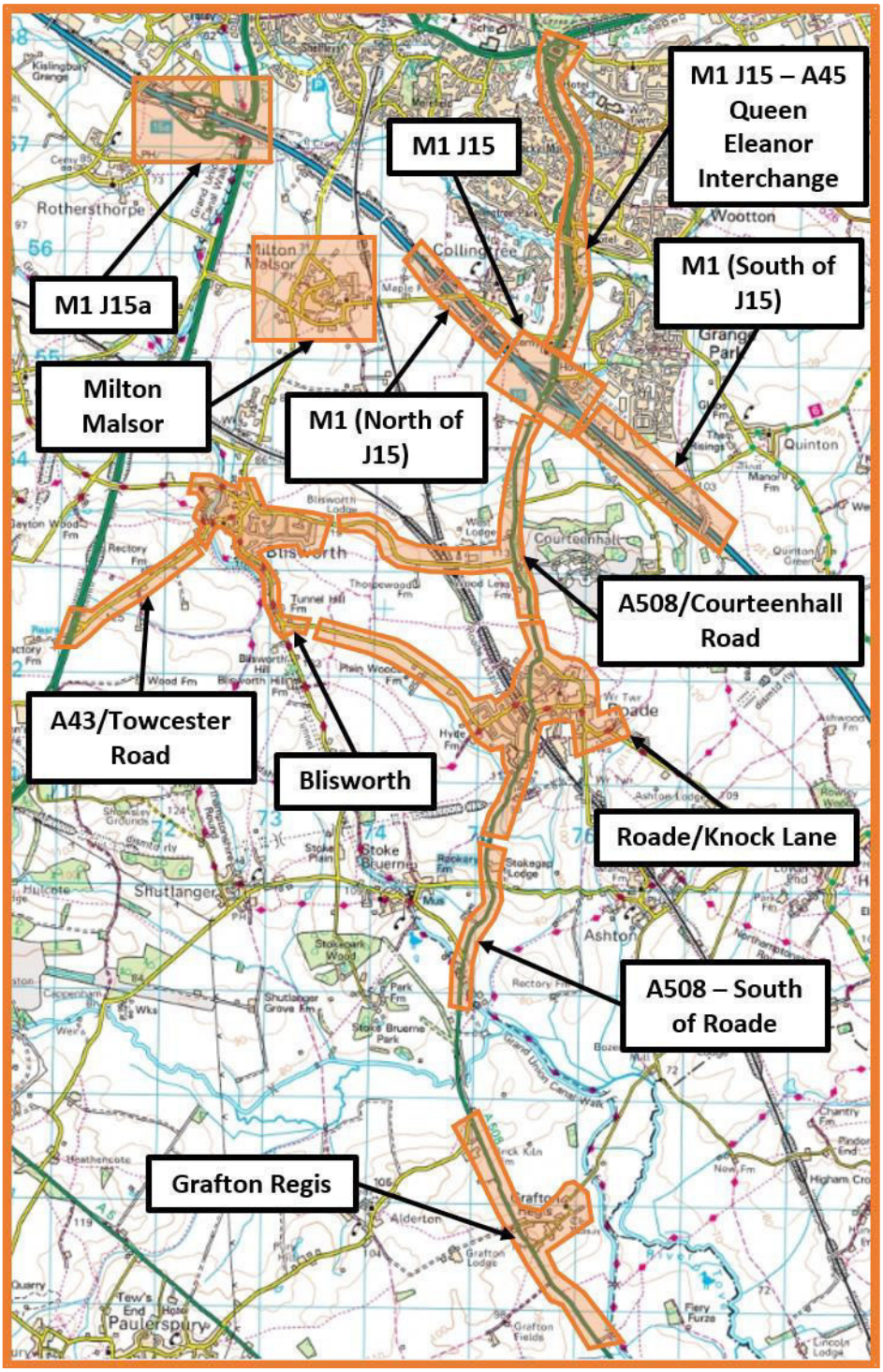

Figure 1: location of study areas

Table 1: casualty breakdown of analysed PIAs

Severity	Casualties
Slight	245
Serious	53
Fatal	5
Total	303

2.0 M1 J15 STUDY AREA

2.1 As shown in **Figure 2**, a total of 23 accidents occurred at the M1 J15 study area. 14 PIAs were classified as being of slight severity, eight of serious severity and one leading to a fatality. **Table 2** provides a casualty breakdown of the 23 recorded PIAs at the study area.

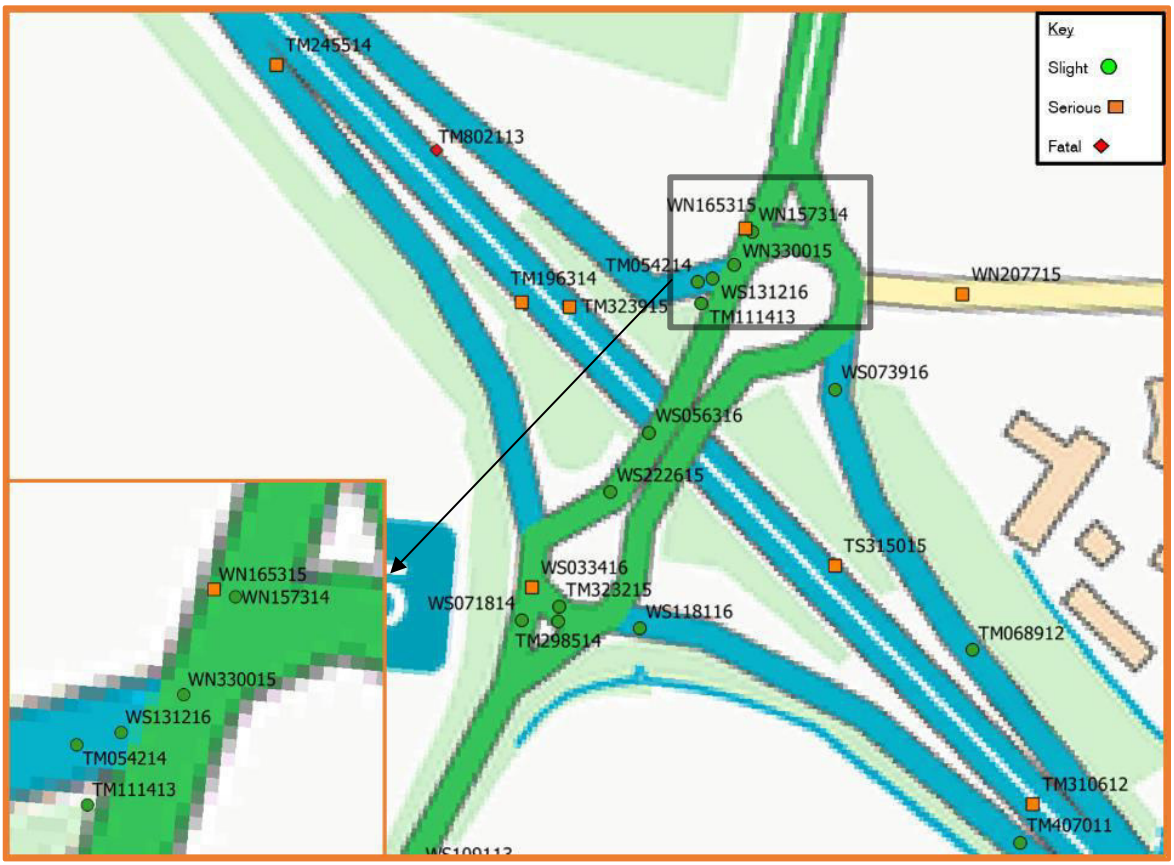

Figure 2: location of respective accidents in study area

Table 2: casualty breakdown of study area

Severity	Casualties
Slight	17
Serious	11
Fatal	1
Total	29

2.2 The fatal accident (TM802113) involved a car travelling southbound on the M1 at 02:35 am, approaching J15 and crossing all lanes, resulting in the car colliding with the central barrier. It was deemed the causation of the accident was due to a combination of tiredness of the driver and defective tyres.

2.3 Eight accidents of the study area were classified as serious severity, five of which involved vehicles travelling along the M1. However, as shown in **Figure 2**, these accidents all occurred at different locations:

- TM245514- motorcycle joining the M1 northbound from the Junction 15 slip road and causing a nearside collision with a goods vehicle (7.5 tonnes and over). It was deemed the motorcyclist failed to look properly and was inexperienced.
- TM196314- car colliding into the rear of a goods vehicle (under 7.5 tonnes) whilst travelling northbound along the M1.
- TM310612- car travelling northbound along M1 when traffic slows but the driver fails to stop, causing a sequence of rear end collisions with four other vehicles. It was deemed the driver which caused the initial collision was following too closely.
- TM323915- car travelling southbound along M1 causes a rear shunt with a car in lane 3 which also causes a further rear end collision. Wet/damp road conditions were present and it was deemed sudden braking/failing to look properly were attributing factors of the accident.
- TS315015- car travelling southbound along the M1 and loses control for unknown reasons, resulting in the car leaving the carriageway.
- WN165315- car travelling in a north east direction, collides into the front and offside of another car at the entry of the A45.
- WS033416- car travelling in a north west direction around M1/A508 roundabout and causes a nearside collision with a goods vehicle (7.5 tonnes and over). It was deemed the driver of the car was fatigued which was an attributing factor of the junction overshoot and failing to look properly.
- WN207715- car travelling in a north east direction along Saxon Avenue, loses control and collides with a goods vehicle (under 7.5 tonnes) travelling in opposite direction. Wet/damp road conditions were present; therefore, it was deemed the slippery road was a causal factor of the accident.

2.4 There is a cluster of six accidents (TM054214, WS131216, TM111413, WN165315, WN157314, WN330015) situated at the M1 southbound off slip entry to the roundabout and the A45 exit, as shown in the inset of **Figure 2**. One of the PIA's in the cluster was classified as serious severity (WN165315), as described above. The remaining five accidents of the cluster were slight in nature:

- TM054214- car travelling north east on M1 southbound exit slip, loses control, causing a collision with traffic lights.
- WS131216- two cars facing north east on exit of M1 southbound slip road but a rear shunt occurs when one of the cars was held up.
- TM111413- car exits M1 southbound at Junction 15 and collides with an electricity box, causing a further collision with a car.
- WN157314- car stationary due to road closure at A45/M1/Saxon Avenue roundabout and a dispute between the driver and a cyclist, results in the cyclist being hit by the wing mirror of the car when driving off.
- WN330015- car travelling in a north east direction on A45/M1/Saxon Avenue roundabout and cuts across lane, causing a rear end shunt with another car.

2.5 The study area also has a cluster of four PIAs (WS033416, WS071814, TM323215, TM298514) at the A508/M1 roundabout. One accident of the cluster was of serious severity (WS033416), as described above. The remaining three accidents were of slight nature, two of which occurred in wet/damp road conditions:

- WS071814- car stationary at southern arm of A508/M1 roundabout, facing north east and is hit in the rear by another car which failed to stop in time.
- TM323215- car changing lanes to the left on the A508/M1 roundabout is hit in the rear by another car in wet/damp road conditions.
- TM298514- car and goods vehicle (unknown weight) involved in an offside collision at A508/M1 roundabout in wet/damp road conditions.

2.6 The remaining six PIAs of the study area were of slight severity (TM068912, WS222615, WS056316, WS073916, WS118116) and did not indicate an apparent trend:

- TM068912- a goods vehicle and a car enter M1 southbound slip road at the same time. A collision occurred when the slip road begun to narrow, resulting in the goods vehicle pulling in front of the car.
- WS222615- two cars travelling north east, involved in collision on the approach to the bridge going over M1 J15.
- WS056316- motorcycle travelling north east over junction 15, loses control for unknown reasons and falls. The motorcyclist then re-mounted and travelled up kerb, to the side of the carriageway along the bridge over M1 J15 but resulted in another fall.
- WS073916- a rear end collision occurred between two cars at the M1 southbound slip road.
- WS118116- a car is waiting at M1 northbound exit slip due to traffic lights, another car fails to stop and results in a rear end shunt.
- TM407011- car travelling northbound along M1 and takes slip road for J15. However, the driver loses control, resulting in the car travelling across grass verge and back onto M1. It was deemed the car may have had defective tyres.

2.7 Overall, the cluster of six accidents at the M1 southbound exit slip and entrance to the A45, and the cluster of four accidents on the A508 northbound approach to the junction, indicates a potential existing accident problem.

3.0 M1 - NORTH AND SOUTH OF J15 STUDY AREA

3.1 As shown in **Figures 3 and 4**, a total of five and 17 accidents occurred north and south of M1 J15 respectively. 17 PIAs were classified as slight severity, four were categorised as serious and the remaining accident resulted in a fatality. **Table 3** provides a casualty breakdown of the 22 recorded PIAs at the study area.

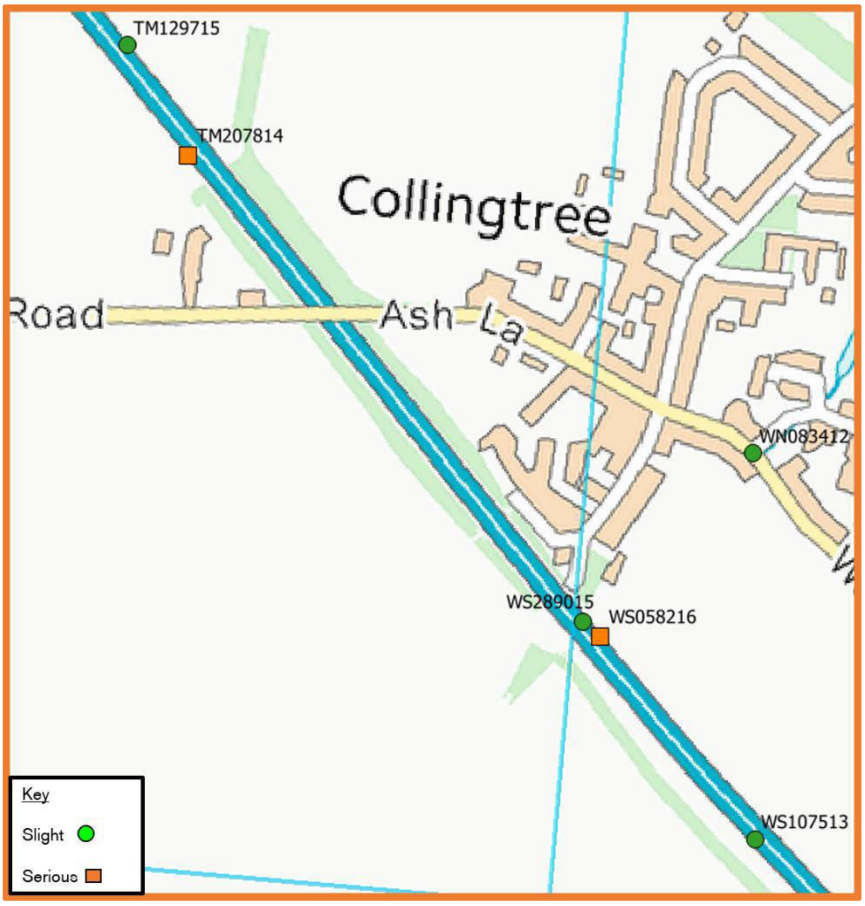

Figure 3: location of respective accidents in along the M1 – north of M1 J15

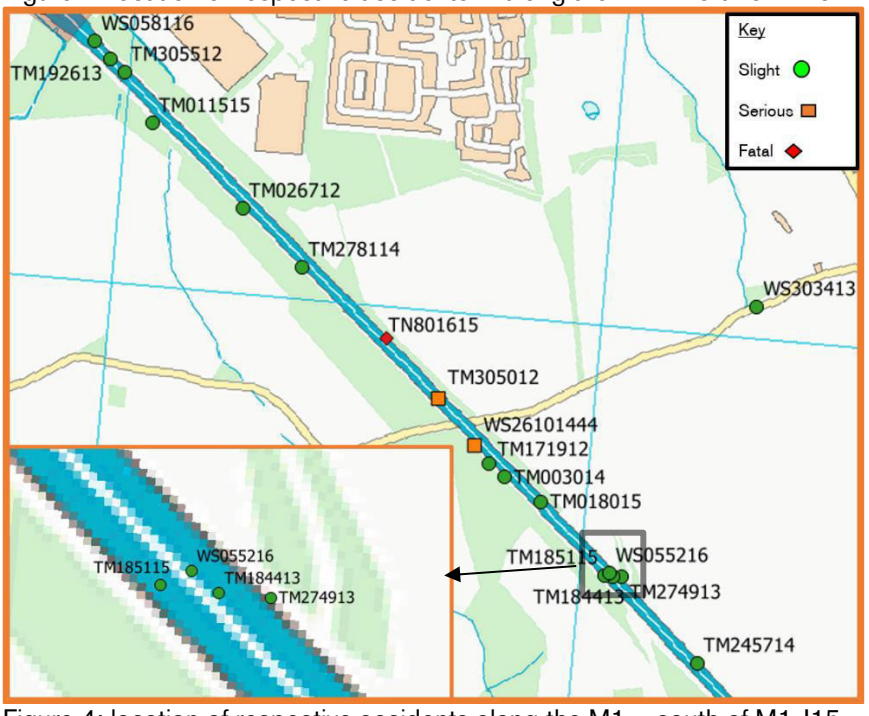

Figure 4: location of respective accidents along the M1 – south of M1 J15

Table 3: casualty breakdown of study area

Severity	Casualties
Slight	45
Serious	6
Fatal	1
Total	52

3.2 Regarding the accidents to the north of M1 J15, the two accidents of serious severity (TM207814, WS058216) both occurred in daylight with the former involving an articulated vehicle travelling northbound of the M1 colliding with a car which was being held up, resulting in the car catapulting into the path of three cars. The latter involved a car travelling southbound along the M1 and losing control due to a punctured tyre, resulting in the car leaving the carriageway and overturning.

