OxSRFI

OXFORDSHIRE

STRATEGIC RAIL FREIGHT INTERCHANGE

DCO Submission

# Environmental Statement

## **Chapter 3:** Transport
## Appendix 3.1: Transport Assessment Part 3 of 11

**Document 6.3A**

On behalf of
Oxfordshire Railfreight Limited

Prepared by ADC Infrastructure Ltd
**March 2026**

# APPENDIX 10

# LIGHT VEHICLE TRIP DISTRIBUTION

# Bicester, OxSRFI

## Technical Note 4: Development Light Vehicle Trip Distribution

Oxfordshire Railfreight Ltd / Oxfordshire County Council

September 2025

Prepared on Behalf of Tetra Tech Environment Planning Transport Limited.
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# 1 INTRODUCTION

1.1.1 Tetra Tech has been appointed by Oxfordshire County Council to provide traffic and transport modelling services with regard to the Bicester Transport Model (BTM), and specifically the use of the model in relation to the proposed Oxfordshire Strategic Rail Freight Interchange (OxSRFI).

1.1.2 The BTM comprises a Public Transport Network, a Variable Demand Module (VDM) and a SATURN highways assignment model that is centred on Bicester town, covers the Cherwell District, and embraces the geographic area within which reassignment effects due to congestion or potential mitigation measures are likely to be significant.

1.1.3 The model is owned by Oxfordshire County Council (OCC), and maintained by Tetra Tech. It has been developed so that future year forecasting of traffic conditions in Bicester can be undertaken. This has included testing of proposed highways and development schemes in order to assess their comparative viability and to aid economic assessment.

1.1.4 The proposed OxSRFI will be located to the northwest of Bicester, in close proximity to M40 Junction 10, and within the extents of the BTM. It was therefore suitable to assess the traffic impacts of the OxSRFI using the BTM.

1.1.5 ADC Infrastructure Ltd, who are highway and traffic consultants for Oxfordshire Railfreight Ltd, have provided Tetra Tech with details of the approved peak hour traffic generation for OxSRFI, and this Technical Note has been produced to detail how the VDM has been used to distribute that traffic onto the highway network.

# 2 NETWORK MODELLING

2.1.1 The BTM has been developed for a base year of 2016, with the future year models for 2021, 2026 and 2031 having been originally produced to accord with the Local Plan implementation period.

2.1.2 The most recent validation of the BTM was undertaken by Tetra Tech in 2018 and was associated with the model being extended westwards to better represent the road network in the vicinity of the proposed Heyford Park development.

2.1.3 In 2022 the first series of revisions to the BTM uncertainty log were made, producing with it a set of future year reference case models as used by the previous modelling work for the OxSRFI.

2.1.4 In late 2024/early 2025 another update of the Uncertainty Log was undertaken for the latest version of the Cherwell Local Plan which consisted of a single forecast year of 2042.This version of the Uncertainty Log was then revised and expanded to cover the years of 2023, 2024, 2031 and 2034. These years, and an additional scenario in 2031 called the DfT Circular, were required for the OxSRFI modelling. For reference, the current Uncertainty Log covering all these assessment years is presented in **Appendix A**.

2.1.5 In July 2025, whilst conducting the OxSRFI modelling, a planning application was granted for a new logistics development by Albion Land, comprising of two sites near the Baynards Green roundabout (A43/B4100) and a subsequent mitigation scheme.

2.1.6 The decision was taken to revise the remodelled Reference Cases with the addition of these Albion Land sites, including both the demand and associated highway mitigation. To differentiate these from the initial reference cases these scenarios have been labelled with an ‘A’.

2.1.7 The 2034 Reference Case scenario with Albion Land (RC3A) has been used to produce an OxSRFI Do Something with Albion Land scenario (DS3A). This includes full traffic generation from the development and the following embedded infrastructure mitigation.

- M40 Junction 10 improvements.
- Further A43 / B4100 Baynards Green junction improvements.
- Ardley Bypass.
- Middleton Stoney Relief Road.
- Heyford Park Link Road.

- M40 Junction 9 improvements.
- A43 widened to 3 lanes between Padbury and Baynards Green.

2.1.8 A set of SATURN plots are presented in **Appendix B** that show how the items above are represented in the BTM network model.

# 3 VARIABLE DEMAND MODEL

3.1.1 The VDM produces synthetic trip matrices based on Dft TAG guidance, the 2011 Census Data, National Travel Survey and Journey to Work Information, in conjunction with the spatial data of the number of houses, the number of employees, the number of pupils and the retail floorspace within each zone being modelled.

3.1.2 The demand model has been calibrated against roadside interview data and using the 2011 Census data / journey to work data. Synthetic Production and Attraction (PA) matrices for a 24-hour period are produced by the demand model, disaggregated by trip purpose, car availability and mode.

3.1.3 The output Production and Attraction prior matrices derived from the demand model are converted to AM, IP, PM and the Off Peak (OP) period origin destination matrices according to derived proportions. Peak period to peak hour factors for each purpose are used to calculate the peak hour matrices for ten purpose types (see below). It should be noted that the OP period is used within the VDM model only and not assessed as part of the highway assignment validation.

3.1.4 There are ten trip purpose types modelled, as follows, comprising both home-based (HB) and non-home-based (NHB) trips:

- HB Commute.
- HB Employer's Business.
- HB Education.
- HB Shopping.
- HB Rest (this comprises all other HB purposes).
- NHB Commute.
- NHB Employer's Business.
- NHB Education.
- NHB Shopping.
- NHB Rest (this comprises all other NHB purposes).

3.1.5 The ten purpose OD highway matrices are aggregated for assignment, giving the following car matrices: Car Commute; Car Employers Business and Car Other for each peak period where Car Other sums the Education, Shopping and Rest purpose types.

# 4 OXSRFI LIGHT VEHICLE TRIP DISTRIBUTION

4.1.1 Trip generation for employment development is calculated within the VDM based on number of jobs, with the OxSRFI modelling assuming a total of 9,000 full time equivalent jobs.

4.1.2 ADC have also provided details of approved peak hour trips for the development, with light vehicle trip generation (without the impact of the Travel Plan) being as detailed in **Table 4-1**.

**Table 4-1: OxSRFI Peak Hour Light Vehicle Generation**

| | Inbound | Outbound | Total |
|---|---|---|---|
| AM Peak Hour | 903 | 97 | 1000 |
| PM Peak Hour | 298 | 1038 | 1336 |

4.1.3 In terms of creating trip matrices that include OxSRFI, the first stage has been to input the 9,000 employees figure into the VDM. This results in the development light vehicle trip generation detailed in **Table 4-2**.

**Table 4-2: VDM OxSRFI Peak Hour Light Vehicle Generation (9,000 Employees)**

| | Inbound | Outbound | Total |
|---|---|---|---|
| AM Peak Hour | 1185 | 163 | 1348 |
| PM Peak Hour | 342 | 1040 | 1382 |

4.1.4 The trip matrices have then been manually adjusted so that total OxSRFI trips match those in **Table 4-1**. The zone-to-zone percentage distribution has remained the same as that produced by the VDM, with just the number of light vehicles being adjusted.

4.1.5 The adjusted trip matrices have then been assigned to the network, and OxSRFI light vehicle distribution data extracted from the model. This distribution data has then been plotted onto OS mapping, and these plots are presented in **Appendices C to F**.

# APPENDICES

# APPENDIX A: UNCERTAINTY LOG

| ID | Name | Dev Type | 2023 | 2024 | DfT Circular (2031) | 2031 | 2034 | 2042 | Certainty |
|---|---|---|---|---|---|---|---|---|---|
| Inf101 | London Road level crossing | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf102 | NW Bicester: Internal road network | Infrastructure | Partial | Partial | Yes | Yes | Yes | Yes | Near Certain |
| Inf103 | NW Bicester: Strategic Link Road | Infrastructure | No | No | Yes | Yes | Yes | Yes | More Than Likely |
| Inf104 | SE Bicester Wretchwick Green | Infrastructure | Partial | Partial | Yes | Yes | Yes | Yes | Near Certain |
| Inf105 | SE Bicester Additional Area | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | More Than Likely |
| Inf109 | Western peripheral corridor | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf110 | Western peripheral corridor | Infrastructure | No | No | Yes | Yes | Yes | Yes | More Than Likely |
| Inf111 | Eastern peripheral corridor | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Completed |
| Inf112 | Eastern peripheral corridor | Infrastructure | No | No | No | No | No | No | Hypothetical |
| Inf113 | Eastern peripheral corridor | Infrastructure | No | No | No | No | No | No | Hypothetical |
| Inf114 | Eastern peripheral corridor: | Infrastructure | No | No | Yes | Yes | Yes | Yes | More Than Likely |
| Inf115 | Pioneer Road roundabout improvements | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Completed |
| Inf155b | Ploughley Road | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf116 | Southern peripheral corridor: | Infrastructure | No | No | No | No | No | No | Hypothetical |
| Inf117 | London Road level crossing solution | Infrastructure | No | No | No | Yes | Yes | Yes | More Than Likely |
| Inf118 | Oxford Rd / Pingle Drive juncrion | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Completed |
| Inf119 | A41/ Neunkirchen Way Roundabout (Rodney House) | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Completed |
| Inf120 | A41 Oxford Rd / Boundary Way roundabout | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Completed |
| Inf122 | Bus Route S5/X5 | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Near Certain |
| Inf123 | Bus Route 25A (Now renamed 250) | Infrastructure | 1ph | 1ph | Yes | Yes | 1ph | 1ph | Near Certain |
| Inf124 | Bus Route 500 | Infrastructure | No | No | Yes | Yes | Yes | Yes | More Than Likely |
| Inf125 | Bus Route E2 | Infrastructure | No | No | Yes | Yes | Yes | Yes | More Than Likely |
| Inf126 | Bus Route E3 | Infrastructure | No | No | Yes | Yes | Yes | Yes | More Than Likely |
| Inf127 | Bus Route 21 | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Near Certain |
| Inf128 | Bus Route SEB | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | More Than Likely |
| Inf129 | Bus Route GH | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | More Than Likely |
| Inf130 | Bus Route 26 | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | More Than Likely |
| Inf131 | Reading – Bedford with a headway of 60 minutes all day; | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | More Than Likely |
| Inf132 | Reading – Milton Keynes with a headway of 60 minutes all day; | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | More Than Likely |
| Inf133 | Bletchley – Milton Keynes with a headway of 60 minutes all day; | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | More Than Likely |
| Inf134 | Milton Keynes – Marylebone with a headway of 60 minutes all day. | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | More Than Likely |
| Inf135 | Evergreen3 from Chiltern Railway | Infrastructure | N/A | N/A | N/A | N/A | N/A | N/A | Completed |
| Inf136 | Kingsmere Retail Mitigation Scheme | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Near Certain |
| Inf137 | Bicester 10 transport mitigation | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf138 | Bicester 11 Transport Mitigation | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Completed |
| Inf139 | Skimmingdish Lane housing site mitigation | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Completed |
| Inf140 | A4095 / A4260 Shipton Junction | Infrastructure | No | No | No | Yes | Yes | Yes | Near Certain |
| Inf141 | Bicester 4 | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf142 | Heyford Park Existing Permission Infrastructure | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Completed |
| Inf143 | HPA Mitigation: Public transport | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf145 | HPA Mitigation: M40 J10 | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf146 | HPA Mitigation: B430 / Unammed Road Junction | Infrastructure | No | No | No | Yes | Yes | Yes | Near Certain |
| Inf147 | HPA Mitigation:Hopcrofts Holt Junction | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf148 | HPA Mitigation: Middleton Stoney Junction | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf149 | HPA Mitigation: Ardley Village B430 Signalisation | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf150 | HPA Mitigation: Chilgrove Drive / Camp Road Junction Upgrade | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf151 | Great Wolf Lodge, Chesterton | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf152 | Bicester Heritage (Hotel) | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf153 | Bicester Heritage (Experience Quarter) | Infrastructure | No | No | Yes | Yes | Yes | Yes | More Than Likely |
| Inf154 | Bicester Heritage (Innovation Quarter) | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf155 | Bicester Catalyst | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Completed |
| Inf156 | Siemens (Tritax Symmetry) - M40J9 | Infrastructure | No | No | No | Yes | Yes | Yes | Near Certain |
| Inf157 | Land at Lechmere Farm, Camp Road, Upper Heyford (Pye Homes) | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf158 | Land south of Heyford Grange, Letchmere Farm, Upper Heyford (Pye Homes) | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf159 | Bicester Sports Association (Chesterton) | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf161 | Bicester Central Corridor | Infrastructure | No | No | No | Yes | Yes | Yes | Near Certain |
| Inf162 | 40mh on Biceter Ring Road | Infrastructure | Yes | Yes | Yes | Yes | Yes | Yes | Completed |
| Inf158 | Land south of Heyford Grange, Letchmere Farm, Upper Heyford (Pye Homes) | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |
| Inf159 | Bicester Sports Association (Chesterton) | Infrastructure | No | No | Yes | Yes | Yes | Yes | Near Certain |