3.3 The remaining three PIAs (WS107513, TM129715, WS289015) all involved driver error, notably failing to look properly and a poor manoeuvre. All three of the accidents were of slight nature as described below:

- WS107513- car travelling northbound along M1 collides into rear of goods vehicle (3.5 tonnes and under). It was deemed the driver of the car was fatigued and subsequently made a poor manoeuvre.
- TM129715- goods vehicle (7.5 tonnes and over) travelling northbound along M1 changes lanes and whilst doing so, collides into a car, causing the car to lose control and leave the carriageway. It was deemed the driver of the goods vehicle failed to look properly whilst changing lanes.
- WS289015- goods vehicle (7.5 tonnes and over) travelling southbound along M1 attempts to overtake car and in doing so, causes a collision. It was deemed the driver of the goods vehicle failed to look properly whilst overtaking.

3.4 Regarding the accidents to the south of M1 J15, the fatal PIA (TN801615) involved a van/goods vehicle (under 3.5 tonnes) travelling southbound along M1 and colliding with the rear of a goods vehicle (over 7.5 tonnes) which had stopped due to roadworks present.

3.5 There were two accidents of serious severity (TM305012, WS26101444). The former involved a car travelling southbound along the M1 and losing control due to the driver having a medical fit resulting in the car hitting a central reservation. The latter occurred in wet/damp road conditions and involved a collision between two cars which were travelling northbound along the M1 which instigated a sequence of rear shunts with eight other cars. The remaining PIAs were all classified as being of slight severity.

3.6 13 of the PIAs which occurred along the M1 – south of J15 involved rear shunts including the fatal accident. However, there were no locational trend of the respective rear end collisions.

3.7 There were four PIAs which involved articulated vehicles including the fatal PIA (TM026712, TM17912, TM011515, TN801615):

- TM026712- goods vehicle (over 7.5 tonnes) travelling northbound of the M1 collides into car whilst changing lanes, causing the car to collide with nearside barrier.

- TM17912- goods vehicle (over 7.5 tonnes) travelling northbound of the M1 fails to stop in time of oncoming traffic, resulting in a collision with another goods vehicle (over 7.5 tonnes) and subsequent collisions with a car, goods vehicle (3.5 tonnes and under) and a goods vehicle (over 7.5 tonnes).
- TM011515- goods vehicle travelling northbound along M1 (over 7.5 tonnes) collides into rear of another goods vehicle (over 7.5 tonnes), resulting in further collisions with a car and goods vehicle (over 7.5 tonnes).

3.8 In summary, as **Figures 3 and 4** illustrate, the respective accidents of the study area are located sporadically apart from the cluster of three accidents as shown in **Figure 4**, travelling southbound along the M1. The accidents were a combination of rear end collisions and driver error which is a reflection of the busy nature of this stretch of motorway, where the likelihood of driver error and rear end shunts increases due to high speeds and stop/start caused by congestion and roadworks.

4.0 M1 J15A STUDY AREA

4.1 As shown in **Figure 5**, a total of 26 accidents occurred at the M1 J15A study area. 21 PIAs were classified as slight severity, and the remaining five were classified as serious in severity. **Table 4** provides a casualty breakdown of the 26 recorded PIAs at the study area.

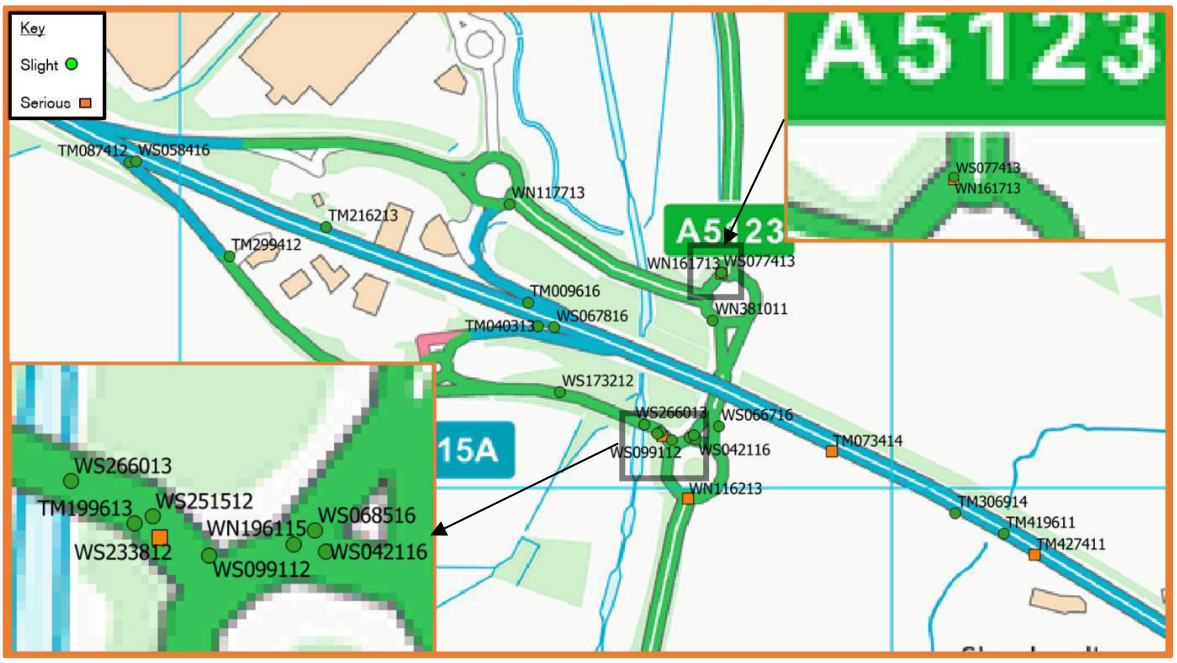

Figure 5: location of respective accidents in study area

Table 4: casualty breakdown of study area

Severity	Casualties
Slight	33
Serious	5
Fatal	0
Total	38

4.2 Ten of the 26 accidents including one of serious severity, occurred in wet/damp road conditions, where a combination of slippery road conditions and driver error was an attributing factor behind the respective accidents. The accident of serious severity (TM073414) involved a goods vehicle (over 3.5 tonnes) travelling northbound along the M1 and colliding with the hard shoulder, resulting in the vehicle losing control and colliding with a car. It was deemed the driver of the goods vehicle had an illness. The remaining nine accidents to occur in the wet/damp road conditions were slight in nature, and do not share any common locational trends.

- WN381011- car travelling westwards on roundabout leading to the A5123, loses control and collides with crash barrier. It was deemed the slippery road was a causal factor of the collision.
- TM419611- van/goods vehicle (under 3.5 tonnes), travelling northbound along the M1, fails to stop in time and causes rear end shunts with two cars which were stationary.
- TM087412- goods vehicle (over 7.5 tonnes) travelling northbound along the M1, begins to move over to lane 2 from lane 1 but collides with a car travelling in lane 2. The car

subsequently loses control, collides with central reservation and stops in lane 3. It was deemed the driver of the goods vehicle was inexperienced of driving on the left.

- WS173212- car travelling westwards along A43 link road overtakes another vehicle and in doing so, collides with a car which was travelling along the opposite carriageway.
- TM299412- car waiting to turn right onto M1 northbound from service station is hit in the rear by another car.
- TM040313- goods vehicle (over 7.5 tonnes) travelling in lane 1, northbound of the M1. A car is travelling in lane 2 and overtakes but the goods vehicle also moves into lane 2 and results in the goods vehicle going into the rear of the car, causing the car to spin and come to a halt on the carriageway. It was deemed the driver of the goods vehicle failed to look properly before moving over to lane 2.
- WS077413- car travelling south on approach to A43/A5123 roundabout with intentions to continue south but once on the roundabout, collides with another car travelling north.
- WS266013- car travelling north along A43 link road collides with another car travelling on opposite carriageway.
- WS067816- car travelling northbound of M1 and in lane 3, collides with rear of another car which causes a further rear end collision.

4.3 The remaining four accidents of serious severity also did not share a common location, although three did involve motorcycles:

- TM427411- car travelling northbound along M1 is driven by disqualified driver, impaired by alcohol and the vehicle is deemed to have been exceeding the speed limit. Consequently, the car causes a rear end collision with a goods vehicle (over 3.5 tonnes).
- WS233812- motorcycle travelling northwards along A43 turns left at roundabout, en-route to the M1 but misjudges manoeuvre and hits goods vehicle (over 7.5 tonnes) waiting at roundabout.
- WN116213- car and motorcycle both travelling southwards, exit junction 15A and approach roundabout leading towards the A43 and Towcester. But the car does not make the manoeuvre continues around the roundabout, causing a collision between the two vehicles.
- WN161713- car and motorcycle both travelling northbound and approaching the roundabout connecting the A43 with the A5123. The car is travelling in lane of the roundabout whilst the motorcycle is in lane 2. The car keeps travelling right but the motorcycle makes a left turn intending to exit the roundabout and join the A5123, resulting in a collision between the two vehicles.

4.4 There is however, a cluster of five accidents including two accidents already described above (WS233812, WS266013) which occurred at the western arm of the A43/M1 roundabout of J15A as shown in the bottom inset of **Figure 5**:

- TM199613- car travelling northbound along A43, turns left at roundabout heading to M1 northbound, collides with another car travelling in opposite direction on approach to roundabout.
- WS099112- car travelling south east on approach to roundabout fails to stop in time and collides with another car which is stationary at the give way arrangement.
- WS251512- car travelling towards M1 northbound, loses control on roundabout exit and collides with goods vehicle (over 7.5 tonnes) travelling eastwards on approach to roundabout.

4.5 Further, there is also a small cluster of three accidents located at the northern arm of the A43/M1 roundabout as shown in the bottom inset of **Figure 5**:

- WN196115- car travelling northwards along A43 collides into front and offside of another car also travelling northbound but intending to turn right.
- WS068516- van/goods vehicle (under 3.5 tonnes) travelling northbound along A43 with intentions of changing lanes whilst negotiating roundabout but in doing so, cuts across path of a car, causing a rear and offside collision.
- WS042116- goods vehicle (7.5 tonnes and over) travelling northbound along A43 collides with front and nearside of car travelling in the same direction when negotiating roundabout.

4.6 The remaining six accidents of the study area were slight in nature and did not indicate an apparent trend:

- WN117713- van/goods vehicle (3.5 tonnes and under) travelling south east on roundabout with intentions of turning left onto M1 southbound and cuts across the path of a goods vehicle (7.5 tonnes and over) also intending to turn onto the M1 southbound, causing a collision. It was deemed the driver of the van/goods vehicle (3.5 tonnes and under) was in a hurry and caused the vehicle to lose control.
- TM216213- car travelling in southbound along the M1, collides into rear of a goods vehicle (7.5 tonnes and over). It was deemed the fatigue of the car driver may have been a causal factor behind the accident.
- TM306914- car travelling northbound along the M1, changes lanes and collides with another car travelling behind. It was deemed the driver of the inexperience of the driver resulted in a poor manoeuvre and subsequent collision.
- TM009616- car travelling southbound along the M1, manoeuvres into lane 1 but in doing so, collides into a goods vehicle (7.5 tonnes and over) which caused the car to run into the path of a goods vehicle (3.5 tonnes and under).
- WS058416- car travelling northbound along M1, moves over to lane 3 and collides with rear of another car which in turn caused another rear end collision with a vehicle.
- WS066716- two cars travelling southbound along the A43, on approach to the roundabout and a rear end collision occurs. It was deemed the failure of judging the other drivers speed was an attributing factor behind the accident.

4.7 Overall, a cluster of five accidents occurred at the western approach to the A43/M1 roundabout and a cluster of three PIAs just past this arm at the A43 northbound exit of the roundabout. These clusters are indicative of the busy junction and the queuing that occurs on the approach of the roundabout.

5.0 M1 J15 – A45 QUEEN ELEANOR INTERCHANGE STUDY AREA

5.1 As shown in **Figure 6**, a total of 64 accidents occurred at the M1 J15 – A45 Queen Eleanor Interchange study area. 57 PIAs were classified as being slight in nature, six of serious severity and one PIA resulted in a fatality. **Table 5** provides a casualty breakdown of the 64 recorded PIAs at the study area.

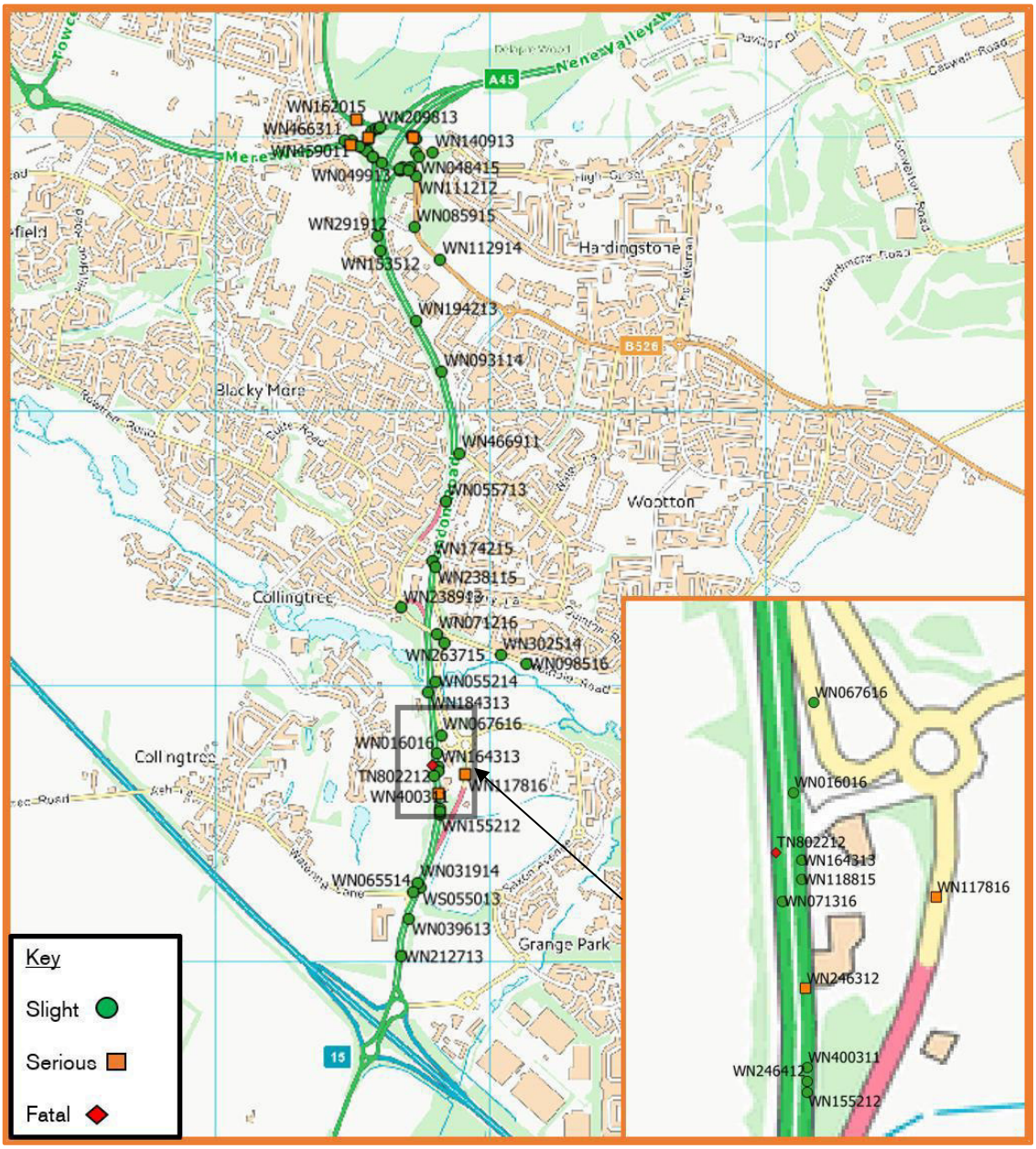

Figure 6: location of respective accidents in study area

Table 5: casualty breakdown of study area

Severity	Casualties
Slight	76
Serious	6
Fatal	1
Total	83

5.2 As shown in **Figure 7**, 31 of the 64 accidents within the study area occurred at the Queen Eleanor Interchange. 27 of the PIAs at the Queen Eleanor Interchange were slight in severity and the remaining four accidents were classified as serious severity. Whilst this appears a high number of PIAs, it is in line with the average expected over a 5-year period for a 6 arm junction such as this.

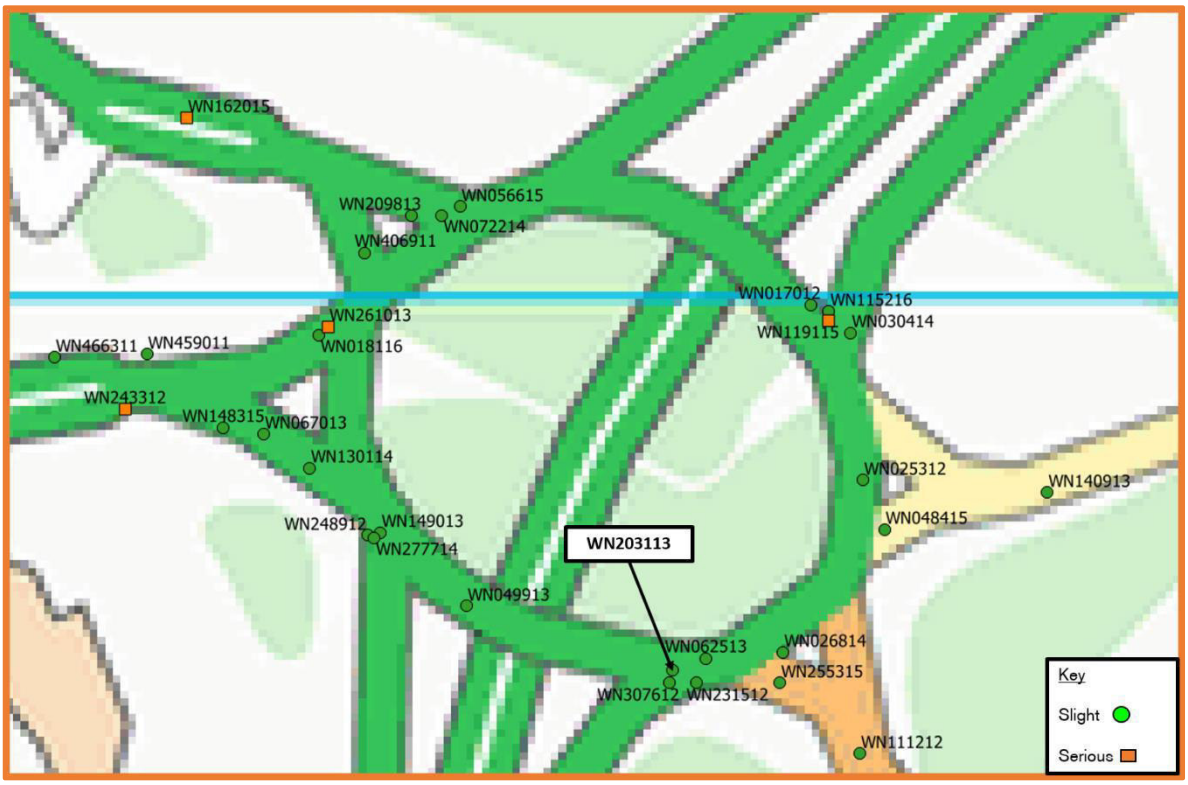

Figure 7: location of recorded accidents at the Queen Eleanor Interchange

5.3 As shown in **Figure 7**, there is not a locational trend in the four accidents of serious severity at the Queen Eleanor Interchange. A summary of the four PIAs is provided below:

- WN162015- taxi travelling in a north east direction along A508 London Road, drives off and a person falls to the ground. The accident occurred at 03:15 in the morning and subsequently, in darkness (street lights were present and lit). It was deemed the casualty was impaired by alcohol and performed a dangerous action in the carriageway.
- WN261013- motorcycle enters roundabout from A5076 Mere Way but accelerates too hard and consequently loses control in wet/damp road conditions. It was therefore deemed the motorcyclist was travelling too fast for the conditions.
- WN243312- motorcycle travelling northwest along the A5076 Mere Way, loses control for unknown reasons and falls off bike. It was deemed the motorcyclist may have been inexperienced and was travelling too fast for the conditions.
- WN119115- motorcycle circling roundabout, loses control, resulting in the motorcycle hitting nearside kerb and colliding with roadside sign just before A45 Nene Valley Way exit slip (southbound). It was deemed the motorcyclist was impaired with alcohol.

5.4 The remaining accidents at the Queen Eleanor Interchange were slight in nature. Notably, there is a cluster of three accidents at the approach to the roundabout from the A45 Nene Valley Way northbound exit slip. Two of the accidents (WN248912, WN149013) within the cluster involved vehicles which had disobeyed the traffic lights present. The former involved a motorcycle on the roundabout with intention of exiting to the A5076 Mere Way. However, a car travelling along the A45 Nene Valley Way exit slip (northbound) jumps red traffic light and collides with the motorcycle. The latter involved a car (V1) travelling westwards and through a red light, resulting in a collision with another car (V2) travelling from the A45 exit slip (northbound). The initial

collision then results in the car colliding with a car which was also travelling in the same direction. The remaining accident of the cluster (WN277714) involved a car travelling in a north west direction along A45 exit slip (northbound), which collided into the front and offside of a car at roundabout.

5.5 There was also a cluster of three accidents at the A508 London Road approach to the junction, with driver error attributing to the respective accidents:

- WN209813- car (V1) travelling south east along the A508 London Road in wet/damp road conditions, follows another car travelling in the same direction (V2). V2 slows due to the give way arrangement at the A508 junction with the Queen Eleanor Interchange. However, V1 begins to slow but misjudged distance between the two vehicles and causes a rear end collision. It was deemed the slippery road conditions present and the driver of V1 travelling too fast for the conditions were attributing factors of the accident.
- WN077214- car travelling south east along the A508 London Road collides into rear of another car which was stationary at the A508 junction with the Queen Eleanor Interchange.
- WN056615- articulated vehicle (under 7.5 tonnes) travelling in a north east direction collides with car also travelling in a north easterly direction but was held up. It was deemed the driver of the articulated vehicle may have failed to look properly and/or was nervous and uncertain.

5.6 Further, four accidents occurred at the A5076 Mere Way exit from the junction, including one of the four accidents of serious severity (WN243312):

- WN148315- motorcycle travelling westwards along the A5076 Mere Way in wet/damp road conditions, but in negotiating left hand bend, loses control and falls to nearside.
- WN067013- motorcycle travelling north west along the A5076 Mere Way in wet/damp road conditions. However, the motorcyclist spots spilled oil on the road surface but loses grip.
- WN130114- car travelling north west along the A5076 Mere Way, attempts to change lanes but in doing so, loses control and collides into kerb, signage and central reservation. It was deemed the driver of the car may have been careless and/or was inexperienced.

5.7 Four accidents were also recorded on the A5076 Mere Way approach to the junction, including one of the four accidents of serious severity (WN261013):

- WN466311- car exiting Queen Eleanor Interchange roundabout and travelling north west along the A5076 Mere Way in wet/damp road conditions. The car loses control, resulting in the car crossing the central reservation and onto the wrong side of the carriageway. The car then collides with a van/goods vehicle (3.5 tonnes and under) which was travelling eastwards along the A5076 Mere Way. It was deemed the loss of control of the car was due to the slippery road conditions present whilst inexperience of the driver and travelling too fast for the conditions were also causal factors.
- WN459011- two cars travelling eastwards along the A5076 Mere Way and approaching Queen Eleanor Interchange in wet/damp road conditions. One of the cars (V2) brakes as there is stationary traffic on approach to roundabout but the other car (V1) does not brake in time and collides with rear of V2. It was deemed the slippery road conditions and the driver of V1 failing to judge the path/speed of V2.
  WN018116- two cars involved in rear end collision at exit slip of A5076 Mere Way. It was deemed failing to judge the other vehicles path/speed and sudden braking were attributing factors of the collision.

5.8 Two accidents were recorded at the B526 Newport Pagnell Road entry slip onto the Queen Eleanor Interchange, both of which involved rear end shunts and were, attributed to driver error:

- WN111212- car travelling north west along the B526 Newport Pagnell Road collides into rear of another car for unknown reasons, also travelling in the same direction which was stationary at traffic lights.
- WN255315- car (V1) travelling north west along the B526 Newport Pagnell Road collides into the rear of another car (V2). It was deemed the driver of V1 failed to judge the path/speed of V2 whilst the dazzling sun present was also attributed as a causal factor.

5.9 Two accidents occurred on the Hardingstone Lane approach to the junction (WN048415, WN140913). The former involved a bus/coach colliding into the rear of a car at the entry to the roundabout at the Queen Eleanor Interchange. The latter involved a car travelling westwards along Hardingstone Lane but comes around the left hand bend the wrong side of the carriageway and collides with another car travelling in the opposite direction.

5.10 A further locational pattern of three incidents occurred just before the A45 Nene Valley Way (southbound) off slip. The respective accidents involved vehicles with intentions of continuing westwards along the roundabout with vehicles with intentions of travelling south and joining the A45 Nene Valley Way:

- WN203113- car (V2) travelling westwards in lane two along the Queen Eleanor Interchange roundabout. Another car (V1) travelling in lane three of the roundabout with intentions of turning left onto the A45 entry slip road (southbound). In doing so, V1 collides with the rear of V2. It was deemed the driver of V1 failed to look properly, resulting in a poor manoeuvre.
- WN307612- car (V2) in lane two of roundabout, travelling westwards. Another car (V1) is in lane three with intentions of merging with the A45 southbound, but in doing so, runs into the path of V2.
- WN231512- car (V2) travelling westwards in lane one along the Queen Eleanor Interchange roundabout. A van/goods vehicle (V1) (7.5 tonnes and over) is in lane two but cuts across the path of V2 when trying to join A45 southbound entry slip, causing a collision.

5.11 A cluster of four accidents was also recorded in vicinity to the A45 Nene Valley Way (southbound) off slip entry to the junction, including one of the four accidents of serious severity (WN119115):

- WN017012- van/goods vehicle (3.5 tonnes and under) travelling south east along Queen Eleanor Interchange roundabout in wet/damp road conditions. The vehicle fails to stop in time and collides into the rear of a car which was stationary at the roundabout. It was deemed the attributing factors of the accident were the slippery road conditions present and the driver of the van/goods vehicle travelling too fast for the conditions.
- WN115216- van/goods vehicle (3.5 tonnes and under) collides with rear of a car which was in the process of stopping for red lights at the exit slip of the A45 Nene Valley Way (southbound) in wet/damp road conditions.
- WN030414- car and motorcycle waiting at traffic lights at the exit slip of the A45 Nene Valley Way (southbound) in wet/damp road conditions. The motorcycle reacts slowly resulting in the car driving into the back of the motorcycle.

5.12 The remaining five accidents recorded at the Queen Eleanor Interchange occurred at different locations, with driver error an attributing factor:

- WN406911- two cars (V1 and V2) are stationary at set of traffic lights, giving way to traffic from A5076 Mere Way. V2 is in the middle lane for traffic going onto the A508 London Road whilst V1 is in the offside lane. V1 changes lanes to the left and collides with V2. It was deemed the driver of V1 performed a poor manoeuvre.
- WN025312- car (V1) travelling south west around the Queen Eleanor Interchange roundabout in vicinity to Hardingstone Lane. However, V1 collides into the rear of another car (V2) travelling in the same direction, causing a further collision with a car (V3). It was deemed the driver of V1 failed to look properly and was careless/in a hurry.
- WN049913- car travelling north west around the Queen Eleanor Interchange roundabout in vicinity to the exit slip of the A45 Nene Valley Way (northbound). Car causes collision with another car by changing lanes to the left.
- WN062513- car (V2) is in the offside lane Queen Eleanor Interchange roundabout in vicinity to the entry slip of the A45 Nene Valley Way (southbound). Another car (V1) is in the third lane (nearside of V2). When light changes to green, V1 fails to negotiate right hand bend and collides with nearside of V2.
- WN026814- car stops at traffic lights at the Queen Eleanor Interchange roundabout, in vicinity to the B526 Newport Pagnell Road. However, a goods vehicle (over 7.5 tonnes) fails to stop and collides into the rear of the car.

5.13 Regarding the remaining accidents of the study area, the recorded PIA resulting in the fatality (TN802212), occurred northbound on the A45, near the petrol station. The accident involved a pedestrian crossing the carriageway of the A45 and causing a collision with a car. The accident happened at 04:08 in the morning and occurred in dry road conditions. Although dark, street lights were present and lit.

5.14 The recorded PIAs of serious nature (WN246312, WN117816) occurred along the A45 southbound; near the petrol station and on the A45 southbound merge slip, respectively. The former involved a car suddenly breaking and causing an on oncoming car travelling in the same direction to swerve and overturn. The latter involved a pedal cycle colliding with the rear of a HGV which was parked, subsequently causing a serious injury to the cyclist.

5.15 The remaining accidents were of slight severity including a cluster of three PIAs which occurred at the exit of the petrol station along the A45 southbound (WN155212, WN246412, WN400311). Therefore, in combination with the PIA of serious severity described above (WN246312), there is a trend in the location of these PIAs as they all relate to the slip road of the petrol station, including two rear end shuts. Two of the four accidents of the cluster were also potentially driver error related (WN155212, WN400311). The former was deemed to involve a driver failing to look properly whilst the latter involved a vehicle performing a poor manoeuvre.

5.16 Two accidents (WN085915, WN112914) occurred along the B526 Newport Pagnell Road. The former involved a car (V1) travelling south west along the B526 Newport Pagnell Road and turns right at to enter Newport Pagnell Road West. In doing so, V1 collides with another car which was travelling in the opposite direction. It was deemed the driver of V1 was impaired by alcohol and failed to look properly for oncoming traffic. The latter involved a car travelling south east along the B526 Newport Pagnell Road and lost control on left hand bend, resulting in the car coming to rest in hedgerow. It was deemed the driver of the car was impaired by alcohol.