## Bicester Transport Model Uncertainty Log - All Scenarios
## Infrastructure Schemes

| ID | Name | | Dev Type | 2023 | 2024 | DfT Circular (2031) | 2031 | 2034 | 2042 | Certainty |
|---|---|---|---|---|---|---|---|---|---|---|
| Res101 | Bicester Community Hospital Kings End | | C3Dwellings | 14 | 14 | 14 | 14 | 14 | 14 | Completed (March 2017) |
| Res103 | BICESTER 13: Gavray Drive | | C3Dwellings | 0 | 0 | 250 | 250 | 250 | 250 | More Than Likely |
| Res104a | BICESTER 2: Graven Hill | | C3Dwellings | 0 | 0 | 0 | 0 | 283 | 1036 | More Than Likely |
| Res104b | BICESTER 2: Graven Hill | | C3Dwellings | 446 | 446 | 1064 | 1064 | 1064 | 1064 | Near Certain |
| Res105 | KINGSMERE (South West Bicester) - Phase 1 | | C3Dwellings | 1744 | 1744 | 1744 | 1744 | 1744 | 1744 | Near Certain |
| Res106 | Land at Skimmingdish Lane | | C3Dwellings | 46 | 46 | 46 | 46 | 46 | 46 | Completed (Sept 2019) |
| Res107 | Land South of Church Lane (Old Place Yard and St Edburgs) | | C3Dwellings | 0 | 0 | 14 | 14 | 14 | 14 | Near Certain |
| Res108 | Land South of Talisman Road | | C3Dwellings | 125 | 125 | 125 | 125 | 125 | 125 | Completed (March 2018) |
| Res109 | BICESTER 1: North West Bicester Eco-Town Exemplar Site | | C3Dwellings | 373 | 373 | 412 | 412 | 412 | 412 | Near Certain |
| Res110a | BICESTER 1: North West Bicester Phase 2 (Remainder) | | C3Dwellings | 0 | 0 | 530 | 530 | 530 | 530 | Near Certain |
| Res110b | BICESTER 1: North West Bicester Phase 2 (Remainder) | | C3Dwellings | 0 | 0 | 0 | 0 | 845 | 3100 | More Than Likely |
| Res111 | South East Bicester (Wretchwick Green) (Bicester 12) | | C3Dwellings | 0 | 0 | 1500 | 1050 | 1173 | 1500 | More Than Likely |
| Res112a | BICESTER 3: South West Bicester Phase 2 | | C3Dwellings | 401 | 401 | 649 | 649 | 649 | 649 | Completed |
| Res112b | BICESTER 3: South West Bicester Phase 2 | | C3Dwellings | 0 | 0 | 0 | 0 | 26 | 96 | More Than Likely |
| Res115 | Windfall Allowance (<10 dwellings) | | C3Dwellings | | | 208 | 208 | 208 | 208 | - |
| Res116 | Land at Bessemer Close / Launton Road | | C3Dwellings | 0 | 0 | 0 | 0 | 0 | 0 | Completed (Dec 2019) |
| Res118i | VILLAGES 5: Former RAF Upper Heyford | | C3Dwellings | 813 | 843 | 1784 | 1784 | 1784 | 1784 | Near Certain |
| Res118ii | VILLAGES 5: Former RAF Upper Heyford | | C3Dwellings | 5 | 135 | 998 | 340 | 519 | 998 | Near Certain |
| Res121 | Inside Out Interiors, 85-87 Churchill Road, Bicester | | C3Dwellings | 0 | 0 | 10 | 10 | 10 | 10 | More Than Likely |
| Res122 | Kings End Antiques, Kings End, Bicester | | C3Dwellings | 0 | 10 | 0 | 0 | 0 | 0 | More Than Likely |
| Res123 | Bicester Gateway Business Park, Wendlebury Road, Bicester (Phase 1B) | | C3Dwellings | 0 | 0 | 273 | 273 | 273 | 273 | More Than Likely |
| Res124 | The Paddocks, Chesterton | | C3Dwellings | 45 | 45 | 45 | 45 | 45 | 45 | More Than Likely |
| Res126 | Land North Of Oak View, Weston On The Green | | C3Dwellings | 0 | 20 | 0 | 0 | 0 | 0 | More Than Likely |
| Res129 | UNALLOCATED SITE (10 or more dwellings) | | C3 Dwellings | 0 | 0 | 0 | 0 | 0 | 0 | |
| Res130 | UNALLOCATED SITE (10 or more dwellings) | | C3 Dwellings | 0 | 0 | 0 | 10 | 10 | 10 | |
| Res131 | UNALLOCATED SITE (10 or more dwellings) | | C3 Dwellings | 0 | 0 | 0 | 65 | 65 | 65 | |
| Res132 | UNALLOCATED SITE (10 or more dwellings) | | C3 Dwellings | 0 | 0 | 0 | 66 | 66 | 66 | |
| Res133 | UNALLOCATED SITE (10 or more dwellings) | | C3 Dwellings | 0 | 0 | 0 | 84 | 84 | 84 | |
| Res134 | UNALLOCATED SITE (10 or more dwellings) | | C3 Dwellings | 0 | 0 | 0 | 55 | 55 | 55 | |
| Res135 | UNALLOCATED SITE (10 or more dwellings) | | C3 Dwellings | 0 | 0 | 0 | 147 | 147 | 147 | |
| Res136 | UNALLOCATED SITE (10 or more dwellings) | | C3 Dwellings | 0 | 0 | 0 | 120 | 120 | 120 | |
| Res137 | Bicester H1: North West Bicester (Cherwell Local Plan) | | C3 Dwellings | 0 | 0 | 0 | 0 | 943 | 3458 | |

**Bicester Transport Model Uncertainty Log - All Scenarios**
**Residential Developments**

| ID | Name | | Dev Type | 2023 | 2024 | DfT Circular (2031) | 2031 | 2034 | 2042 | Certainty |
|---|---|---|---|---|---|---|---|---|---|---|
| Emp101a | NW Bicester (Bicester 1) | | Number of Jobs | 1000 | 1000 | 1,000 | 1,000 | 1000 | 1,000 | Completed |
| Emp101b | NW Bicester (Axis Jn 9 Phase 3) | | Number of Jobs | 0 | 0 | 200 | 200 | 200 | 200 | More than likely |
| Emp102 | Graven Hill (Bicester 2) | | B8 | 0 | 0 | 104008 | 104,008 | 104008 | 104,008 | Near Certain |
| Emp103 | Bicester Business Park (Bicester 4) | | B1(a) | 0 | 0 | 60,000 | 60,000 | 60000 | 60,000 | Near Certain |
| Emp104a | Bicester Gateway (Bicester 10 - Phase 1) | | B1(a) | 0 | 0 | 14,972 | 14,972 | 14972 | 14,972 | Near Certain |
| Emp104b | Bicester Gateway (Bicester 10 - Phase 1) | | Hotel | 50 | 50 | 50 | 50 | 50 | 50 | Completed |
| Emp105a | NE Bicester Business Park (Bicester 11) | | B2 | 14,492 | 14,492 | 14,492 | 14,492 | 14492 | 14,492 | Completed |
| Emp105b | NE Bicester Business Park (Bicester 11) | | B8 | 33,816 | 33,816 | 33,816 | 33,816 | 33816 | 33,816 | |
| Emp106a | Wretchwick Green (Bicester 12) | | B1(c) | 0 | 0 | 7,000 | 7,000 | 7000 | 7,000 | Near Certain |
| Emp106b | Wretchwick Green (Bicester 12) | | B8 | 0 | 0 | 62,708 | 62,708 | 62708 | 62,708 | |
| Emp107 | SE Bicester (Symetry Park) (Bicester 12) | | Number of Jobs | 0 | 0 | 1481 | 1481 | 1481 | 1,481 | Near Certain |
| Emp114 | Bicester Village Phase 4 | | Retail | 5,181 | 5,181 | 5,181 | 5,181 | 5181 | 5,181 | Completed |
| Emp115 | Bicester Gateway (Kingsmere Retail) | | Retail | 9,913 | 9,913 | 9,913 | 9,913 | 9913 | 9,913 | Near Certain |
| Emp116 | McDonalds Drive-thru | | Retail | 548 | 548 | 548 | 548 | 548 | 548 | Completed |
| Emp118 | Heyford Park | | Number of Jobs | 40 | 40 | 1,181 | 1,181 | 1181 | 1,181 | Near Certain |
| Emp119 | Great Wolf Lodge, Chesterton | | Number of Jobs | 0 | 0 | 460 | 460 | 460 | 460 | Near Certain |
| Emp120 | Ardley Energy Recovery Facility [3] | | Number of Jobs | 0 | 0 | 0 | 0 | 0 | 0 | Completed |
| Emp121 | Bicester Heritage (Hotel) | | Number of Jobs | 0 | 0 | 180 | 180 | 180 | 180 | Near Certain |
| Emp122a | Bicester Heritage (Experience Quarter) | | Number of Jobs | 0 | 0 | 200 | 200 | 200 | 200 | More than likely |
| Emp122b | Bicester Heritage (Experience Quarter) | | Number of Visitors | 0 | 0 | 625 | 625 | 625 | 625 | More than likely |
| Emp123a | Bicester Heritage (Extension to technical site) | | B1(c) | 2,177 | 2,177 | 2,177 | 2,177 | 2177 | 2,177 | Completed |
| Emp123b | Bicester Heritage (Extension to technical site) | | B2 | 2,177 | 2,177 | 2,177 | 2,177 | 2177 | 2,177 | |
| Emp123c | Bicester Heritage (Extension to technical site) | | B8 | 2,177 | 2,177 | 2,177 | 2,177 | 2177 | 2,177 | |
| Emp124a | Bicester Heritage (Innovation Quarter) | | B1(c) | 0 | 0 | 7,331 | 7,331 | 7331 | 7,331 | Near Certain |
| Emp124b | Bicester Heritage (Innovation Quarter) | | B2 | 0 | 0 | 7,331 | 7,331 | 7331 | 7,331 | |
| Emp124c | Bicester Heritage (Innovation Quarter) | | B8 | 0 | 0 | 7,331 | 7,331 | 7331 | 7,331 | |
| Emp125a | Bicester Catalyst | | Number of Jobs | 0 | 0 | 1,049 | 1,049 | 1049 | 1,049 | Under Construction |
| Emp125b | Bicester Catalyst | | Number of Jobs | 110 | 110 | 110 | 110 | 110 | 110 | |
| Emp126 | Siemens (Tritax Symmetry) - M40J9 | | Number of jobs | 0 | 0 | 1,315 | 1,315 | 1315 | 1,315 | Reasonably Forseeable |
| Emp127 | BICESTER E1 | | Number of jobs | 0 | 0 | 0 | 0 | 1588 | 1,588 | Reasonably foreseeable |
| Emp128 | BICESTER E2 | | Number of jobs | 0 | 0 | 0 | 0 | 0 | 854 | Reasonably foreseeable |
| Emp129 | BICESTER E3 | | Number of jobs | 0 | 0 | 0 | 0 | 658 | 5,793 | Reasonably foreseeable |
| Emp130 | BICESTER E4 | | Number of jobs | 0 | 0 | 0 | 0 | 1279 | 4,688 | Reasonably foreseeable |
| Emp131 | BICESTER E5 | | Number of jobs | 0 | 0 | 0 | 0 | 169 | 618 | Reasonably foreseeable |
| Emp132 | Suhner House, Telford Road | | Number of jobs | 0 | 0 | 0 | 0 | -16 | -60 | Reasonably foreseeable |
| Emp133 | 1 Talisman Road Bicester OX26 6HR | | Number of jobs | 0 | 0 | 0 | 0 | 15 | 56 | Reasonably foreseeable |
| Emp134 | Bicester Town Centre, Manorsfield Rd | | Number of jobs | 0 | 0 | 0 | 0 | 22 | 81 | Reasonably foreseeable |
| Emp135 | 29 Murdock Road and 34B Murdock Road | | Number of jobs | 0 | 0 | 0 | 0 | -12 | -43 | Reasonably foreseeable |

Completion quantum and land use split (B1 / B2 / B8) remains as per previous uncertainty log
Completion quantum and / or land use slpit (B1 / B2 / B8) has been updated since previous uncertainty log.
Development was not in previous uncertainty log

Notes: (1) Completion rates are in square metres (sqm) of floor area, unless specified otherwise.