5.17 There were also 14 other accidents of slight severity, listed below, which driver error was attributed as a causal factor:

- WN212713- car travelling southbound along the A45 held up in queue and was subsequently hit by oncoming car in the rear which was deemed to be travelling too fast for the conditions.

- WN065514- incident occurred at the junction connecting Watering Lane to the A45 and involved a car colliding with the rear of another car which led to another rear shunt. The accident was deemed to be caused by a distraction in the vehicle which was attributed as a causal factor of the initial impact.
- WS055013- car travelling southbound along the A45 collides into rear of another car which was slowing for traffic ahead, hence it was deemed sudden breaking and failing to look properly were the causes of the incident.
- WN164313- car travelling southbound along the A45 collides into the rear of another car which is towing a caravan. It was deemed the driver of the first car failed to look properly and was subsequently following too closely.
- WN067616- car exiting A45 mistakes slip road for entrance into petrol garage and resulted in the car colliding with a road sign/lamppost. Therefore, it was deemed junction overshoot and a poor manoeuvre were the causal factors of the incident.
- WN184313- car which is towing a trailer, travelling northbound along the A45, commences to swerve, causing a collision with a car travelling in the same direction. The car towing the trailer then collides with the central reservation before coming to a standstill on the carriageway. It was deemed the driver of the first car was careless and inexperienced.
- WN466911- motorcycle is exiting A45 London Road southbound in wet/damp road conditions with the intention of merging onto High Street. In doing so, the motorcycle collides with central island and became unseated. It was deemed the motorcyclist was travelling too fast for the conditions.
- WN291912- three cars travelling in wet/damp road conditions, in a north westerly direction along the A45 London Road. One of the cars fails to stop, resulting in collisions with the other two cars. It was deemed following too closely and the slippery road conditions present were causal factors of the respective collisions.
- WN055713- motorcycle (V1) travelling northwards along A45 London Road (lane 1) in wet/damp road conditions. Car (V2) enters from Wootton Interchange slip road with intentions of merging with lane 2. A collision occurred when V1 collided into the rear of V2. It was deemed the motorcyclist failed to judge the path/speed of V2 whilst the poor manoeuvre of V2 was also an attributing factor of the accident.
- WN093114- car (V1) for unknown reasons is driving on the wrong side of the carriageway (travelling northwards) along the A508 London Road. This causes a collision with another car (V2) travelling southwards which is driving on the correct side. It was deemed the driver of V1 was impaired by alcohol.
- WN174215- goods vehicle (7.5 tonnes and over) travelling in lane 2, along A508 London Road (northwards). The goods vehicle then changes to lane 1 but this manoeuvred resulted in a collision with a car, already in lane 1. It was deemed the driver of the goods vehicle has failed to look properly before changing lanes.
- WN263715- car circling roundabout (Berry Lane/Wooldale Road) at Wootton Interchange and travelling in a south westerly direction but collides with a pedal cycle travelling north west in wet/damp road conditions. It was deemed the slippery road and the car travelling too fast for the conditions were causal factors of the collision.
- WN071216- car circling roundabout (Berry Lane/Wooldale Road) at Wootton Interchange in wet/damp road conditions but collides with road sign and bollard. It was deemed the slippery road conditions, sudden braking and aggressive driving were all causal factors of the incident.
- WN098516- car travelling southwards along Wooldale Road collides into the rear of a taxi which was parked. It was deemed sudden braking and the driver of the car failing to judge path/speed of taxi were attributing factors of the collision.

5.18 Six accidents of slight severity occurred in wet/damp road conditions (WN039613, WN031914, WN071316, WN238913, WN302514, WN238115) which may have been a

factor regarding the causation of the respective accidents. However, the accidents did not share a common location.

5.19 There were five more accidents of slight severity in the study area, listed below which did not indicate an apparent trend:

- WN118815- HGV travelling southbound along the A45, collides with kerb and results in a car breaking hard to avoid contact with the HGV before swerving to the right.
- WN016016- car travelling southbound along the A45 collides into rear of another car.
- WN055214- car travelling northbound on approach to Wootton Interchange, collides into rear of another car.
- WN153512- motorcycle travelling northwards along the A45 London Road and is filtering through traffic. Traffic begins to move again and a goods vehicle (7.5 tonnes and over) changes lanes and collides with motorcycle.
- WN194213- car (V1) enters slip road onto the A45 London Road (southbound) from the Queen Eleanor Interchange. Another car (V2) is in lane 2 of the A45 London Road and a collision occurs when V1 turns right into the path of V2.

5.20 In summary, there are clusters of PIAs at the Queen Eleanor Interchange on all approaches to the junction. Whilst there would appear to be a high number of PIAs, the accident rate is within the average expected for a busy 6 arm junction such as this.

5.21 Elsewhere within the study area and along the A45, driver error is a prominent causal factor, notably sudden breaking, rear end shunts and travelling too fast for the road conditions.

6.0 A508/COURTEENHALL ROAD – NORTH OF ROADE STUDY AREA

6.1 As shown in **Figure 8**, a total of 23 accidents occurred at the A508/Courteenhall Road - North of Roade study area. 17 of the recorded accidents were classified as being of slight severity, five accidents classified as serious and the remaining accident resulted in a fatality. **Table 6** provides a casualty breakdown of the 23 recorded PIAs at the study area.

Figure 8: location of respective accidents in study area

Table 6: casualty breakdown of study area

Severity	Casualties
Slight	27
Serious	5
Fatal	1
Total	33

6.2 The recorded PIA categorised as fatal (TS800914) occurred along the A508, approximately 200m south west of M1 junction 15. The accident involved a car initially travelling north along the A508 but attempts a U-turn and in doing so, collided with a motorcycle travelling in the opposite direction, resulting in the death of the motorcyclist.

6.3 A cluster of three accidents also occurred in vicinity to the fatal accident, all slight in nature and involving rear end collisions:

- WN269615- van/goods vehicle (3.5 tonnes and under) travelling south along A508 in wet/damp road conditions, collides into rear of a car also travelling south along A508.
- WS008613- three cars, all travelling northwards along A508. One of the cars (V3) stops to allow another vehicle to turn right into access. V2 also stops, however, V1 does not stop and collides into rear of V2, causing a subsequent rear end collision with V3. It was deemed the driver of V1 failed to judge the speed of the other vehicles. The accident occurred in wet/damp road conditions and in darkness (no street lighting).
- WS109113- three cars, all travelling southwards along the A508, V1 fails to stop and collides with rear of V2, causing a subsequent collision with V3. It was deemed the driver of V1 was following too closely.

6.4 A cluster of three PIAs were recorded, adjacent to Woodleys Farm (bottom inset of **Figure 8**), two of which were of serious severity (WS129314, WS082113). The former involved a car travelling northbound along the A508 and losing control in wet/damp road conditions, subsequently colliding with a tree. The latter involved a car travelling northbound along the A508 which was deemed to be disobeying the double white line whilst also travelling too fast for the wet/damp road conditions, causing the vehicle to cross the path of a van/goods 3.5 tonnes (and under) travelling in the opposite direction. The remaining accident (WS164113) of the cluster was slight in nature and involved a car travelling southbound along the A508, losing control for unknown reasons and colliding with a nearside verge.

6.5 A cluster of four accidents also occurred along the bend of the Courteenhall Road, to the west of the study area (WS303613, WS236214, WS110816, WS040613), two of which were serious in severity and three of which occurred in darkness without street lights present:

- WS303613- car travelling east along Courteenhall Road loses control when negotiating right hand bend, resulting in the car clipping a tree and resting on the carriageway and grass verge. Wet/damp conditions were present as was darkness (without street lighting).
- WS236214- car (V1) travelling south east along Courteenhall Road, is forced to swerve to avoid a car (V3) travelling in opposite direction and results in V1 colliding into rear of a car (V2) which was stationary. It was deemed careless driving and excessive speed of V1 were causal factors of the accident.
- WS110816- motorcycle travelling southwards along Courteenhall Road is blinded by oncoming vehicle, causing motorcycle to lose control on right hand bend and leaving carriageway. The accident was serious in severity and occurred in darkness (no street lighting). It was deemed a contributing factor of the accident may have been the dazzling headlights of the oncoming vehicle.
- WS040613- car travelling southwards along Courteenhall Road and in negotiating right hand bend, loses control when overcorrecting. The accident was serious in severity and occurred in darkness (no street lighting).

6.6 Two accidents, both slight in nature and driver error related, also occurred along Courteenhall Road (WS176913, WS128615). The former involved a car (V2) travelling eastwards towards Courteenhall Road, leading to the T-junction with the A508. The car stopped to allow car (V3) travelling in the opposite direction to cross narrow bridge. However, another car (V1) travelling in eastward direction, failed to stop in time and collided with V2 before swerving into the path of V3. The latter involved a car travelling westwards along Courteenhall Road but clipped nearby verge, forcing the car to lose control and leave the carriageway.

6.7 There was also a cluster of four accidents located at the A508/Courteenhall Road T-junction (top inset of **Figure 8**), including one of serious severity. The PIA of serious severity (WS333214) involved a car turning right onto the A508 and failing to judge the speed of

another car travelling northbound along the A508. Consequently, the poor manoeuvre resulted in a collision. The remaining three accidents in the cluster were of slight nature (WS338015, WS063616, WS052416):

- WS338015- car travelling southbound along the A508 in slippery road conditions collides into rear of a car which is held up at the A508/Courteenhall Road T-junction, subsequently causing two further rear shunts with two other cars.
- WS063616- car travelling north west proceeds to make a U-turn manoeuvre. The driver of the car is deemed not to have been looking properly at oncoming traffic and causes a collision with a van/goods vehicle (3.5 tonnes and under) also travelling north west along the A508.
- WS052416- motorcycle travelling northbound along the A508 collides into rear and side of a car which is held up at the A508/Courteenhall Road T-junction.

6.8 Four further accidents, including two of serious severity (WS082113, WS129314) occurred in wet/damp road conditions which may have been an attributing factor of the respective accidents:

- WS082113- car travelling northbound along the A508 loses control, resulting in the car crossing the centre line and colliding with a van/goods vehicle (3.5 tonnes and under) travelling in the opposite direction. It was deemed the driver of the car was driving too fast for the wet/damp road conditions.
- WS129314- car travelling northbound along the A508 loses control whilst negotiating left hand bend, causing the car to collide into a tree.
- WS050312- car (V1) travelling southbound along the A508 proceeds to slow down to turn off carriageway into Woodleys Farm. Three cars following V1 fail to slow down in time, causing a sequence of rear shunts.
- WS322412- two cars (V1 and V2) travelling northbound along the A508. V1 collides with rear of V2 due to V1 following too closely after V2 had stopped for oncoming traffic.

6.9 The final two PIA's of the study area were (WS096913, WS184812). These were classified as being of slight severity and did not indicate an apparent trend. The former involved a car travelling southbound along the A508, the driver had a medical episode which resulted in the vehicle colliding with two cars travelling northbound. The latter involved a car travelling northwards along the A508 but is driving on the wrong side of road, causing a collision with a car travelling southwards.

6.10 Overall, there is a possible trend for PIAs to occur on the bend to the south of the Courteenhall Road junction. There is also a cluster of four PIAs at the A508 Blisworth Road (Courteenhall Road) junction.

7.0 ROADE/KNOCK LANE STUDY AREA

7.1 As shown in **Figure 9**, a total of 18 PIAs occurred at the Roade study area. 12 of the recorded accidents were classified as being of slight severity and the remaining six were classifies as being of serious severity. **Table 7** provides a casualty breakdown of the 18 recorded PIAs at the study area.

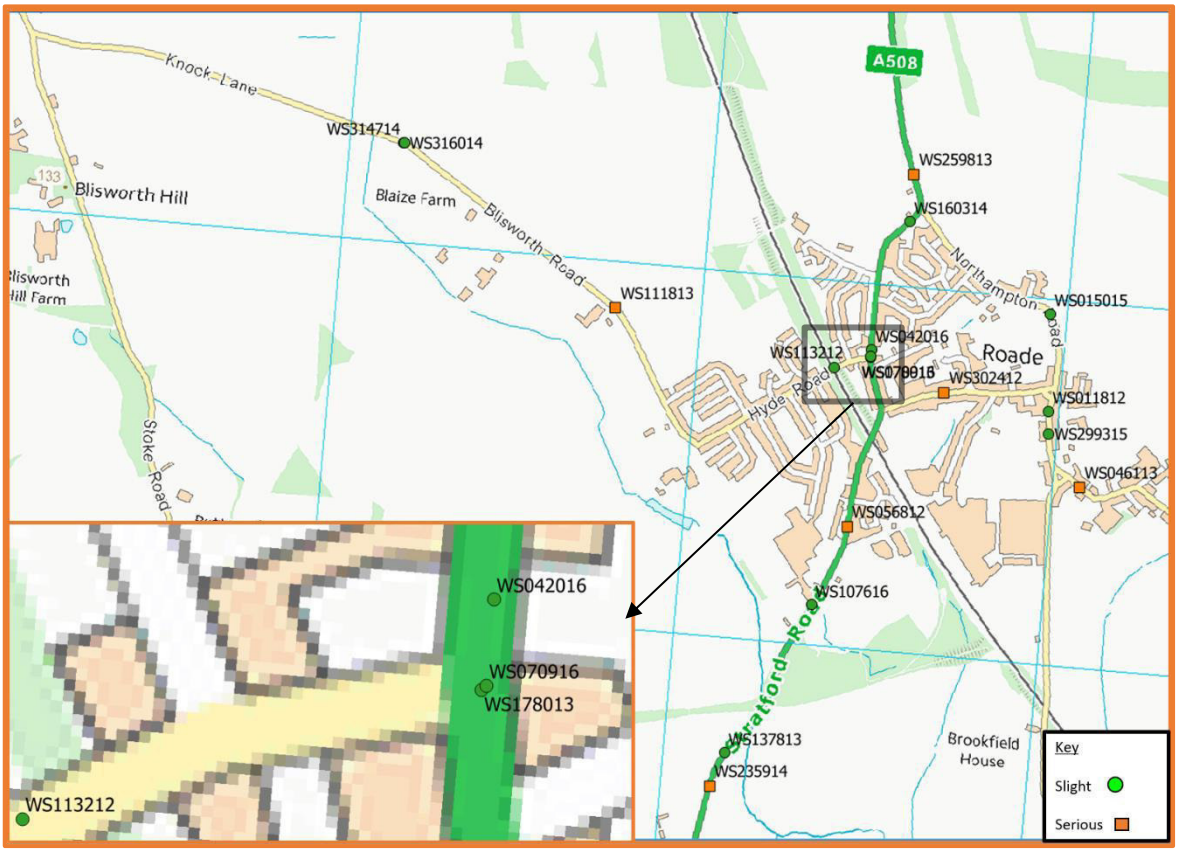

Figure 9: location of respective accidents in study area

Table 7: casualty breakdown of study area

Severity	Casualties
Slight	14
Serious	7
Fatal	0
Total	21

7.2 Six accidents of serious severity occurred in the study area. However, three of the six accidents occurred when road conditions were either wet/damp or frost/ice and did not show any common locational trends:

- WS302412- goods vehicle (V2) stopped on High Street due to pedestrian lying on carriageway. A car (V1) fails to stop in time and drives over the pedestrian. Driver of V2 gets out of vehicle without applying handbrake and subsequently rolls down hill and collides with parked car (V3). Frost/ice road conditions were present.

- WS046113- car travelling northwards along Hartwell Road on approach to junction with Ashton Road, fails to negotiate right hand bend and subsequently rolls over to an upright position. Frost/ice road conditions were present.
- WS259813- car travelling southbound of A508, to the north of Roade negotiates right hand bend but in doing so, collides into another car travelling in the opposite direction. Wet/damp road conditions were present.

7.3 The remaining serious accidents of the study area (WS056812, WS111813, WS235914). Two of these PIAs were attributed to driver error (WS056812, WS111813), notably failing to look properly and following the vehicle in front too closely. The former involved a car travelling north along the A508 when a cyclist goes into the path of the car, resulting in a collision and the cyclist being knocked to the ground. It was deemed the cyclist was reckless and failed to look properly, causing the subsequent collision. The latter involved a car and motorcycle, both travelling south east along Blisworth Road, the motorcycle failed to stop and caused a rear end collision with the car. The final accident of serious severity in the study area (WS235914) involved a car travelling south along the A508 and colliding into the rear of a pedal cycle also travelling in the same direction. The accident occurred in darkness and no street lighting was present.

7.4 Regarding accidents of slight severity, the cluster of three accidents (WS178013, WS070916, WS042016) shown in the inset of **Figure 9** all involved rear shunts, indicating a common impact point of collisions at the A508/Hyde Road priority controlled T-junction:

- WS178013- car waiting to turn right onto Hyde Road but is hit in the rear by a car which is also hit in the rear by a car.
- WS070916- car waiting to turn right onto Hyde Road and is hit in the rear by another car.
- WS042016- car travelling southbound along the A508 collides into the rear of a car which is parked.

7.5 Three accidents (including WS046113), all slight in nature, were deemed to be caused by slippery road conditions:

- WS137813- car travelling northwards along A508, loses control on slippery surface, causing the vehicle to leave the carriageway. The accident occurred on wet/damp road conditions and in darkness (no street lighting).
- WS015015- motorcycle travelling west along Northampton Road, loses control whilst negotiating left hand bend, causing collision with car travelling in opposite direction.

7.6 Three further accidents (WS011812, WS302412, WS111813) of slight severity were attributed to driver error and involved vehicles failing to stop and causing a collision.

7.7 Two accidents (WS314714, WS316014), both slight in nature, occurred in frost/ice road conditions, almost in the exact location of each other along Blisworth Road. Both accidents occurred within three days of each other and same time period (08:00-08:59), thus indicating a similar correlation behind the causation of the respective accidents. The former occurred at 08:30 on 6 December 2014 and involved a car travelling in a southwards direction along Blisworth Road but the car lost control when negotiating right hand bend. The latter occurred at 08:45 on 9 December 2014 and also involved a car travelling south along Blisworth Road and losing control whilst negotiating right hand bend. These PIAs are therefore attributed to the same icy road conditions.

7.8 The remaining two accidents of the study area were both slight in nature and did not indicate an apparent trend:

- WS160314- car travelling in a north east direction along the A508, loses control for unknown reasons and collides with a lamp-post.
- WS299315- car (V1) travelling south along Hartwell Road, collides with another car (V2) which was pulling over with intentions of turning into Roade Primary School. It was deemed the driver of V1 was following too closely to the car turning into Roade Primary School, resulting in the collision.

7.9 In summary, the PIAs in the Roade study area do not show any locational trends, other than the two accidents on Blisworth Road, which occurred three days apart in December and are attributed to the icy road conditions, and the small cluster of PIAs occurring at the A508/Hyde Road priority controlled T-junction.

8.0 A508- SOUTH OF ROADE STUDY AREA

8.1 As shown in **Figure 10**, 11 accidents were recorded over the five-year period for the south of Roade study area. **Table 8** provides a breakdown of the 11 recorded PIAs at the study area. Seven PIAs were slight in nature and three of serious severity with the remaining accident resulting in a fatality.

Figure 10: location of respective accidents in study area

Table 8: casualty breakdown of study area

Severity	Casualties
Slight	10
Serious	7
Fatal	1
Total	18

8.2 The recorded PIA resulting in a fatality (TS801014), occurred in May 2014 and resulted in four casualties. The accident took place along the A508 and 200m south of the Rookery Lane/Ashton Road staggered crossroad junction. The accident involved a car travelling south and losing control on a right-hand bend, subsequently skidding. This results in the car entering the path of another car and causing a collision. The accident happened at 19:40 in the evening, but in daylight, and occurred in wet/damp road conditions as it was raining.

8.3 Five other accidents (WS023914, WS055814, WS067414, WS131214, WS070415) also involved vehicles losing control, including all of the accidents in the cluster shown in the inset of **Figure 10** on the bend in the road. These are described below:

- WS023914- car travelling southbound along the A508 loses control in wet/damp road conditions when negotiating series of bends, subsequently leaving the carriageway and comes to rest against a nearby tree. This accident was slight in nature and occurred at 01:00 in the morning in darkness (no street lighting).
- WS055814- car travelling northbound along the A508 loses control in wet/damp road conditions when negotiating left hand bend and skids across carriageway and into the path of oncoming traffic. This accident was slight in nature and occurred at 21:15 in the evening in darkness (no street lighting).
- WS067414- car travelling southbound along the A508 and begins to slide, due to the frost/icy road conditions when negotiating bends and attempts to over correct, causing the car to roll and coming to rest in field. This accident was slight in nature and occurred at 07:30 in the morning in daylight.
- WS070415- car travelling northbound along the A508 in dark conditions (without street lighting) loses control when negotiating left hand bend and subsequently collides with a hedge causing the car to spin and overturn. This accident was slight in nature and occurred at 00:53 in the morning. The accident causal factors note that the driver was traveling too fast for the road conditions.
- WS131214- car travelling southbound along the A508 loses control in rainy weather conditions when negotiating right hand bend and subsequently collides with a car travelling in the opposite direction. This accident was of serious severity and occurred at 11:00 in the morning.

8.4 Three further accidents occurred in wet/damp road conditions (WS038713, WS296013, WS289614) two of which resulted in injuries of serious severity with the remaining accident resulting in injuries categorised as slight in nature. All three of the accidents happened in darkness.

8.5 The remaining two accidents of the study area (WS101713, WS110115) are listed below. Both resulted in injuries categorised as slight in nature and did not indicate an apparent trend:

- WS101713- HGV travelling south along the A508 and the trailer of the HGV crossed double white line road markings and subsequently collides with car travelling in opposite direction.
- WS110115- car travelling southbound along the A508 collides into the rear of another car which is waiting to turn right towards Stoke Bruerne.

8.6 The above analysis indicates that there is a trend of drivers losing control in the adverse road conditions, exacerbated by the horizontal and vertical alignment of the A508 in this location. Seven of the accidents occurred in wet/damp road conditions and one accident occurred in icy conditions.

9.0 GRAFTON REGIS STUDY AREA

9.1 As shown in **Figure 11**, a total of four accidents occurred at the Grafton Regis study area. Two accidents were classified as slight severity and two accidents were classified as being of serious severity. **Table 9** provides a casualty breakdown of the four recorded PIAs at the study area.

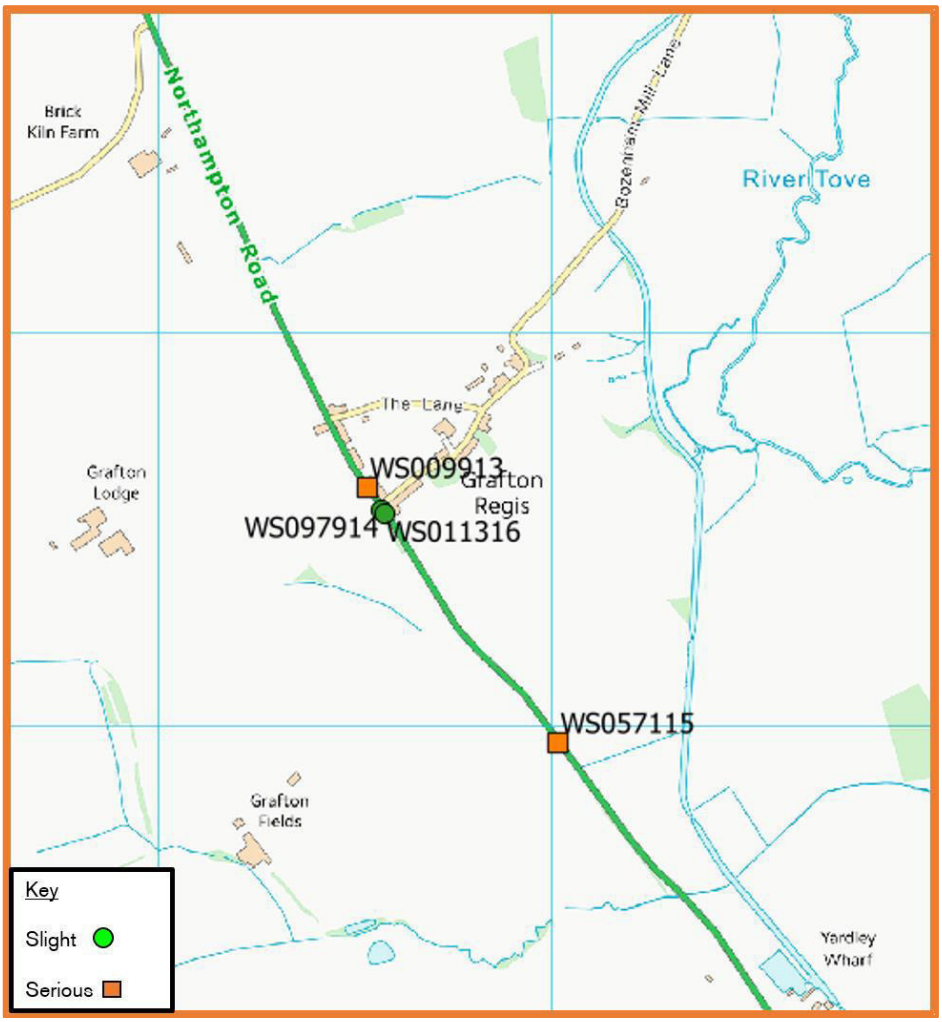

Figure 11: location of respective accidents in study area

Table 9: casualty breakdown of study area

Severity	Casualties
Slight	2
Serious	3
Fatal	0
Total	5

9.2 The two accidents of serious severity (WS009913, WS057115) occurred at different locations within the study area, but both involved rear end collisions. The former involved two cars (V2 and V3), which had already collided and are in the process of exchanging details regarding the incident. However, another car (V1) travelling northwards along the A508, collides into rear of

V2 resulting in V2 veering into driver of V3. It was deemed the snowy weather conditions and subsequent slippery conditions present were attributing factors behind the incident. Driver error was a contributing factor in the latter PIA, as a car (V1) travelling southwards along A508 overtakes a van/goods vehicle (V2) (under 7.5 tonnes). This forces a car (V3) travelling in opposite direction takes evasive action to avoid contact, but V1 does hit another car also travelling northwards whilst colliding with V2. It was deemed the driver of V1 performed a poor manoeuvre and failed to look properly whilst also being under the possible impairment of alcohol.

9.3 The remaining two accidents were classified as slight severity and occurred in vicinity to the A508 Northampton Road/Church Lane priority controlled T-junction:

- WS097914- car (V1) travelling southwards along the A508 and stopped for a vehicle which was turning right onto Church Lane. However, another car also travelling southwards along the A508, failed to stop and collided into the rear of V1. The accident occurred in wet/damp road conditions and therefore, it was deemed a combination of slippery road conditions and sudden braking were causal factors of the impact.
- WS011316- a van/goods vehicle (3.5 tonnes and under) travelling southwards along the A508 collides into the rear of a car which caused two further rear end shunts. The accident occurred in wet/damp road conditions and in darkness (no street lighting).

9.4 In summary, there were two accidents, both slight in nature which occurred at the A508/Church Lane priority controlled T-junction, involving vehicles travelling southwards along the A508.

10.0 MILTON MALSOR STUDY AREA

10.1 As shown in **Figure 12**, a total of five accidents were recorded at the Milton Malsor study area. Four of the recorded accidents were classified as being of slight severity and the remaining PIA was classified as being of serious severity. **Table 10** provides a casualty breakdown of the five recorded PIAs at the study area.

Figure 12: location of respective accidents in study area

Table 10: casualty breakdown of study area

Severity	Casualties
Slight	4
Serious	1
Fatal	0
Total	5

10.2 The PIA of serious severity (WS093613) involved a car travelling northwards along Towcester Road with intentions of turning left onto Gayton Road but fails to see a pedal cycle, resulting in the cyclist falling onto the bonnet of the car.

10.3 Three PIA's, all of slight nature occurred in either wet/damp of frost/ice road conditions:

- WS316212- car travelling northwards along Towcester Road in frost/ice road conditions skids on the ice, causing a collision with another car on the opposite side of the carriageway.
- WS296915- car travelling northwards along Stockwell Road attempted an overtake of a stationary vehicle which causes a rear shunt with another car.
- WS317215- car turning right from private drive onto Towcester Road and a collision occurred with a pedal cycle travelling southwards along Towcester Road.
- The final accident (WS115013) of the study area involved a van/goods vehicle 3.5 tonnes (and under) turning right and failing to see an oncoming motor cycle, causing a collision between the two vehicles which led to a further impact between the motor cycle and a stationary car.

10.4 In summary, the respective accidents at the study area did not indicate a common location or predominant causal factors.

11.0 BLISWORTH STUDY AREA

11.1 As shown in **Figure 13**, a total of eight PIAs occurred at the Blisworth study area. All eight accidents were classified as being of slight severity. **Table 11** provides a casualty breakdown of the eight recorded PIAs at the study area.

Figure 13: location of respective accidents in study area

Table 11: casualty breakdown of study area

Severity	Casualties
Slight	11
Serious	0
Fatal	0
Total	11

11.2 Two of the PIAs occurred along Blisworth High Street (WS071612, WS009413), in wet/damp and snow road conditions. Both accidents also involved stationary vehicles, the former occurred when a car stopped on High Street to allow unknown vehicle to pass parked vehicles. Another car then emerged onto High Street from Stoke Road and collided with the car that originally stopped to allow oncoming traffic through. The latter involved a car parking on High Street and the driver of the car standing next to the car in the road. An oncoming vehicle's wing mirror then collides hits the driver.

11.3 Two accidents occurred at the Blisworth High Street/Northampton Road/Courteenhall Road junction (WS249915, WS041613). The former involved a van/goods 3.5 tonnes (and under) following too close to a pedal cycle and causing a collision at the junction. The latter involved a car having defective breaks which caused the vehicle to lose control and collide with a post. The car then collides with another car which is stationary, waiting to merge onto Courteenhall Road.

11.4 One accident (WS333415) was the result of aggressive driving, potentially alcohol related. Consequently, the car reversed off a driveway and collided with a pedestrian.

11.5 The final three PIAs (WS445011, WS234212, WS020913) were influenced by poor manoeuvres and driver error:

- WS445011- car travelling northbound along Courteenhall Road collides with another car which is parked.
- WS234212- van/goods vehicle (3.5 tonnes and under) travelling southwards along Stoke Road. Two vehicles ahead of the van/goods vehicle pass a pedestrian, however, the driver of the van/goods vehicle fails to spot the pedestrian and consequently, a collision occurred. It was deemed the dazzling sun present at the time of the accident may have been an attributing factor behind the collision.
- WS020913- car travelling southbound along Towcester Road loses control in wet/damp road conditions, resulting in a collision with street sign and tree.

11.6 Overall, driver error was a prominent theme for accidents in the study area although five of the eight accidents occurred in adverse road conditions which may have been a causal factor behind the respective errors.

12.0 A43/TOWCESTER ROAD STUDY AREA

12.1 As shown in **Figure 14**, a total of six accidents occurred at the A43/Towcester Road study area. Four accidents were classified as being of slight severity and two accidents were of serious severity. **Table 12** provides a casualty breakdown of the six recorded PIAs at the study area.