# Bicester Transport Model Uncertainty Log - All Scenarios
## Employment Development

| ID | Name | | Dev Type | | | | | | | Certainty |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 2023 | 2024 | DfT Circular (2031) | 2031 | 2034 | 2042 | |
| Sch101 | Bicester – SW (Kingsmere) | | 600 place secondary school | 600 | 600 | 600 | 600 | 600 | 600 | Completed |
| Sch102 | Bicester – SW (Kingsmere) | | Primary | 0 | 0 | 210 | 210 | 210 | 210 | Completed |
| Sch103 | Bicester – S (Graven Hill) | | Primary: 2FE plus nursery | 0 | 60 | 420 | 420 | 420 | 420 | Completed |
| Sch104 | Bicester – NW (Ecotown) | | 3 - 4 primaries | 420 | 420 | 1365 | 1365 | 1365 | 1365 | More Than Likely |
| Sch105 | Bicester – NW (Ecotown) | | Secondary | 0 | 0 | 1200 | 1200 | 1200 | 1200 | More Than Likely |
| Sch106 | Bicester – SE | | Primary: 2fe | 0 | 0 | 420 | 420 | 420 | 420 | More Than Likely |
| Sch107 | Longfield | | Primary | 58 | 58 | 101 | 101 | 101 | 101 | Completed |
| Sch108 | Launton | | Primary | 35 | 35 | 0 | 35 | 35 | 35 | Hypothetical |
| Sch109 | St Edburgs | | Primary | 169 | 169 | 528 | 528 | 528 | 528 | Completed |
| Sch110 | Upper Heyford committed | | Primary | 0 | 0 | 0 | 280 | 280 | 280 | Near Certain |
| Sch111 | Upper Heyford committed | | Secondary | 0 | 0 | 180 | 180 | 180 | 180 | Near Certain |
| Sch112 | Upper Heyford allocation | | Primary | 0 | 0 | 0 | 315 | 315 | 315 | Reasonably Foreseeable |
| Sch113 | Upper Heyford allocation | | Secondary | 0 | 0 | 315 | 315 | 315 | 315 | Reasonably Foreseeable |
| Sch114 | Bicester | | Primary | 150 | 180 | 210 | 210 | 210 | 210 | More Than Likely |

**Bicester Transport Model Uncertainty Log - All Sceanrios**
**Education Development**

| ID | Name | Dev Type | 2023 | 2024 | DfT Circular | 2031 | 2034 | 2042 | Certainty |
|---|---|---|---|---|---|---|---|---|---|
| Ret1 | Bicester Village Phase 4 | A1 | 5181 | 5181 | 5181 | 5181 | 5181 | 5181 | Completed |
| Ret2 | Bicester Gateway (Kingsmere Retail) (Bicester 3) | A1 / A3 / D2 | 9913 | 9913 | 9913 | 9913 | 9913 | 9913 | Completed |
| Ret3 | McDonalds Drive-thru | A1 / A5 | 548 | 548 | 548 | 548 | 548 | 548 | Completed |

Notes: (1) Completion rates are in square metres (sqm) of floor area.

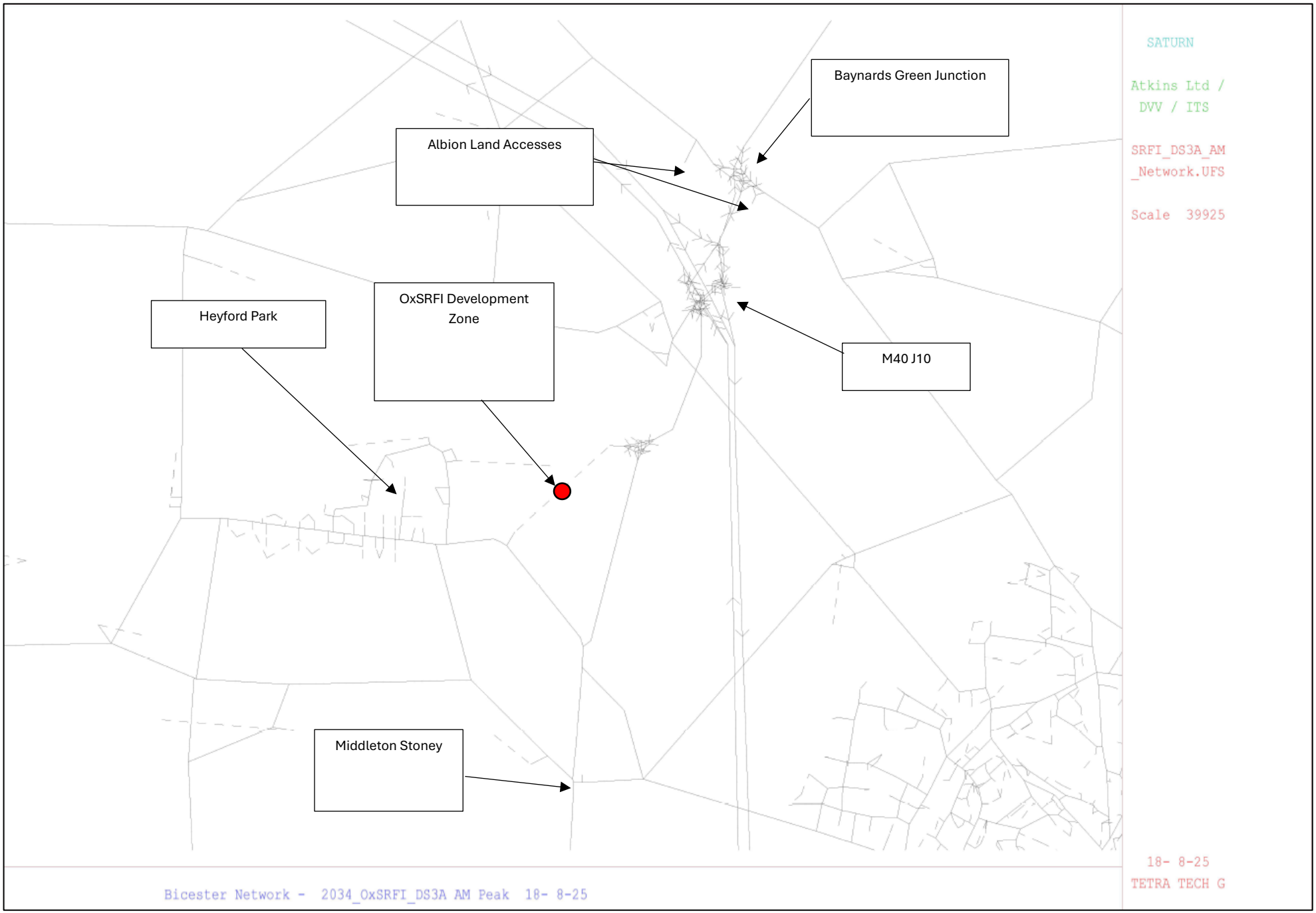
## Bicester Transport Model Uncertainty Log - All Sceanrios
## Retail Development

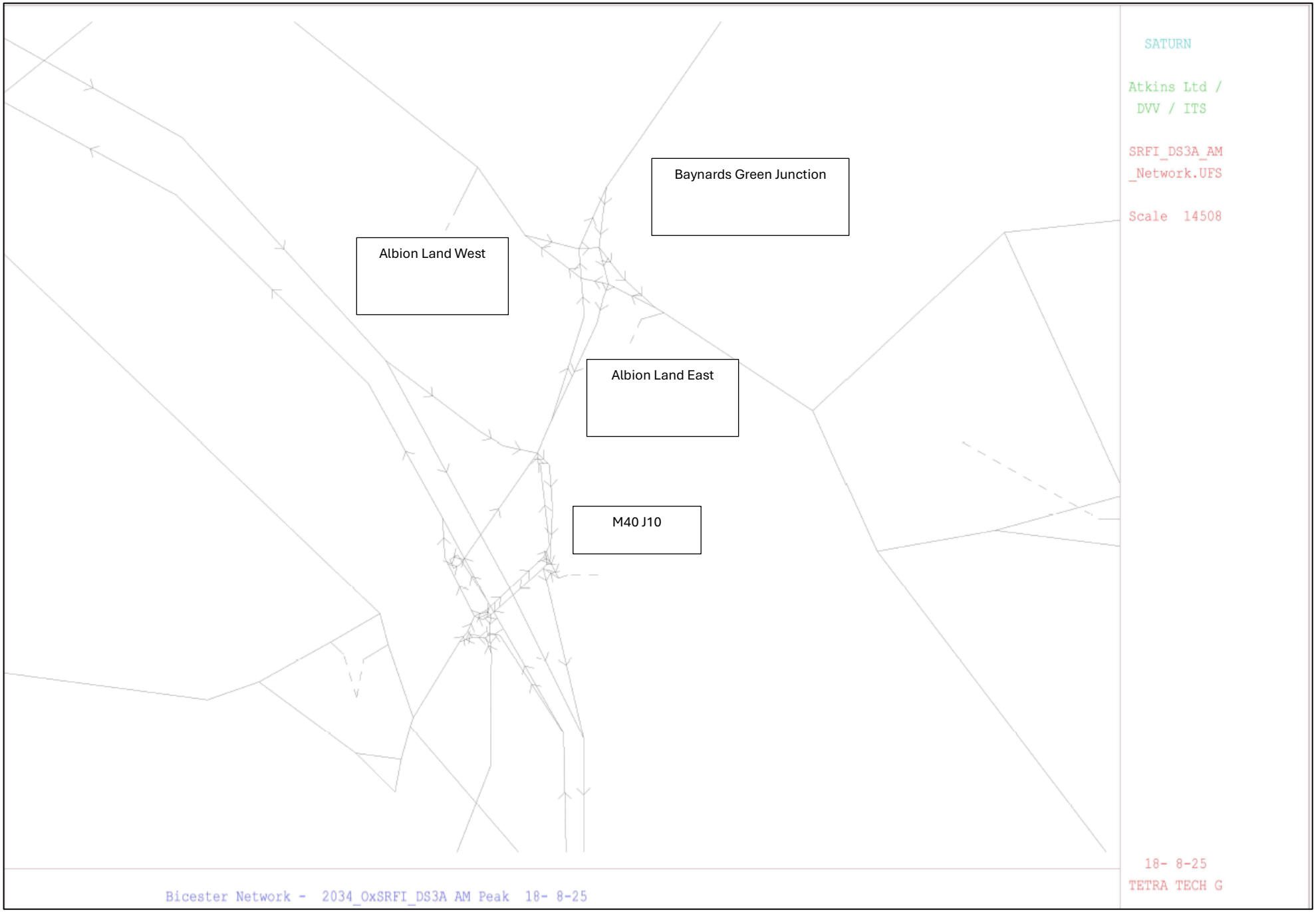
| ID | Name | Description / Planning Reference / Notes | Dev Type | 2023 | 2024 | 2031 | 2034 | 2042 | Certainty |
|---|---|---|---|---|---|---|---|---|---|
| Other1 | Bicester Sports Association (Chesterton) | **19/00934/F**: Change of Use of Agricultural land and extension of the existing Bicester Sports Association facilities for enhanced sports facilities including relocation and reorientation of existing pitches and archery zone, 2 No training pitches with floodlighting, 2 No match pitches, new flexible sports pitch, new rugby training grids, new clubhouse with events space, new rifle and shooting range, cricket scorers building, storage and maintenance buildings and provision of associated car parking, amended access, landscaping and other associated work.<br>**Note**: Traffic generation and distribution to be added into the BTM fixed trip car matrix, to match the data presented in the Pell Frischmann Transprt Statement and Technical Notes that accompanied the planning application | - | | | Full development | Full development | Full development | Near certain |