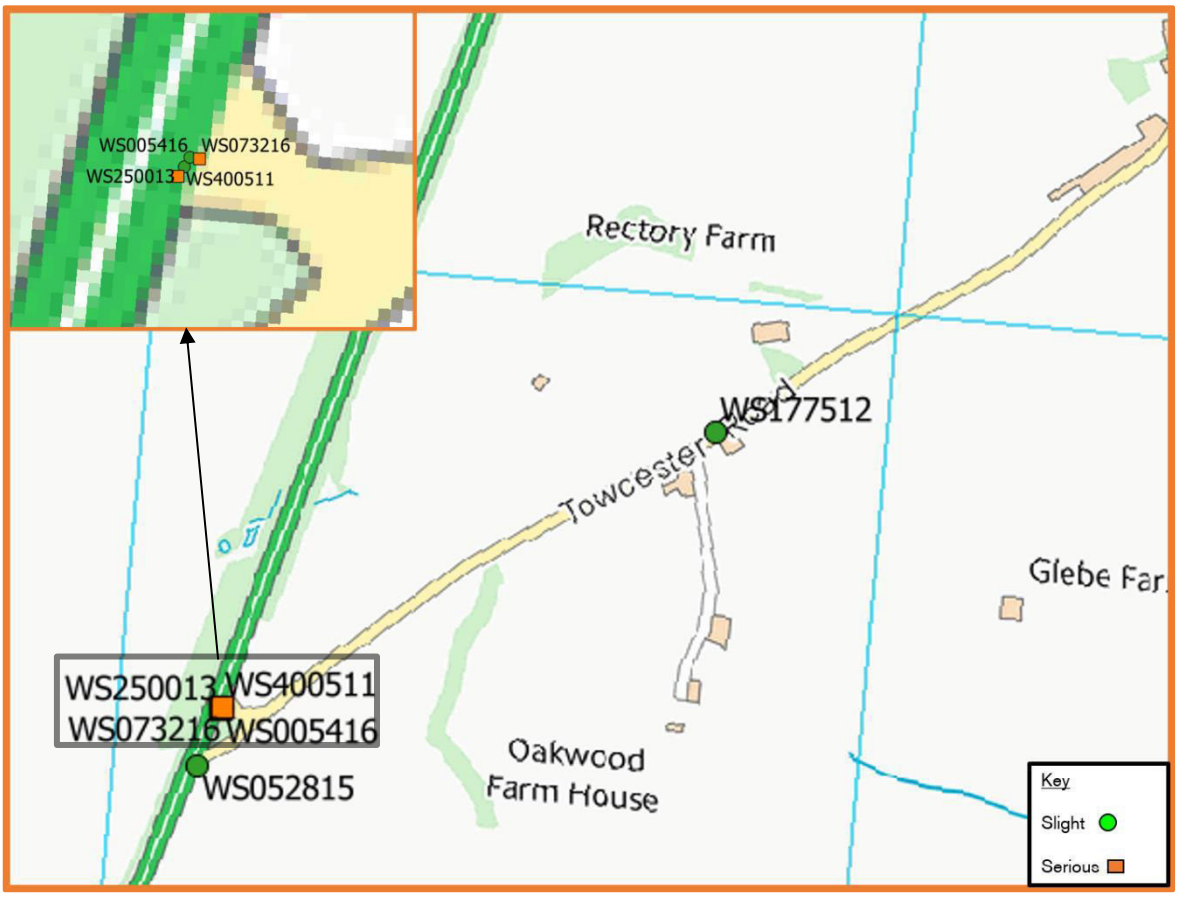

Figure 14: location of respective accidents in study area

Table 12: casualty breakdown of study area

Severity	Casualties
Slight	6
Serious	2
Fatal	0
Total	8

12.2 A cluster of four accidents (WS005416, WS073216, WS400511, WS250013) including two of serious severity (WS250013, WS073216) occurred at the exit of the A43 northbound, leading onto Towcester Road. All four PIAs involved right turn manoeuvres from the A43 northbound and resulted in frontal impacts with vehicles travelling southbound of the A43. Three of the PIAs in the cluster (WS400511, WS250013, WS005416) occurred on weekdays and between 15:45-18:54

12.3 The remaining two accidents recorded in the study area (WS052815, WS177512) were both slight in severity and did not indicate an apparent trend. Driver error and alcohol were contributing factors of the former PIA as a driver failed to look properly, resulting in a rear end

collision. The latter involved a car (V4) travelling northwards along Towcester Road and turning left into a layby. Another car (V3) stops behind V4, however, a van/goods vehicle (3.5 tonnes and under) also travelling northwards does not brake in time and is forced to swerve to avoid contact with V3. In doing so, the van/goods vehicle collides with a car (V2) which was travelling southwards along Towcester Road. The accident occurred in wet/damp road conditions.

12.4 In summary, there is a possible cluster of accidents at the exit of the A43 onto Towcester Road. All four PIAs involved vehicles turning right from the A43.

13.0 CONCLUSION

13.1 An assessment of the accident data on the road network impacted by the proposed development has been undertaken. PIA data for the for the last five years of operation of was obtained from NCC. The study area comprised:

- M1 Junction 15;
- M1 Junction 15A;
- A45 between M1 Junction 15 and the Queen Eleanor Interchange;
- A508 between M1 Junction 15 and the south of the Stoke Bruerne;
- Roade village and Knock Lane/Blisworth Road;
- A508 through Grafton Regis;
- Milton Malsor;
- Blisworth; and
- A43/Towcester Road.

13.2 The assessment identifies the following clusters and trends in PIAs that suggest existing problems:

- M1 Junction 15 - a cluster of six PIAs at the M1 southbound off-slip/A45 northbound exit at the junction, indicative of congested traffic conditions.
- M1 Junction 15 - a cluster of four PIAs on the A508 northbound approach to the junction, comprising a combination of rear end shut and collisions on the circulatory carriageway and at the give way.
- M1 Junction 15A - a cluster of five PIAs on the A43 eastbound approach to the southern roundabout , and a cluster of three PIAs on the circulatory carriageway passing this approach towards the A43 north.
- Queen Eleanor Interchange – small clusters of PIAs on each approach to the junction, indicative of the busy conditions at the interchange.
- A45 – driver error was a prominent factor, including sudden breaking, rear end shuts, and travelling too fast for the road conditions.
- A508/Blisworth Road (Courteenhall Road) junction – a cluster of four PIAs at the junction.
- A508 bend to south of Blisworth Road (Courteenhall Road) – a cluster of four PIAs, three of which relate to loss of control and drivers travelling too fast of the road conditions.
- A508 bends south of Rookery Lane/Ashton Road crossroads - a cluster of accidents on the bends to the south of the crossroads, suggesting a trend of drivers travelling too fast in adverse road conditions, as the majority of the PIAs occurred in wet/damp or frost/icy roads conditions.
- A43/Towcester Road – a cluster of four PIAs, all involving vehicles turning right from the A43 into Towcester Road.

13.3 At the remaining PIA study areas, the assessment did not identify any specific locations or trends where the proposed development could exacerbate existing traffic safety issues.

APPENDIX A – PIA DATA

M1 J15

M1 - North and South of J15

M1 J15A

M1 J15 - A45 Queen Eleanor Interchange

North of Roade

| | | |

Roade

| case | status_ref | Crashing | Scathing | Grading | Road_Level | Grading | Accident_N | Pedestrian | Junction | Crash | Casualty | Accident | Maintenance | Time | Weekend | Road Surface | Road_Type | Speed_Lim | Junct_det | Junct_ref | Road Hazard | Weather | Light_Cond | Dist_Junc | Dist_Junc | Weather | Speed | Light_Cond | Location | Local_auth | Postal | Ped_Injury | Ped_Action | Time | Happy Hour | Day_Week | Month | Vehicles | Casualties | Ped_Age | Ped_Sex | Ped_Location | Ped_Road | Ped_Injury | Ped_Action

South of Roade

Grafton Regis

| | | |

Milton Malsor

| Crash_Ref | Police_ref | Easting | Northing | Severity | Num_Used | Vehicle Ref | Casualties | Pedestrian | Cyclist | Child | Male | Driver | Manoeuvre | Time | Junction | Road1Class | Road1 | Road_type | Speed_lim | Junct_det | Junct_ctrl | Road2Class | Road2 | Cross_ctrl | Cross_fac | Weather | Special | Dark_flag | Location | Local_auth | Postcode | Locality | Acc_date | Day | Reported date | Ped_Acc_Dist | Notes | Vehicle taken | LSOA | Sex1 | Age1 | Hand1 | Left1 | Right1 | Sex2 | Age2 | Hand2 | Left2 | Right2 | Sex3 | Age3 | Hand3 | Left3 | Right3 | Sex4 | Age4 | Hand4 | Left4 | Right4 | Sex5 | Age5 | Hand5 | Left5 | Right5 | Milliseconds | N_Features | Grid_East | Grid_North | Work_point | Webmerge | Time_Range |
|---|---|---

Blisworth

| Date | Police_att | Severity | Fatalities | Serious | Road_conn | Vis/Ambig | Casualties | Pedestrians | Cyclists | Child | Peds | Vehicles | Motorcycle | Time | Junction | Ped/Cyclist | Road_type | Speed_lim | Junct_type | Junct_ctrl | Ped/cyclist | Cross_ctrl | Cross_loc | Weather | Ped_surf | Conv_loc | Location | Local_auth | Parish | Grid Ref | Acc_desc | Day | Reconstruct | Ped_dec | Hours | Dismissal | Ve | Invol | Invol2 | Sex1 | Sex2 | Ve | Invol | Invol2 | Sex1 | Sex2 | Ve | Invol | Invol2 | Sex1 | Sex2

A43/Towcester Road

| Note | Time_id | Junction | Severity | Road_class | Visibility | Junction_detail | Pedestrian_crossing_human | Lighting | Weather | Road_surface | Special_cond | Carriageway_hazards | Road_type | Speed_lim | Junction_detail | Light_conditions | Weather | Casualty_class | Sex_of_casualty | Age_of_casualty | Age_band_of_casualty | Casualty_severity | Pedestrian_location | Pedestrian_movement | Car_passenger | Bus_or_coach_passenger | Pedestrian_road_maintenance_worker | Casualty_type | Casualty_IMD_Decile | Location_easting_OSGR | Location_northing_OSGR | Longitude | Latitude | Police_force | Local_authority_(district) | Local_authority_(highway) | 1st_Road_class | 1st_Road_number | Road_type | Junction_detail | 2nd_Road_class | 2nd_Road_number | Pedestrian_crossing_physical_facilities | Light_conditions | Weather | Road_surface | Special_conditions_at_site | Carriageway_hazards | Urban_or_Rural_area | Did_police_officer_attend_scene_of_accident | LSOA_of_accident_location | Vehicle_reference | Vehicle_type | Towing_and_Articulation | Vehicle_manoeuvre | Vehicle_location-restricted_lane | Junction_location | Skidding_and_Overturning | Hit_object_in_carriageway | Vehicle_leaving_carriageway | Hit_object_off_carriageway | First_point_of_impact | Vehicle_left_hand_drive | Journey_purpose_of_driver | Sex_of_driver | Age_of_driver | Age_band_of_driver | Engine_capacity_(CC) | Propulsion_code | Vehicle_age | Vehicle_IMD_decile | Driver_home_area_type | Driver_IMD_decile | Vehicle_leaving_carriageway | Hit_object_off_carriageway | First_point_of_impact | Casualty_reference | Casualty_class | Sex_of_casualty | Age_of_casualty | Age_band_of_casualty | Casualty_severity | Pedestrian_location | Pedestrian_movement | Car_passenger | Bus_or_coach_passenger | Pedestrian_road_maintenance_worker | Casualty_type | Casualty_IMD_Decile | Location_easting_OSGR | Location_northing_OSGR | Longitude | Latitude | Police_force | Local_authority_(district) | Local_authority_(highway) |
|---|---|---

APPENDIX C

SITE VISIT PHOTOGRAPHS

Photograph 1: view northbound on A508 approach to M1 J15, showing footway on western side

Photograph 2: view northbound from A508 entry at M1J15, showing shared use footway/cycleway

Photograph 3: shared use footway/cycleway on M1 overbridge at M1J15

Photograph 4: shared use footway/cycleway on west side of A45 as viewed from M1J15

Photograph 5: view northbound along A45 showing termination of footway/cycleway prior to layby

Photographs 6 and 7: showing pedestrian desire line at M1J15 through A45 central reserve

Photograph 8: footway on east side of A45 as viewed from M1J15

Photographs 9: view westbound along Saxon Avenue showing shared use footway/cycleway

Photographs 10 to 13: existing cycleway (as indicated on NCC cycle map) alongside western side of A45 between Watering Lane and Wootton Interchange

Photograph 14: bridge over M1 linking site with Collingtree (viewed from Collingtree side of M1)

Photograph 15: view to east along Watering Lane from High Street in Collingtree

Photograph 16: view to west along Ash Road from High Street in Collingtree

Photograph 17: bridleway K2G linking Barn Corner with Windingbrook Lane (part of NCC cycle route)

Photograph 18: bridleway K2G linking Barn Corner with Windingbrook Lane (part of NCC cycle route)

Photograph 19: bridleway K2G linking Barn Corner with Windingbrook Lane (part of NCC cycle route)

Photograph 20: bridleway K2G linkage with Windingbrook Lane (part of NCC cycle route)

Photograph 21: Grand Union Canal towpath (PRoW LA13)

Photograph 22: public footpath KA13 linking to Grand Union Canal towpath (view from A43)

Photograph 23: view across A43 from public footpath LA13 to public footpath KX2, and showing gap in central barrier

Photograph 24: view southbound along A43 from public footpath LA13

Photograph 25: view north to M1J15a from public footpath LA13

Photograph 26: view from steps at public footpath KX2 to A43 and across to public footpath LA13

Photograph 27: loose steps on public footpath KX2

Photograph 28: view north towards M1J15a from public footpath KAX2

Photograph 29: view north of Roade railway cutting from public footpath KZ2a

Photograph 30: view south on public footpath KZ2a adjacent to railway

Photograph 31: stables located off public bridleway KZ10 off Hyde Road in Roade

Photograph 32: view north from bridleway KZ10 towards Blisworth Road in Roade

Photograph 33: bridleway KZ10

Photograph 34: view north along A508 at Rookery Lane junction

Photograph 35: view from towards Ashton Lane from Rookery Lane at junction with A508

APPENDIX D

NORTHAMPTON AND SOUTH NORTHAMPTONSHIRE CYCLE ROUTE MAPS

Northampton Cycle Map

General Information

Northampton has a good network of cycling routes. Along with the NORBITAL route, there are a large number of other off-road cycle tracks and shared-use pathways, which can be used for many journeys around the town, including the National Cycle Network route 6 and the Lottery funded Connect 2 route. The road network is also suitable for many journeys by bike and has been graded on this map according to the degree of skill and experience needed to cycle along each road. If you are a beginner or are worried about cars, you should build up your confidence and basic skill on the yellow roads, where traffic is lighter and speeds and low. As your cycling skills and confidence increase, you can begin to explore the higher graded routes. Bridleways are also permitted for use by cyclists, although their surfaces can often be muddy and may not be suitable for cycling during the winter.

With the wide cycle network in Northampton many places can be visited conveniently by bike. For recreation in the countryside there are many monuments, nature reserves and pocket parks, plus the Brampton Valley Way 14 mile linear park between Northampton and Market Harborough which can be cycled, off-road, for its entire length.

The right to cycle on a particular road or path can be a complicated question, so, although care has been taken in preparation, this map is not evidence of a right to use any road or path or of its legal status. For more information please contact Northamptonshire County Council. (Please see Useful contacts section)

Health and Safety

There are a number of things you can do to help you stay safe whilst cycling:

Wear light-coloured or fluorescent clothing. During twilight hours and at night it is especially important that you make yourself visible by wearing clothing with reflective panels. Most bike shops will be able to assist with choosing suitable gear.

Wear a cycle helmet. It is not compulsory, but can help reduce the risk of head injuries in an accident. Children especially, whether cycling or in a child seat, should wear a helmet, but it is important that they are properly fitted. Again, most cycle shops will be able to provide assistance with this.

Fit good quality lights to your bike, in case you need to cycle at night or in overcast conditions or mist.

When cycling on the road, keep well away from the kerb – it will help you to see and be seen. Don't weave in and out of parked vehicles – keep a straight line so drivers can see you. Be considerate of other road users – respect them as you would like to be respected in return. Give clear hand signals before beginning any manoeuvre - other road users and pedestrians cannot read your mind. Above all, always follow the Highway Code, obeying all road signs and traffic lights.

Where paths are shared-use cycle/footways, pedestrians always have priority. Fit a bell or horn and use it to warn pedestrians of your presence, but also pass slowly and leave as much room as possible. An elderly or blind person can feel intimidated and upset by cyclists rushing by.

If you feel insecure about cycling or know a child who wants to learn how to cycle, cycle training is available. This can help greatly increase cycling confidence, which in turn will make you a much safer cyclist. See contacts section for further details.

You should also ensure your bicycle is properly maintained. Check your brakes, lights and tyres regularly. Correctly pumped up tyres and a well-oiled chain and cogs will make cycling easier and reduce the risk of an accident. You should give your bike a full-service at least once a year, or more frequently if you use your bike regularly. Many bike shops can do this for you if you are unsure how to do it yourself.

Cycle Shops in or near Northampton:

If you need advice about maintaining your bicycle, or choosing a new one, contact your local bike shop. There are also many excellent web-sites for researching bikes, spares parts or "how to" guides.

1. **McGann's Raleigh Cycle Centre**
   71 Harborough Road, Kingsthorpe, NN2 7SH
   tel: 01604 715021 **web:** www.mcganns.co.uk
2. **Newlec Cycles**
   117-119 St James Road, NN5 5LD
   tel: 01604 751996
3. **Oakley Cycles**
   84-88 Lutterworth Road, NN1 5JN
   tel: 01604 632535
   web: www.oakleycyclesnorthampton.co.uk
4. **Pitsford Cycles** (including cycle hire)
   Brixworth Country Park, Brixworth, NN6 9DG
   tel: 01604 881777 **web:** www.pitsfordcycles.co.uk
5. **Cycle King**
   208-210 Kettering Road, NN1 4BN
   tel: 01604 232221 **web:** www.cycleking.co.uk
6. **The Bike Shed**
   14 Park Square, Kings Heath, NN5 7LQ
   tel: 01604 590767
7. **Pedal Power Cycles**
   2 Boothville Green, NN3 6JR
   tel: 01604 491111
8. **Halfords Ltd**
   20 Fairground Way, Riverside Retail Park, NN3 9HU
   tel: 01604 409065 **web:** www.halfords.com
9. **Halfords Ltd**
   Tyne Road, Weedon Road Ind Est, NN5 5AF
   tel: 01604 684880 **web:** www.halfords.com

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Key

- Roads that are normally hazardous for cyclists, but experienced adult highway users may find them useful especially in quiet periods.
- Busy principal roads with high speeds, HVGs, and complex junctions. Suitable for highly skilled commuting cyclists.
- Busy roads mostly lower speeds, some complicated traffic movements. A medium to high level of skill required for trouble-free cycling.
- Through routes with moderate traffic and usually low speeds, but often turning and parking movements. Well trained school children should cope.
- Quiet roads with low traffic speed and volume. Suitable for all cyclists behaving responsibly if they have some training.
- Pedestrianised street.
- Track or private road where cycling may not be allowed without permission.
- Cycle track, path or bridleway with tarmac or stone all weather surface.
- Bridleway or other path with soft surface. May be unsuitable for cycling, especially on a road bike, in wet weather.
- Footpath, unsuitable for cycling.
- Gradient significant for most cyclists. Arrow points downhill.
- One-way street.

Employment	Residential	Retail	Open areas

- Bike Shop
- Dentist
- Fire Station
- GP Surgery
- Hospital
- Leisure Centre
- Library
- Local Natural Reserve
- One-way Street
- Other Building
- Other School
- Toucan Crossing
- Tourist Info
- Pegasus Crossing
- Place of Worship
- Pocket Park
- Police Station
- Post Office
- Primary School
- Rail Line and Station
- Recycling Centre
- Scheduled Ancient Monument
- Secondary School
- Wildlife Site

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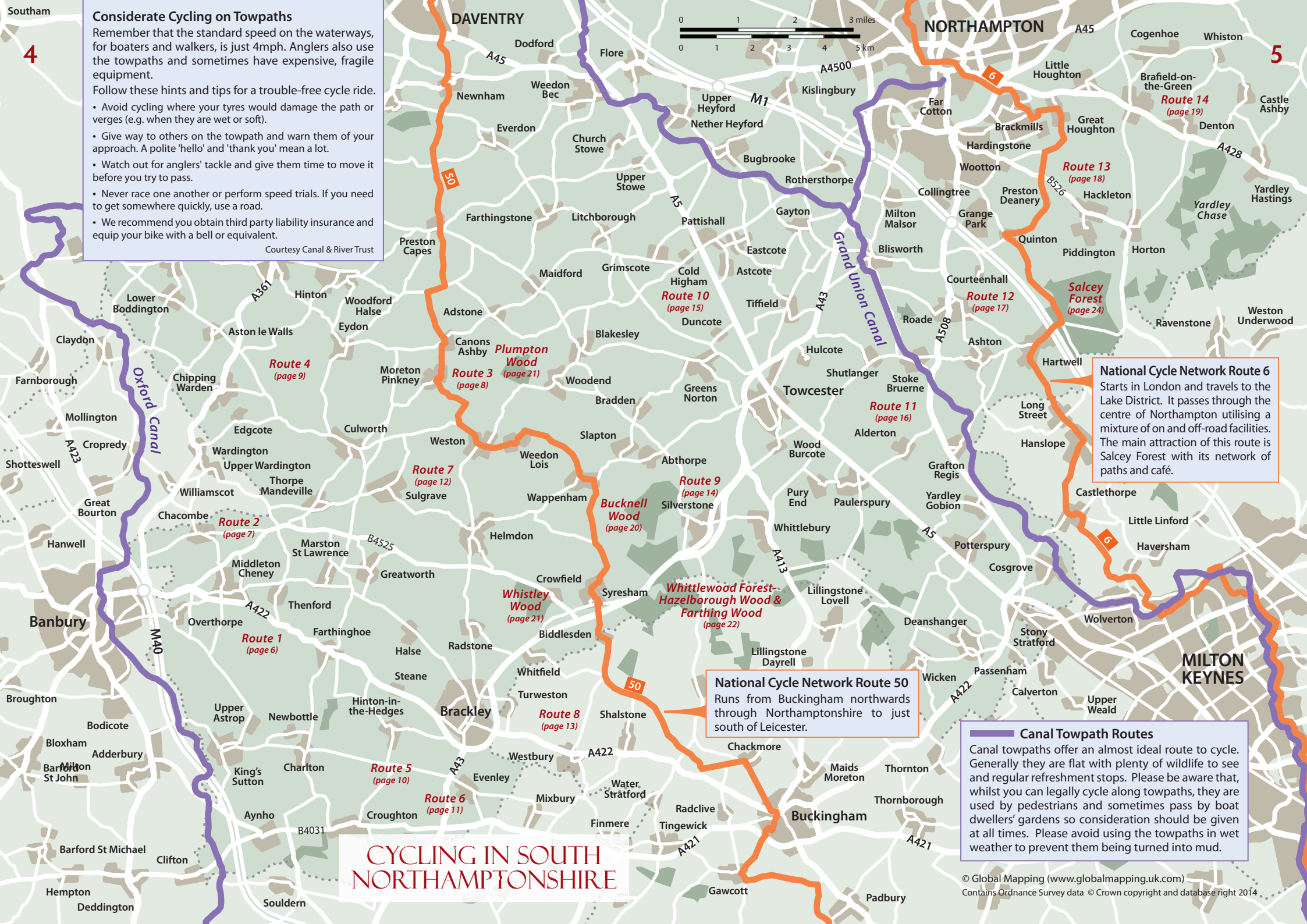
Considerate Cycling on Towpaths
Remember that the standard speed on the waterways, for boaters and walkers, is just 4mph. Anglers also use the towpaths and sometimes have expensive, fragile equipment.
Follow these hints and tips for a trouble-free cycle ride.
• Avoid cycling where your tyres would damage the path or verges (e.g. when they are wet or soft).
• Give way to others on the towpath and warn them of your approach. A polite 'hello' and 'thank you' mean a lot.
• Watch out for anglers' tackle and give them time to move it before you try to pass.
• Never race one another or perform speed trials. If you need to get somewhere quickly, use a road.
• We recommend you obtain third party liability insurance and equip your bike with a bell or equivalent.
Courtesy Canal & River Trust
4
5
0 1 2 3 miles
0 1 2 3 4 5 km
DAVENTRY
NORTHAMPTON
MILTON KEYNES
Towcester
Brackley
Buckingham
Banbury
Southam
Dodford
Flore
Weedon Bec
Newnham
Everdon
Upper Heyford
Nether Heyford
Kislingbury
Church Stowe
Upper Stowe
Bugbrooke
Rothersthorpe
Farthingstone
Litchborough
Pattishall
Gayton
Preston Capes
Maidford
Grimscote
Cold Higham
Eastcote
Astcote
Tiffield
Duncote
Adstone
Blakesley
Canons Ashby
Plumpton Wood (page 21)
Route 3 (page 8)
Woodend
Bradden
Greens Norton
Hulcote
Shutlanger
Stoke Bruerne
Alderton
Wood Burcote
Abthorpe
Slapton
Weston
Weedon Lois
Wappenham
Silverstone
Pury End
Paulerspury
Whittlebury
Helmdon
Sulgrave
Culworth
Edgcote
Wardington
Upper Wardington
Thorpe Mandeville
Williamscot
Chacombe
Route 2 (page 7)
Hanwell
Great Bourton
Shotteswell
Cropredy
Mollington
Farnborough
Claydon
Lower Boddington
Aston le Walls
Chipping Warden
Moreton Pinkney
Eydon
Woodford Halse
Hinton
Route 4 (page 9)
Oxford Canal
Route 7 (page 12)
Route 9 (page 14)
Route 10 (page 15)
Route 11 (page 16)
Route 12 (page 17)
Route 13 (page 18)
Route 14 (page 19)
Bucknell Wood (page 20)
Whistley Wood (page 21)
Whittlewood Forest-Hazelborough Wood & Farthing Wood (page 22)
Salcey Forest (page 24)
Marston St Lawrence
Middleton Cheney
Greatworth
Crowfield
Syresham
Lillingstone Lovell
Lillingstone Dayrell
Deanshanger
Wicken
Passenham
Calverton
Upper Weald
Stony Stratford
Wolverton
Cosgrove
Potterspury
Little Linford
Haversham
Castlethorpe
Hanslope
Long Street
Hartwell
Ashton
Roade
Courteenhall
Ravenstone
Weston Underwood
Yardley Gobion
Grafton Regis
Wood Burcote
Milton Malsor
Blisworth
Collingtree
Grange Park
Quinton
Piddington
Horton
Preston Deanery
Hackleton
Wootton
Hardingstone
Brackmills
Great Houghton
Far Cotton
Little Houghton
Cogenhoe
Whiston
Brafield-on-the-Green
Denton
Castle Ashby
Yardley Hastings
Yardley Chase
Route 1 (page 6)
Route 5 (page 10)
Route 6 (page 11)
Route 8 (page 13)
Overthorpe
Thenford
Farthinghoe
Halse
Steane
Radstone
Biddlesden
Whitfield
Turweston
Shalstone
Chackmore
Westbury
Evenley
Mixbury
Water Stratford
Radclive
Tingewick
Finmere
Croughton
Aynho
Charlton
King's Sutton
Newbottle
Upper Astrop
Hinton-in-the-Hedges
Broughton
Bodicote
Bloxham
Adderbury
Milton
Barford St John
Barford St Michael
Clifton
Hempton
Deddington
Souldern
Gawcott
Padbury
Maids Moreton
Thornton
Thornborough
A45
A5
A43
A422
A361
A423
A4500
M1
M40
A428
A421
A413
A508
B4525
B4031
B526
50
6
National Cycle Network Route 6
Starts in London and travels to the Lake District. It passes through the centre of Northampton utilising a mixture of on and off-road facilities. The main attraction of this route is Salcey Forest with its network of paths and café.
National Cycle Network Route 50
Runs from Buckingham northwards through Northamptonshire to just south of Leicester.
Canal Towpath Routes
Canal towpaths offer an almost ideal route to cycle. Generally they are flat with plenty of wildlife to see and regular refreshment stops. Please be aware that, whilst you can legally cycle along towpaths, they are used by pedestrians and sometimes pass by boat dwellers' gardens so consideration should be given at all times. Please avoid using the towpaths in wet weather to prevent them being turned into mud.
CYCLING IN SOUTH NORTHAMPTONSHIRE
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APPENDIX E

NMU SURVEY RESULTS

Tracsis plc
Traffic and Data Services

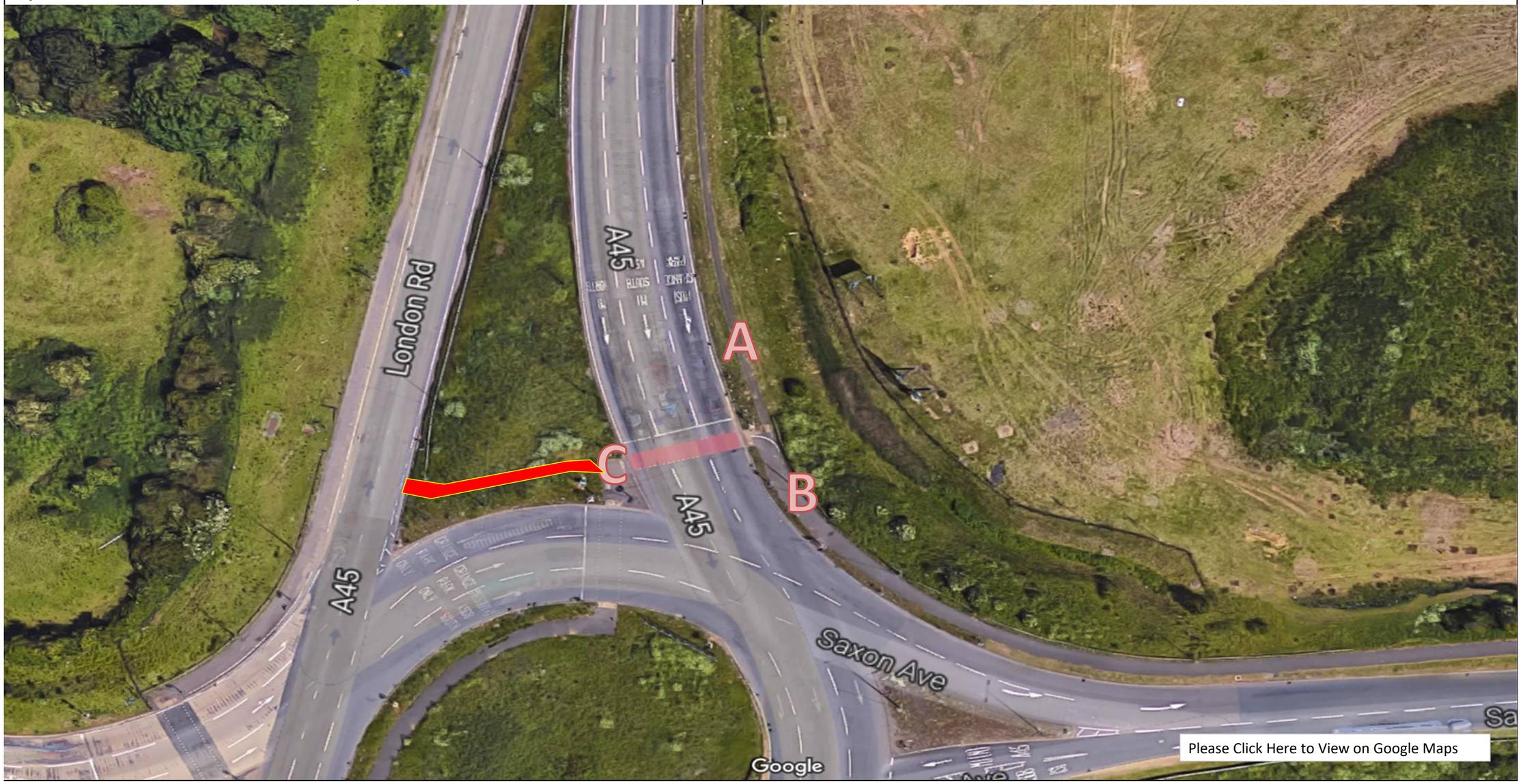
Client:	**ADC Infrastructure**
Project:	**3710-TAD Northamptonshire NMU**
Sites:	**1-5**
Survey Date:	**6th & 7th June 2017**
Survey Period:	**7:00-19:00**
Method:	**NMU Count**

Incidents / Observations:

Difference in counts between site 1 and 2 due to footway marked out on site plans.