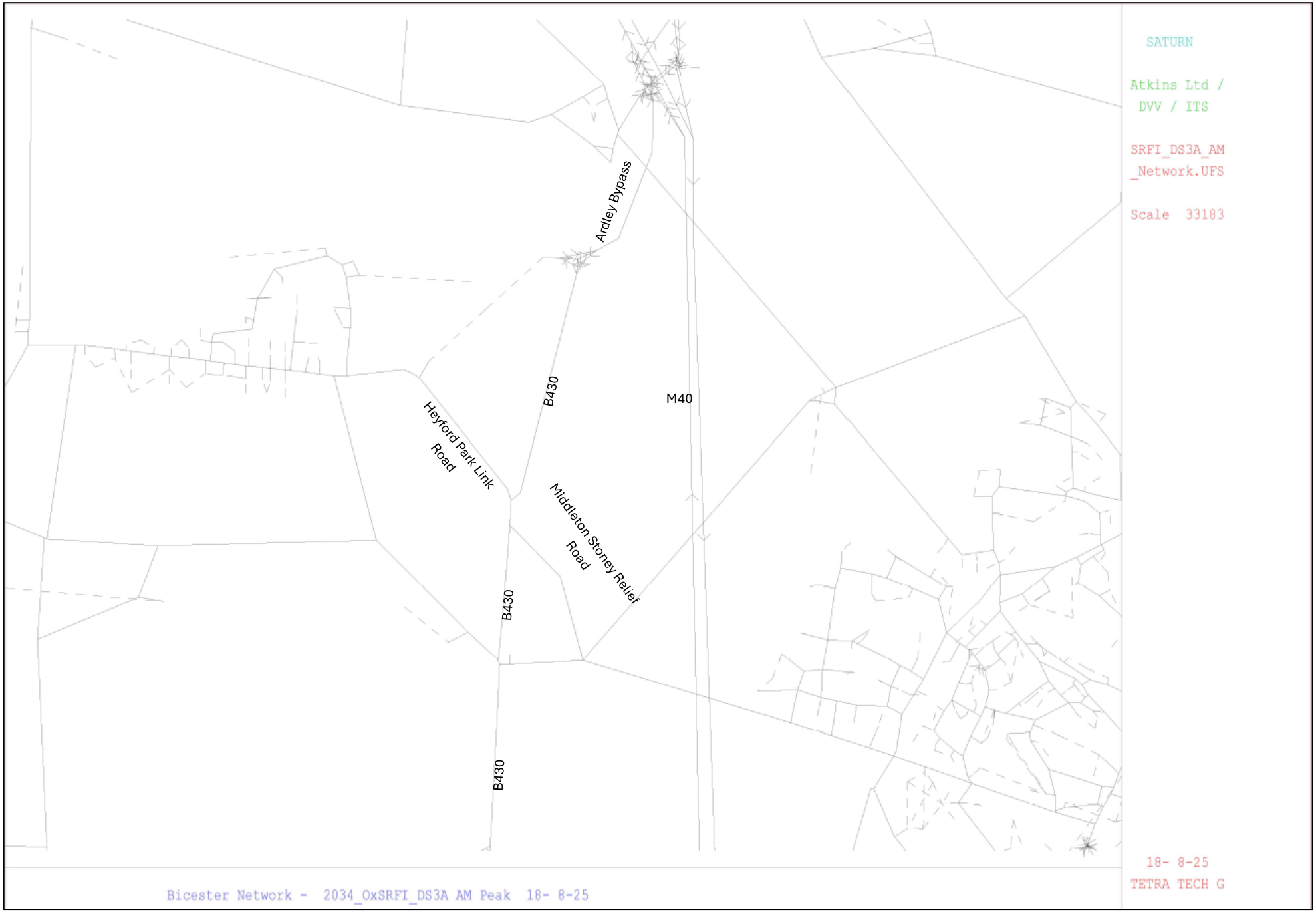
Notes: (1) Developments in this table fall outside of the land use types used in the BTM Variable Demand Model (Residential / Retail / Employment / Schools)
(2) It has been assumed that Other1 will all be fully built out by 2026

**Bicester Transport Model Uncertainty Log (2042 Cherwell Local Plan Sceanrio)**
**Other Land Use Types**

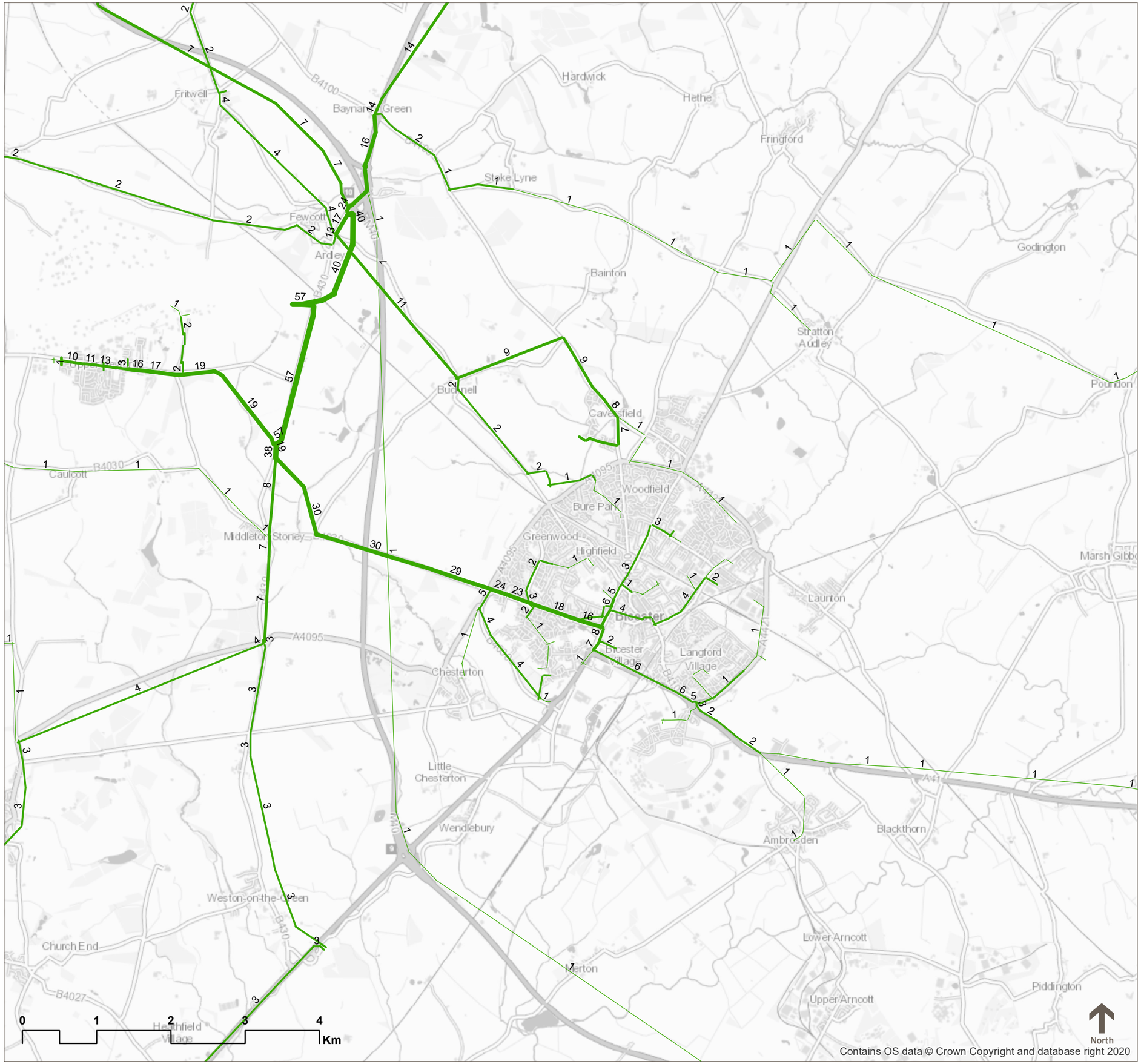
# APPENDIX B: SATURN NETWORK PLOTS


Baynards Green Junction
Albion Land Accesses
Heyford Park
OxSRFI Development Zone
M40 J10
Middleton Stoney
SATURN
Atkins Ltd / DVV / ITS
SRFI_DS3A_AM_Network.UFS
Scale 39925
18- 8-25
TETRA TECH G
Bicester Network - 2034_OxSRFI_DS3A AM Peak 18- 8-25


Baynards Green Junction
Albion Land West
Albion Land East
M40 J10
SATURN
Atkins Ltd /
DVV / ITS
SRFI_DS3A_AM
_Network.UFS
Scale 14508
18- 8-25
TETRA TECH G
Bicester Network - 2034_OxSRFI_DS3A AM Peak 18- 8-25


Ardley Bypass
B430
M40
Heyford Park Link Road
Middleton Stoney Relief Road
B430
B430
SATURN
Atkins Ltd / DVV / ITS
SRFI_DS3A_AM_Network.UFS
Scale 33183
18- 8-25
TETRA TECH G
Bicester Network - 2034_OxSRFI_DS3A AM Peak 18- 8-25

## APPENDIX C: AM OUTBOUND DISTRIBUTION PLOTS




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Oxfordshire Railfreight Ltd

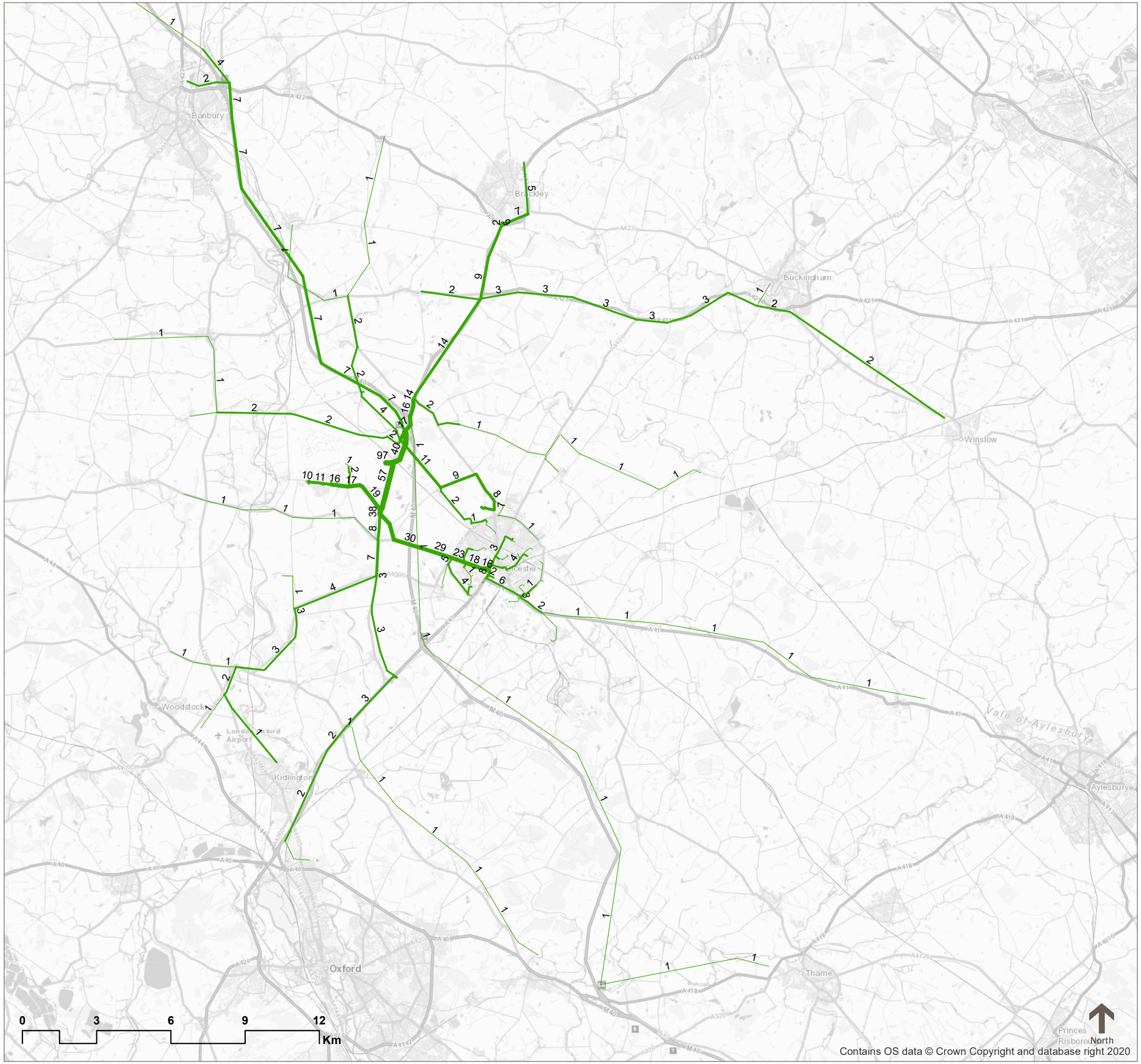
## AM Traffic Distribution (Outbound Vehicles) Number of Cars

| TTE Proj No | Drwn by | Date | Ch'ked by | Date | Appr'd by | Date | Scale @ A3 | Suitability |
|---|---|---|---|---|---|---|---|---|
| B071478 | HJ | Aug 25 | GD | Sep 25 | GD | Sep 25 | n/a | S1 |

| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
|---|---|---|---|---|---|---|---|
| - | TTE | 00 | XX | MP | 0 | 020 | - |

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## Oxford Strategic Rail Freight Interchange

Oxfordshire Railfreight Ltd

## AM Traffic Distribution (Outbound Vehicles) Number of Cars

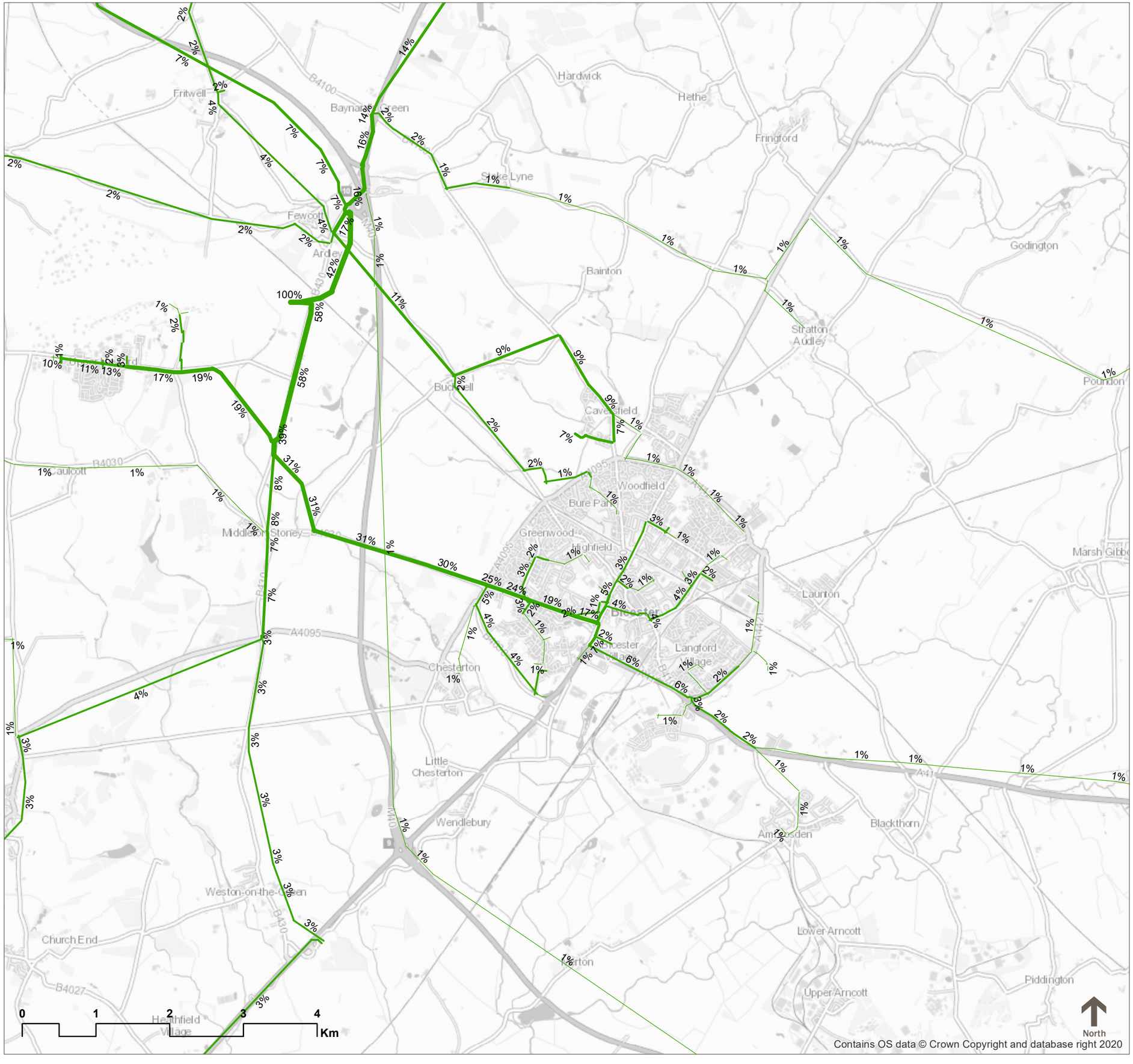
| TTE Proj No | Drwn by | Date | Ch'ked by | Date | Appr'd by | Date | Scale @ A3 | Suitability |
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| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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Oxfordshire Railfreight Ltd

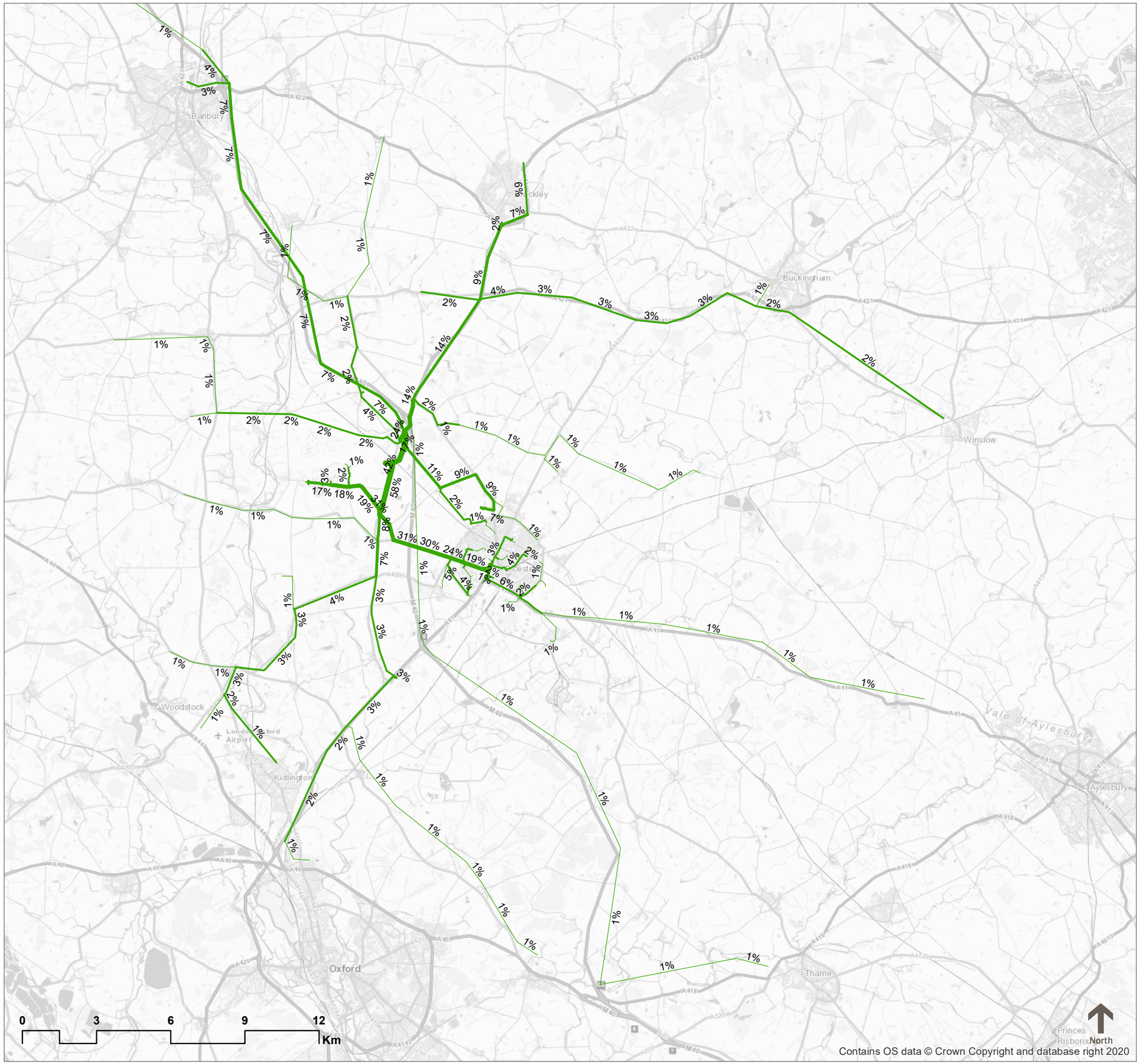
## AM Traffic Distribution (Outbound Vehicles)
## Percentage of Cars

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|---|---|---|---|---|---|---|---|---|
| B071478 | HJ | Aug 25 | GD | Sep 25 | GD | Sep 25 | n/a | S1 |

| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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## Oxford Strategic Rail Freight Interchange

Oxfordshire Railfreight Ltd

## AM Traffic Distribution (Outbound Vehicles) Percentage of Cars

| TTE Proj No | Drwn by | Date | Ch'ked by | Date | Appr'd by | Date | Scale @ A3 | Suitability |
|---|---|---|---|---|---|---|---|---|
| B071478 | HJ | Aug 25 | GD | Sep 25 | GD | Sep 25 | n/a | S1 |

| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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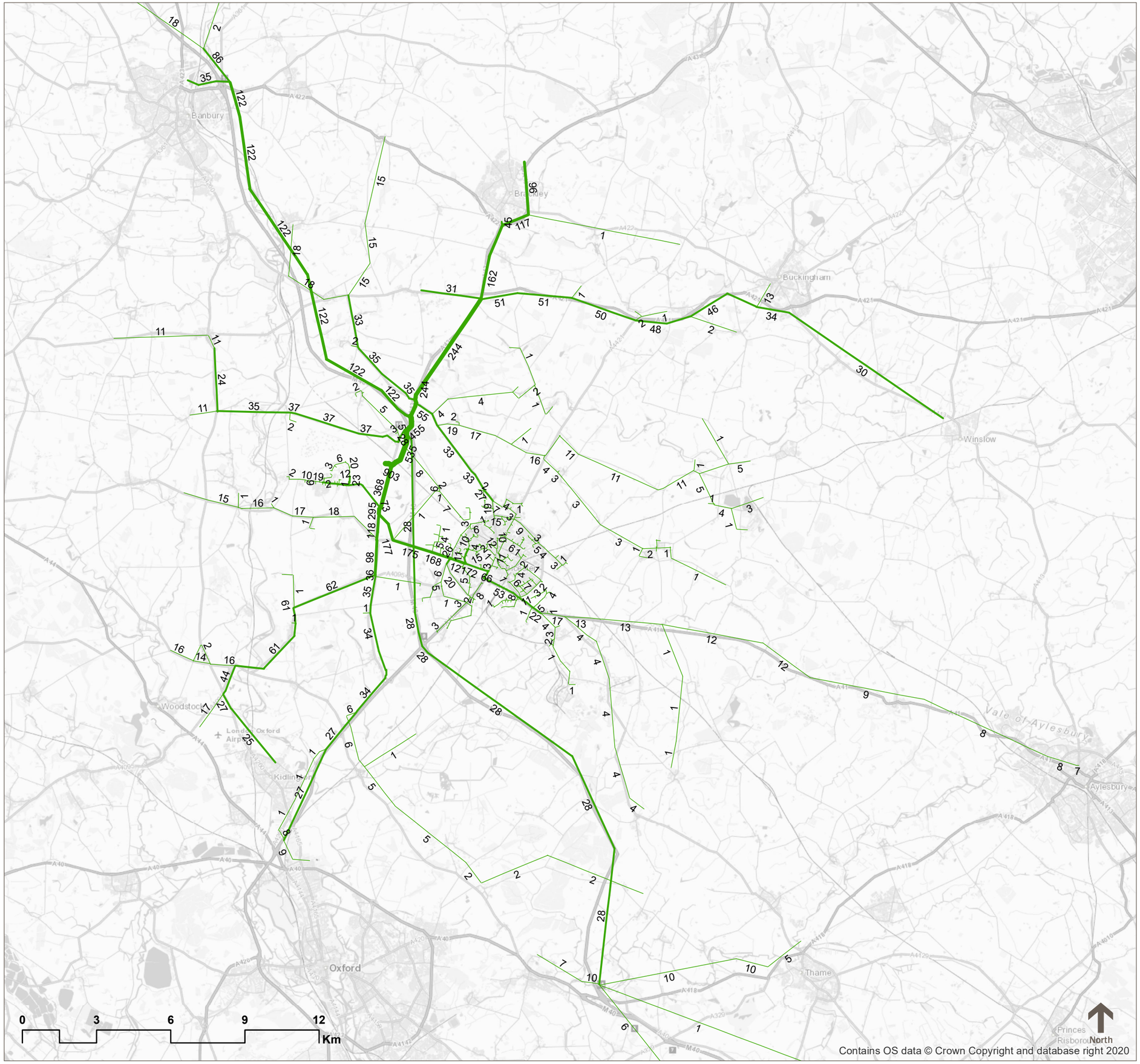
## AM Traffic Distribution (Inbound Vehicles) Number of Cars