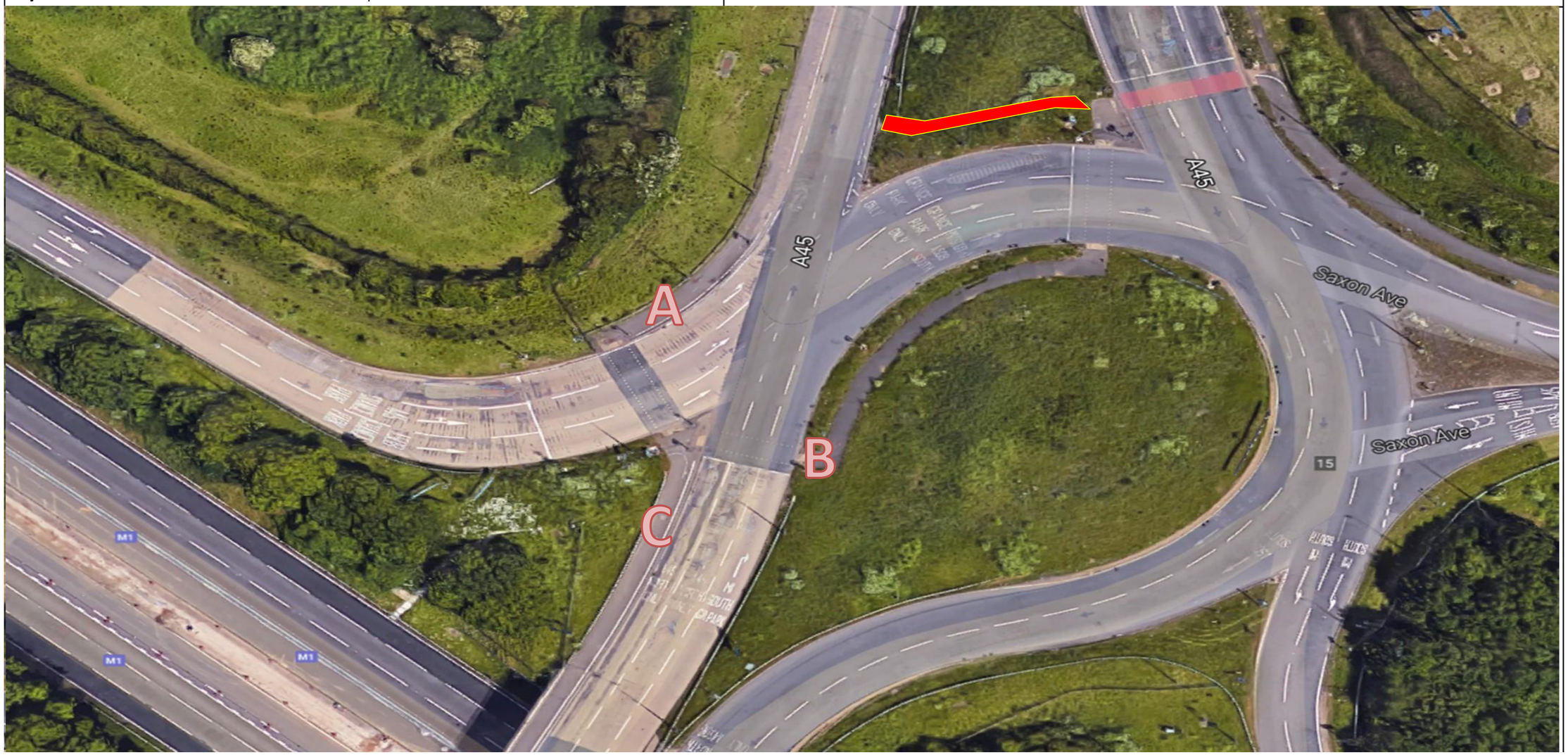
Tracsis plc
Traffic and Data Services

Client :	ADC Infrastructure	**Site plan for :**	Site 1
Project :	3710-TAD Northamptonshire NMU	**Date :**	6th & 7th June 2017



Please Click Here to View on Google Maps

Client :	ADC Infrastructure	**Site plan for :**	Site 2
Project :	3710-TAD Northamptonshire NMU	**Date :**	6th & 7th June 2017



Tracsis plc
Traffic and Data Services

Client :	ADC Infrastructure	**Site plan for :**	Site 3
Project :	3710-TAD Northamptonshire NMU	**Date :**	6th & 7th June 2017

Client :	ADC Infrastructure	**Site plan for :**	Site 4
Project :	3710-TAD Northamptonshire NMU	**Date :**	6th & 7th June 2017

Tracsis plc
Traffic and Data Services

Client :	ADC Infrastructure	**Site plan for :**	Site 5
Project :	3710-TAD Northamptonshire NMU	**Date :**	6th & 7th June 2017

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 06/06/2017

Entry : Arm A - London Rd (North Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	1	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	1	5

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 06/06/2017

Entry : Arm A - London Rd (North Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	1	5

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 06/06/2017

Entry : Arm B - Saxon Ave (South Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
07:45	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	10
1 Hr	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	11	13
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1 Hr	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4	6
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
6 Hrs	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	2	0	17	22

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 06/06/2017

Entry : Arm B - Saxon Ave (South Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
1 Hr	0	1	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
6 Hrs	1	1	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	4	8
Total	6	1	0	0	0	0	2	0	9	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	3	0	21	30

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 06/06/2017

Entry : Arm C - Ped Crossing

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
6 Hrs	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	5

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 06/06/2017

Entry : Arm C - Ped Crossing

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	2	0	19	0	0	0	0	0	0	0	0	0	19
Total	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	4	0	24	0	0	0	0	0	0	0	0	0	24

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 06/06/2017

ORIGIN SUMMARY

	Origin : Arm A - London Rd (North Path)									Origin : Arm B - Saxon Ave (South Path)									Origin : Arm C - Ped Crossing									Origin
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10	0	0	0	0	0	0	1	0	1	11
1 Hr	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	13	0	0	0	0	0	0	2	0	2	15
08:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
08:30	2	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	0	1	0	4	4	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	10
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3	4
6 Hrs	3	0	0	0	0	0	2	0	5	20	0	0	0	0	0	2	0	22	3	0	0	0	0	0	2	0	5	32

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 06/06/2017

ORIGIN SUMMARY

	Origin : Arm A - London Rd (North Path)									Origin : Arm B - Saxon Ave (South Path)									Origin : Arm C - Ped Crossing									Origin
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	8
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3	0	0	0	0	0	0	1	0	1	4
17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	2
1 Hr	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	0	5	1	0	0	0	0	0	2	0	3	8
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
6 Hrs	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	3	0	8	17	0	0	0	0	0	2	0	19	27
Total	3	0	0	0	0	0	2	0	5	24	1	0	0	0	0	5	0	30	20	0	0	0	0	0	4	0	24	59

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 06/06/2017

DESTINATION SUMMARY

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Dest
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
07:45	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	1	8	0	0	0	0	0	0	0	8	11
1 Hr	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	11	0	0	0	0	0	0	0	11	15
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
08:30	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1 Hr	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	3	3	0	0	0	0	0	2	0	5	10
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
11:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1	4
6 Hrs	5	0	0	0	0	0	0	0	5	5	0	0	0	0	0	4	0	9	16	0	0	0	0	0	2	0	18	32

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 06/06/2017

DESTINATION SUMMARY

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Dest
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8
17:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
17:30	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1	2
1 Hr	0	1	0	0	0	0	2	0	3	1	0	0	0	0	0	2	0	3	1	0	0	0	0	0	1	0	2	8
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
6 Hrs	1	1	0	0	0	0	2	0	4	17	0	0	0	0	0	2	0	19	3	0	0	0	0	0	1	0	4	27
Total	6	1	0	0	0	0	2	0	9	22	0	0	0	0	0	6	0	28	19	0	0	0	0	0	3	0	22	59

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 07/06/2017

Entry : Arm A - London Rd (North Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	3

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 07/06/2017

Entry : Arm A - London Rd (North Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	2
6 Hrs	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	2	0	5	0	0	0	0	0	0	0	0	0	5

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 07/06/2017

Entry : Arm B - Saxon Ave (South Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	6
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
6 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	9	9

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 07/06/2017

Entry : Arm B - Saxon Ave (South Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	3
18:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
6 Hrs	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	5	7
Total	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	3	0	14	16

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 07/06/2017

Entry : Arm C - Ped Crossing

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	0	3

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 07/06/2017

Entry : Arm C - Ped Crossing

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
1 Hr	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	4	0	13	0	0	0	0	0	0	0	0	0	13
Total	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	5	0	16	0	0	0	0	0	0	0	0	0	16

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 07/06/2017

ORIGIN SUMMARY

	Origin : Arm A - London Rd (North Path)									Origin : Arm B - Saxon Ave (South Path)									Origin : Arm C - Ped Crossing									Origin
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
1 Hr	1	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	7
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	0	2	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
12:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6 Hrs	1	0	0	0	0	0	2	0	3	8	0	0	0	0	0	1	0	9	1	0	0	0	0	1	1	0	3	15

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 07/06/2017

ORIGIN SUMMARY

	Origin : Arm A - London Rd (North Path)									Origin : Arm B - Saxon Ave (South Path)									Origin : Arm C - Ped Crossing									Origin
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	4	5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	2
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	3	0	0	0	0	0	0	4	0	4	7
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
6 Hrs	0	1	0	0	0	1	0	0	2	3	0	0	0	0	0	4	0	7	9	0	0	0	0	0	4	0	13	22
Total	1	1	0	0	0	1	2	0	5	11	0	0	0	0	0	5	0	16	10	0	0	0	0	1	5	0	16	37

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 07/06/2017

DESTINATION SUMMARY

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Dest
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	6	7
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	1	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
6 Hrs	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	3	0	6	8	0	0	0	0	0	1	0	9	15

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 1
Date: 07/06/2017

DESTINATION SUMMARY

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Saxon Ave (South Path)									Destination : Arm C - Ped Crossing									Dest
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
1 Hr	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	1	5
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1	2
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4	0	4	1	0	0	0	0	0	1	0	2	7
18:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	1	4
6 Hrs	0	0	0	0	0	0	2	0	2	9	1	0	0	0	1	4	0	15	3	0	0	0	0	0	2	0	5	22
Total	0	0	0	0	0	0	2	0	2	11	1	0	0	0	2	7	0	21	11	0	0	0	0	0	3	0	14	37

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 06/06/2017

Entry : Arm A - London Rd (North Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
6 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	2	4

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 06/06/2017

Entry : Arm A - London Rd (North Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	9	0	0	0	0	0	0	1	0	1	10
Total	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	3	0	11	2	0	0	0	0	0	1	0	3	14

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 06/06/2017

Entry : Arm B - Ped Crossing

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	3	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 06/06/2017

Entry : Arm B - Ped Crossing

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6 Hrs	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 06/06/2017

Entry : Arm C - London Rd (South Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6 Hrs	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 06/06/2017

Entry : Arm C - London Rd (South Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6 Hrs	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 06/06/2017

ORIGIN SUMMARY

	Origin : Arm A - London Rd (North Path)									Origin : Arm B - Ped Crossing									Origin : Arm C - London Rd (South Path)									Origin
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	4
08:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
1 Hr	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
6 Hrs	2	0	0	0	0	0	2	0	4	3	0	0	0	0	0	2	0	5	1	0	0	0	0	0	1	0	2	11

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 06/06/2017

ORIGIN SUMMARY

	Origin : Arm A - London Rd (North Path)									Origin : Arm B - Ped Crossing									Origin : Arm C - London Rd (South Path)									Origin
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2
6 Hrs	8	0	0	0	0	0	2	0	10	1	0	0	0	0	0	1	0	2	1	0	0	0	0	0	1	0	2	14
Total	10	0	0	0	0	0	4	0	14	4	0	0	0	0	0	3	0	7	2	0	0	0	0	0	2	0	4	25

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 06/06/2017

DESTINATION SUMMARY

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Dest
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
1 Hr	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
08:00	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	3
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	3
6 Hrs	4	0	0	0	0	0	3	0	7	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	2	11

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 06/06/2017

DESTINATION SUMMARY

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Dest
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
15:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6 Hrs	2	0	0	0	0	0	2	0	4	8	0	0	0	0	0	1	0	9	0	0	0	0	0	0	1	0	1	14
Total	6	0	0	0	0	0	5	0	11	8	0	0	0	0	0	3	0	11	2	0	0	0	0	0	1	0	3	25

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 07/06/2017

Entry : Arm A - London Rd (North Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	2

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 07/06/2017

Entry : Arm A - London Rd (North Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	2
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	1	0	2	5
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	5	1	0	0	0	0	0	1	0	2	7

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 07/06/2017

Entry : Arm B - Ped Crossing

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 07/06/2017

Entry : Arm B - Ped Crossing

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6 Hrs	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	2	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 07/06/2017

Entry : Arm C - London Rd (South Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 07/06/2017

Entry : Arm C - London Rd (South Path)

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Arm
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 07/06/2017

ORIGIN SUMMARY

	Origin : Arm A - London Rd (North Path)									Origin : Arm B - Ped Crossing									Origin : Arm C - London Rd (South Path)									Origin
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	1	0	0	0	0	0	1	0	2	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	1	5

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 07/06/2017

ORIGIN SUMMARY

	Origin : Arm A - London Rd (North Path)									Origin : Arm B - Ped Crossing									Origin : Arm C - London Rd (South Path)									Origin
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:45	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	1	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1 Hr	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
6 Hrs	1	0	0	0	0	0	4	0	5	1	0	0	0	0	0	2	0	3	1	0	0	0	0	0	1	0	2	10
Total	2	0	0	0	0	0	5	0	7	2	0	0	0	0	0	3	0	5	1	0	0	0	0	0	2	0	3	15

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 07/06/2017

DESTINATION SUMMARY

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Dest
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Hrs	1	0	0	0	0	0	2	0	3	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	5

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 2
Date: 07/06/2017

DESTINATION SUMMARY

	Destination : Arm A - London Rd (North Path)									Destination : Arm B - Ped Crossing									Destination : Arm C - London Rd (South Path)									Dest
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Totals
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	2
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6 Hrs	2	0	0	0	0	0	2	0	4	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	2	0	3	10
Total	3	0	0	0	0	0	4	0	7	1	0	0	0	0	0	4	0	5	1	0	0	0	0	0	2	0	3	15

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 3
Date: 06/06/2017

	Northbound									Southbound									Arm Totals
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	
07:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	2	3
18:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	3	0	3	6

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 3
Date: 07/06/2017

	Northbound									Southbound									
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Arm Totals
07:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
15:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	2	0	4	1	0	0	0	0	0	1	0	2	6

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 4
Date: 06/06/2017

	Northbound									Southbound									Arm Totals
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	1	3
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
13:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	2	1	0	3	0	0	0	0	0	2	1	0	3	6
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	2	4
1 Hr	1	1	0	0	0	0	1	0	3	1	1	0	0	0	0	0	0	2	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	0	2	4	0	8	1	1	0	0	0	2	6	0	10	18

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 4
Date: 07/06/2017

	Northbound									Southbound									Arm Totals
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	2
12:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1	2	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2
1 Hr	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
16:30	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	1	0	0	0	1	0	2	0	0	1	0	0	0	0	0	1	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
18:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	2
18:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	3	4
Total	5	0	1	0	0	0	7	1	14	3	0	1	0	0	0	6	1	11	25

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 5
Date: 06/06/2017

	Northbound									Southbound									Arm Totals
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1

Tracsis plc
Traffic and Data Services

Client: ADC Infrastructure
Project: 3710-TAD Northamptonshire NMU
Site: 5
Date: 07/06/2017

	Northbound									Southbound									Arm Totals
	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	Adult	Child	OAP	Disabled	Adult with Pushchair	Adult with Dog	Cyclist	Equestrian	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
13:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
14:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	2
15:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2
Total	7	0	0	0	0	0	0	0	7	4	0	0	0	0	0	2	0	6	13