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| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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**Oxford Strategic Rail Freight Interchange**

Oxfordshire Railfreight Ltd

## AM Traffic Distribution (Intbound Vehicles) Number of Cars

| TTE Proj No | Drwn by | Date | Ch'ked by | Date | Appr'd by | Date | Scale @ A3 | Suitability |
|---|---|---|---|---|---|---|---|---|
| B071478 | HJ | Aug 25 | GD | Sep 25 | GD | Sep 25 | n/a | S1 |

| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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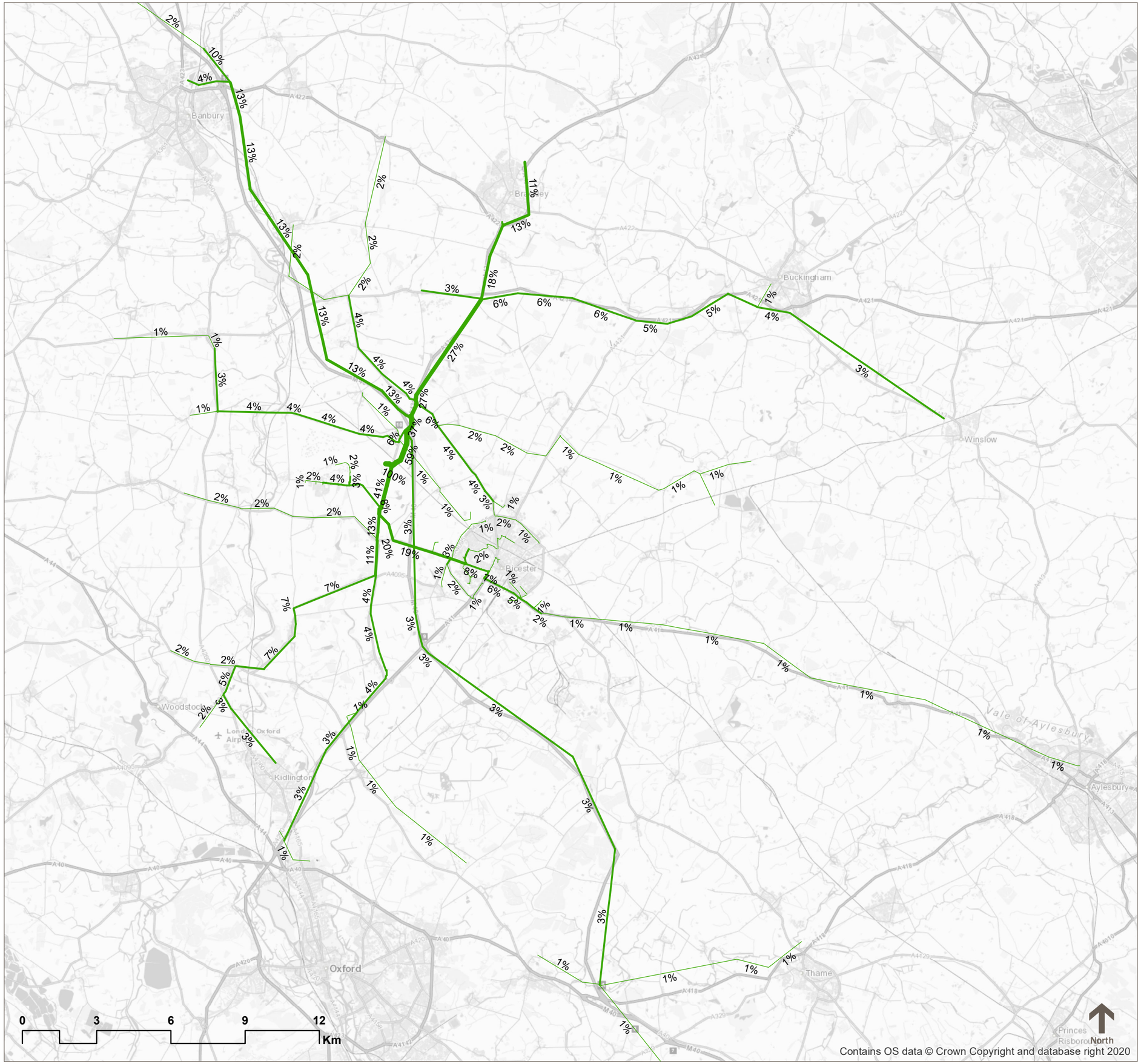
## AM Traffic Distribution (Inbound Vehicles) Percentage of Cars

| TTE Proj No | Drwn by | Date | Ch'ked by | Date | Appr'd by | Date | Scale @ A3 | Suitability |
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| B071478 | HJ | Aug 25 | GD | Sep 25 | GD | Sep 25 | n/a | S1 |

| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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## AM Traffic Distribution (Intbound Vehicles) Percentage of Cars

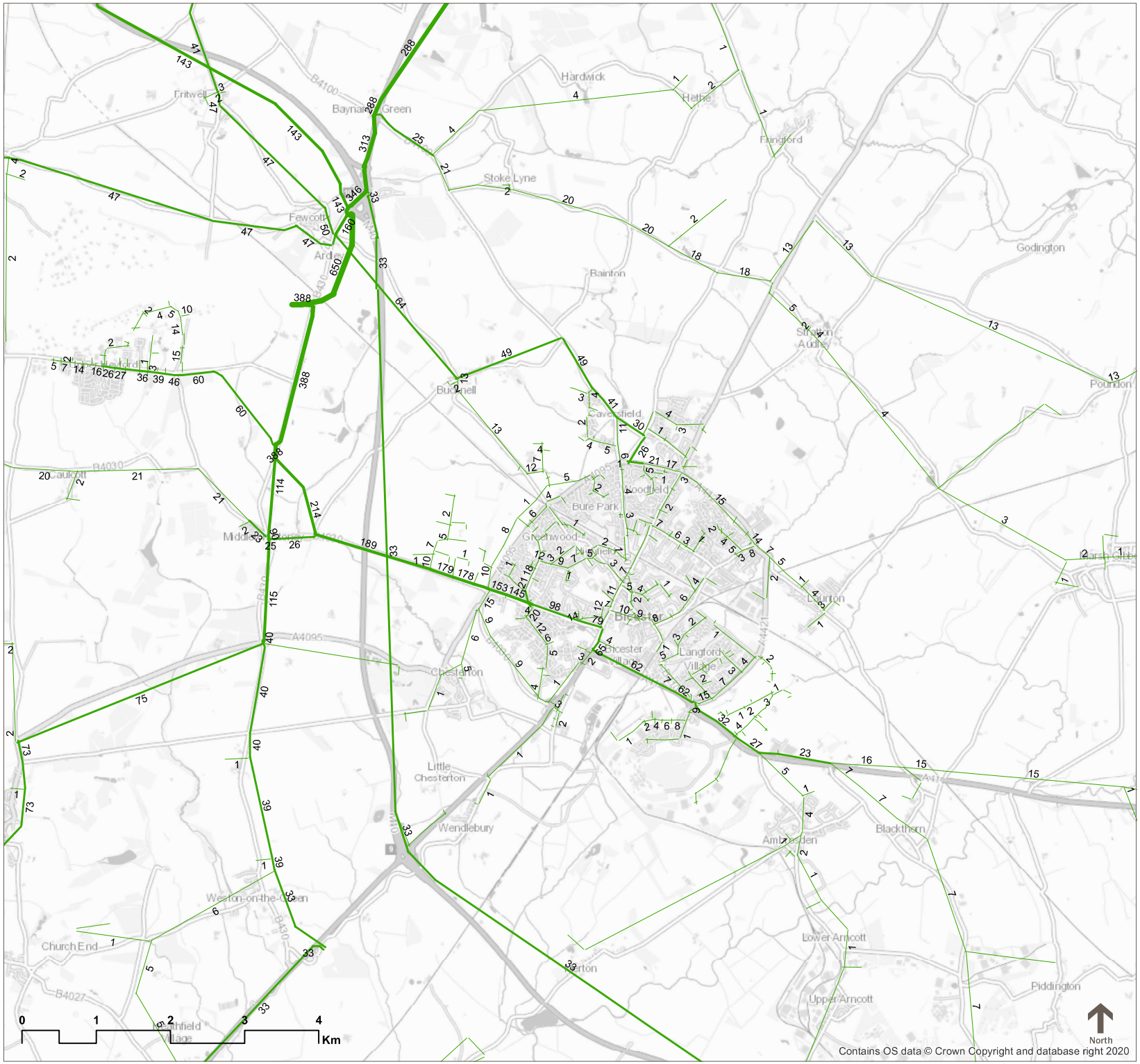
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| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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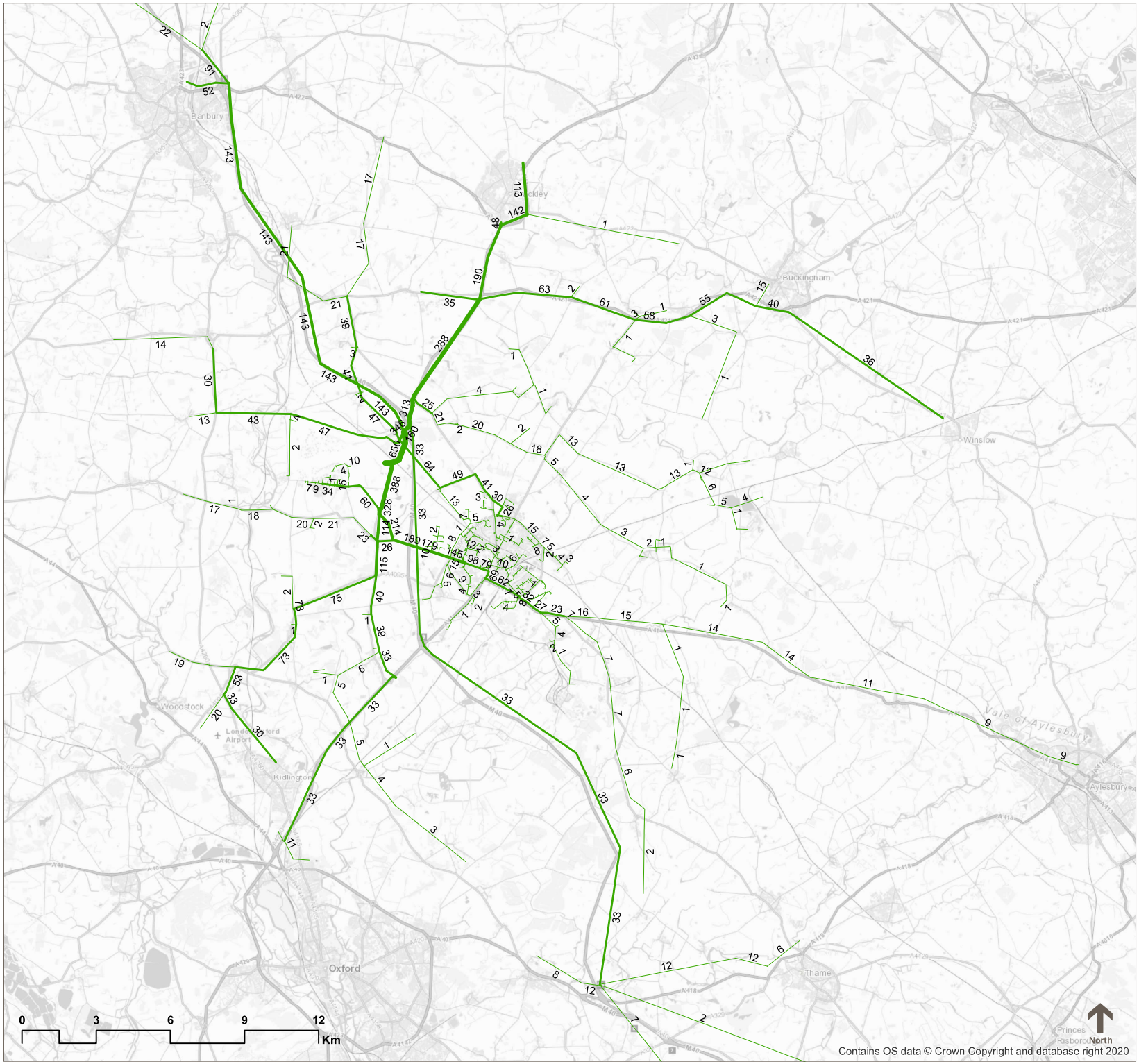
## PM Traffic Distribution (Outbound Vehicles) Number of Cars

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| B071478 | HJ | Aug 25 | GD | Sep 25 | GD | Sep 25 | n/a | S1 |

| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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Oxfordshire Railfreight Ltd

## PM Traffic Distribution (Outbound Vehicles) Number of Cars

| TTE Proj No | Drwn by | Date | Ch'ked by | Date | Appr'd by | Date | Scale @ A3 | Suitability |
|---|---|---|---|---|---|---|---|---|
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| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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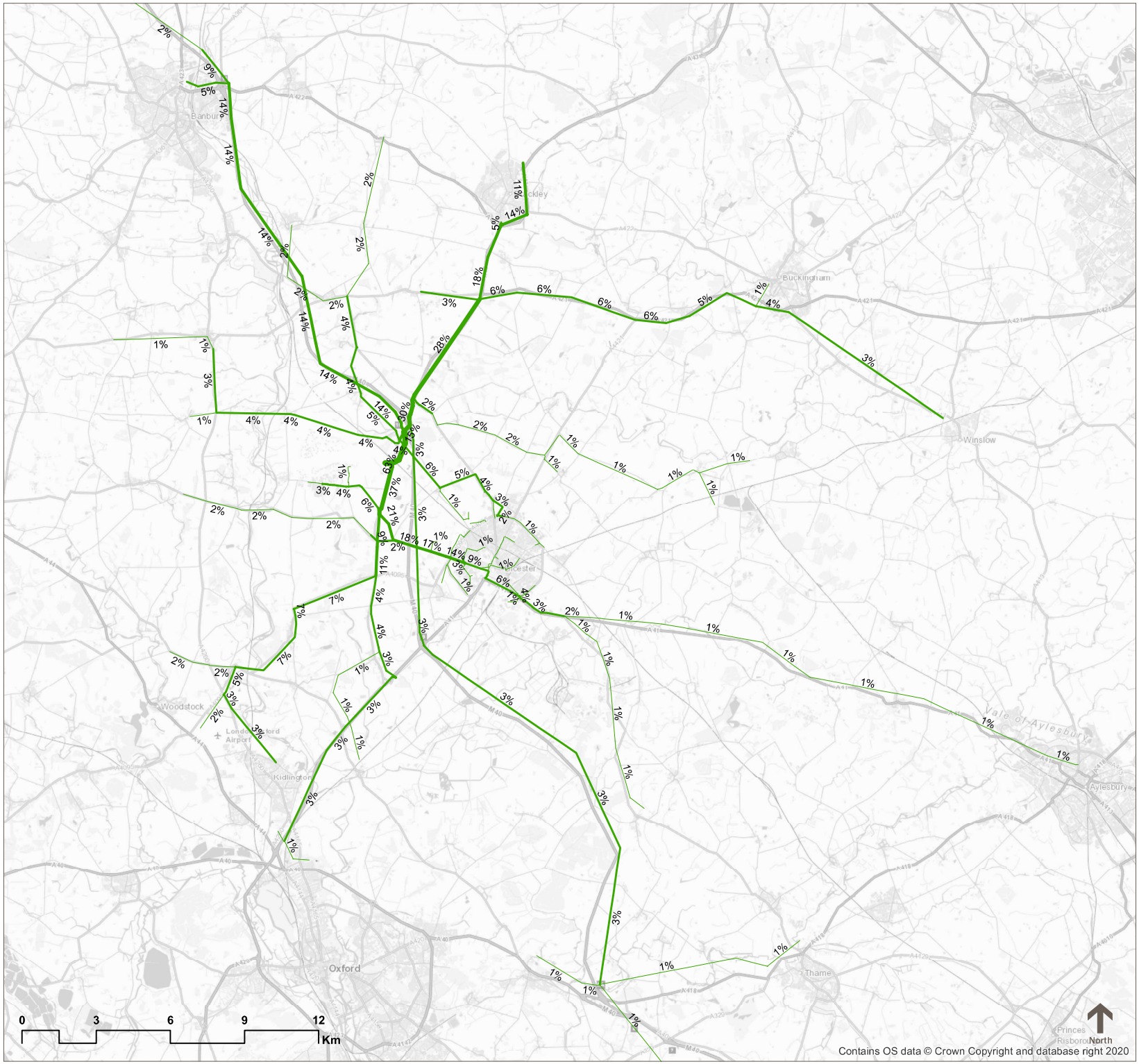
## PM Traffic Distribution (Outbound Vehicles) Percentage of Cars

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| B071478 | HJ | Aug 25 | GD | Sep 25 | GD | Sep 25 | n/a | S1 |

| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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## PM Traffic Distribution (Outbound Vehicles) Percentage of Cars

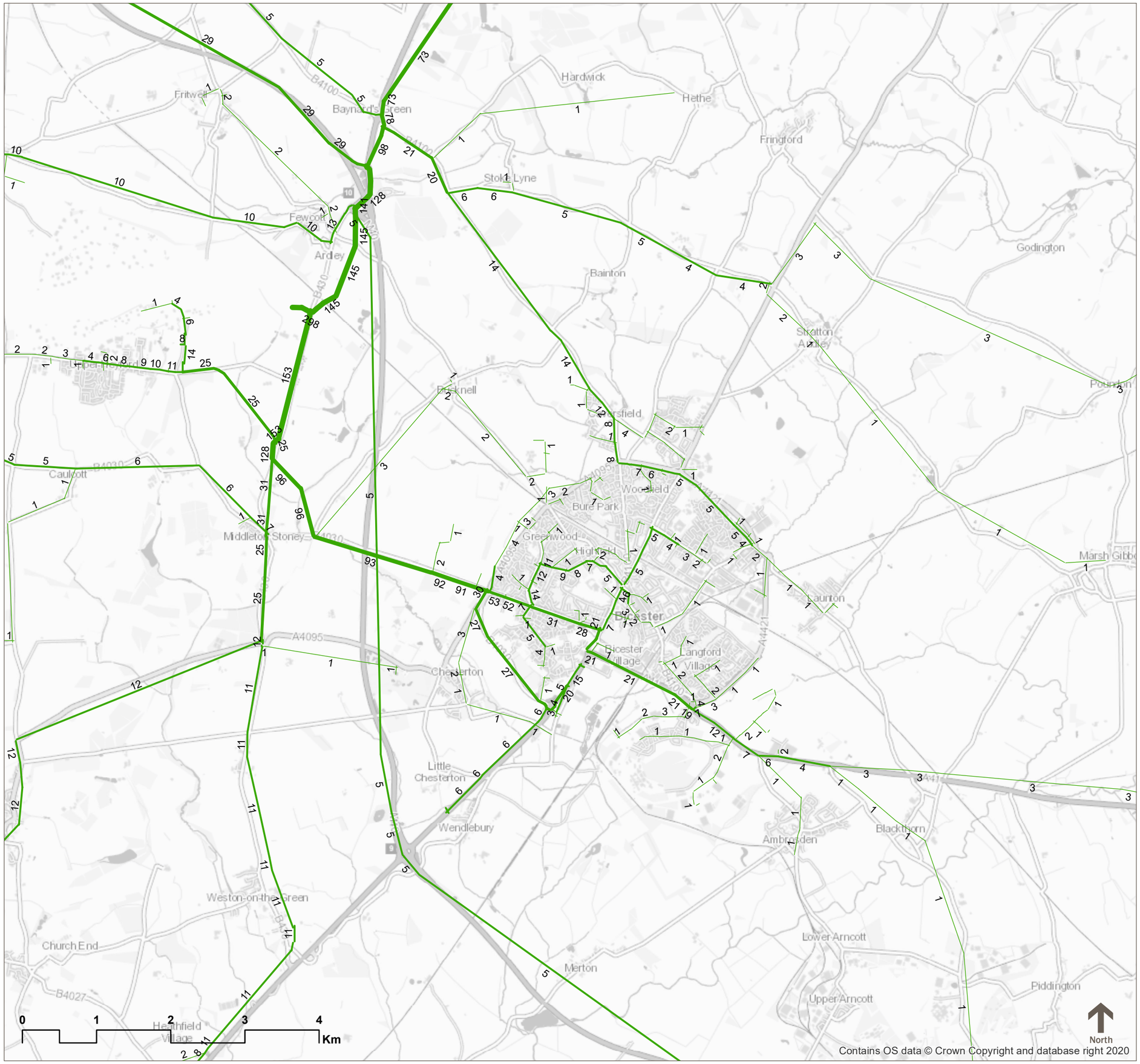
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| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
|---|---|---|---|---|---|---|---|
| - | TTE | 00 | XX | MP | D | 031 | - |

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# APPENDIX F: PM INBOUND DISTRIBUTION PLOTS




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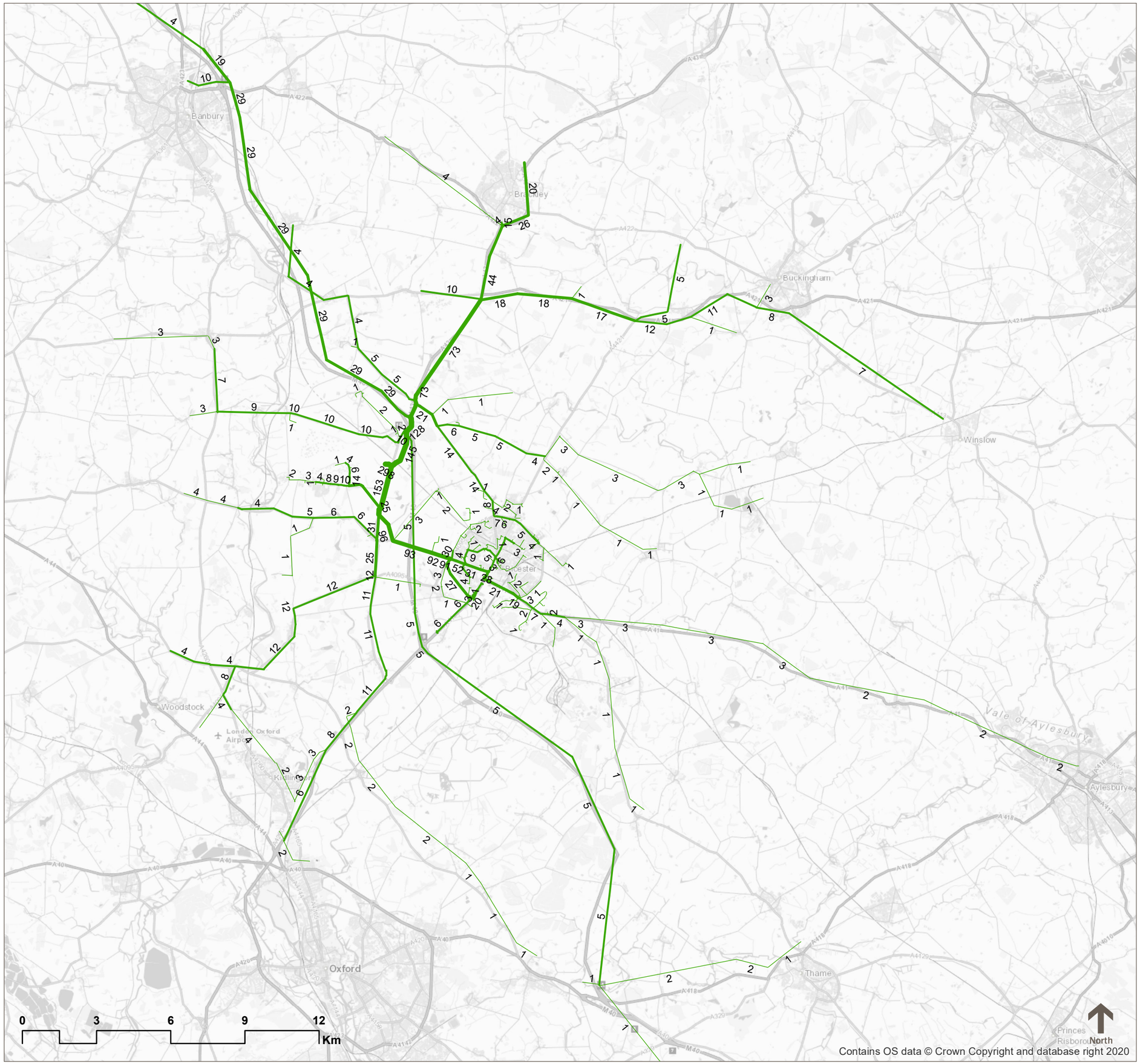
## PM Traffic Distribution (Inbound Vehicles)
## Number of Cars

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|---|---|---|---|---|---|---|---|---|
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| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
|---|---|---|---|---|---|---|---|
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## Oxford Strategic Rail Freight Interchange

Oxfordshire Railfreight Ltd

## PM Traffic Distribution (Intbound Vehicles)
## Number of Cars

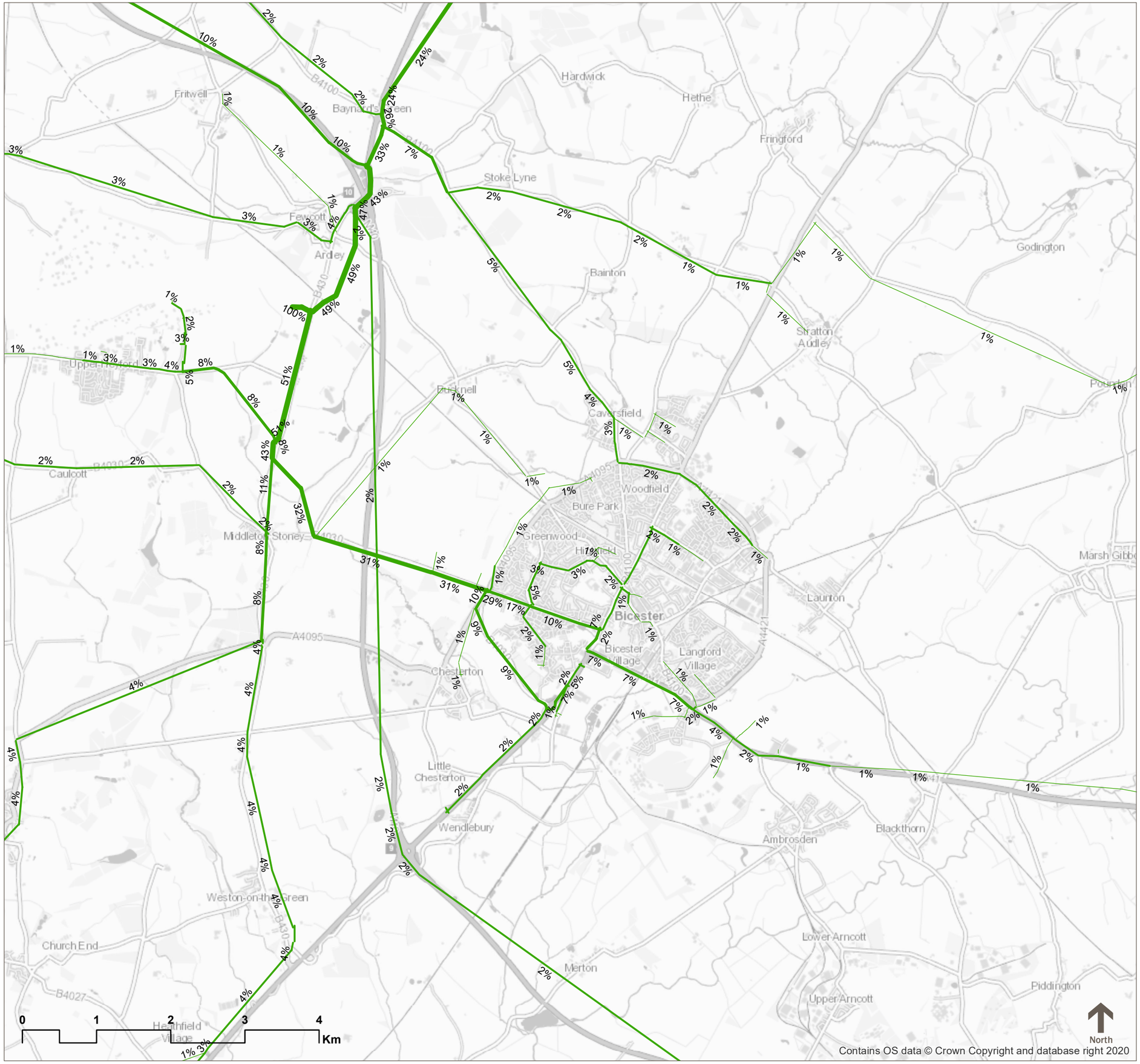
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| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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Oxfordshire Railfreight Ltd

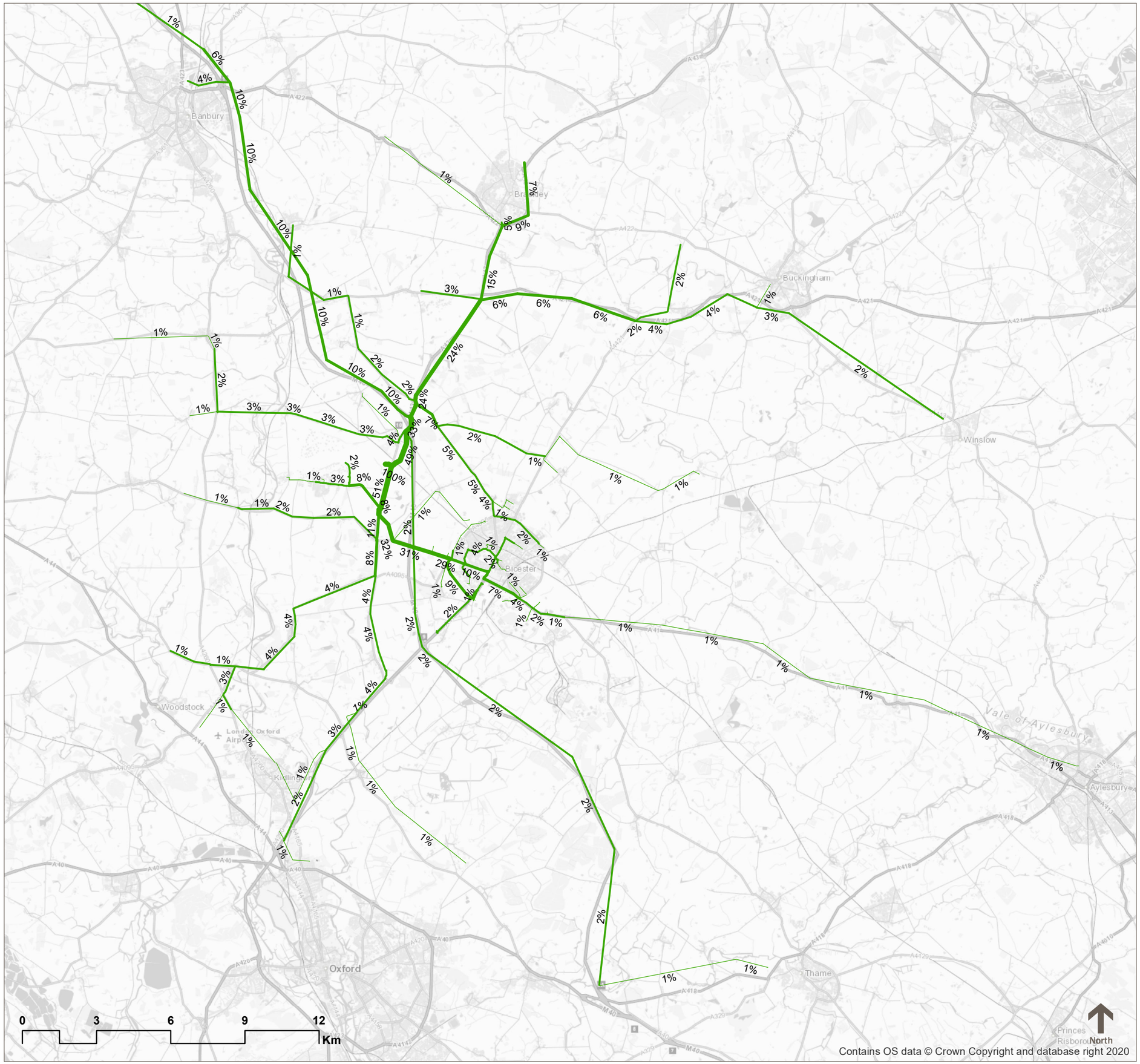
## PM Traffic Distribution (Inbound Vehicles)
## Percentage of Cars

| TTE Proj No | Drwn by | Date | Ch'ked by | Date | Appr'd by | Date | Scale @ A3 | Suitability |
|---|---|---|---|---|---|---|---|---|
| B071478 | HJ | Aug 25 | GD | Sep 25 | GD | Sep 25 | n/a | S1 |

| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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# PRELIMINARY ISSUE

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**Oxford Strategic Rail Freight Interchange**
Oxfordshire Railfreight Ltd

## PM Traffic Distribution (Intbound Vehicles)
## Percentage of Cars

| TTE Proj No | Drwn by | Date | Ch'ked by | Date | Appr'd by | Date | Scale @ A3 | Suitability |
|---|---|---|---|---|---|---|---|---|
| B071478 | HJ | Aug 25 | GD | Sep 25 | GD | Sep 25 | n/a | S1 |

| Client Proj No | Origin | Vol/System | Level/Location | Type/Code | Role | Drawing No | Revision |
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# APPENDIX 11

# TN4: HGV TRIP DISTRIBUTION

OXFORDSHIRE RAILFREIGHT INTERCHANGE LIMITED

# TECHNICAL NOTE 4: HGV TRIP DISTRIBUTION

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| 3 | 17/05/2021 | | updated to incorporate Transport Working Group comments |
| 4 | 03/08/2022 | | methodology revised as agreed with Transport Working Group |

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## 1.0 INTRODUCTION

1.1 ADC Infrastructure Ltd are appointed by Oxfordshire Railfreight Interchange Ltd (the Applicant) to assess the transport and infrastructure requirements of a Nationally Significant Infrastructure Project (NSIP), that being a proposed Strategic Rail Freight Interchange in Oxfordshire, to be known as OxSRFI.

1.2 The Bicester Transport Model (BTM) is to be used to examine the transport impacts of the proposed OxSRFI scheme. The BTM can calculate a trip distribution for light vehicle trips. This will be used to determine the light vehicle trip distribution associated with OxSRFI. To appropriately represent the movement of heavy goods vehicles (HGVs) associated with the OxSRFI development within the BTM, it is necessary to determine a bespoke HGV trip distribution for the development.

1.3 Initially a methodology for the calculation of the HGV distribution using the same approach to that approved as part of the consented Northampton Gateway SRFI was considered. National Highways (NH) said that the same approach may be acceptable in principle for OxSRFI. However, they recommended that consideration be given to alternative methodologies such as the potential use of the Great Britain (GB) Freight Model to refine the likely HGV trip distribution.

1.4 The use of the GB Freight Model was therefore also considered, and the findings reported back to NH and Oxfordshire County Council (OCC) in February 2022.

1.5 ADC Infrastructure met with NH on 6 April 2022 to discuss the HGV trip distribution work. At that meeting it was agreed that the 50% HGV distribution share associated with the main seaports identified in the GB Freight Model was appropriate to take forward into the OxSRFI HGV distribution work. However, based on the review work undertaken by Aecom on behalf of NH, NH considered that the GB Freight Model showed some unusual concentrations of HGV distributions, in particularly in rural areas to the west of the site and around Banbury. NH also identified concerns that the Northampton Gateway SRFI methodology may lead to an underrepresentation of HGVs using the A34, whereas they were concerned that the GB Freight Model methodology may lead to an overrepresentation of HGVs using the A34. ADC Infrastructure noted that the Applicant was not promoting the use of GB Freight Model and the preference was to develop a bespoke HGV distribution that would represent the location of the OxSRFI site.

1.6 Previous work had also considered the HGV distribution methodology applied at the most recently consented SRFI scheme, West Midlands Interchange (WMI) SRFI. NH confirmed that they were generally supportive of the WMI methodology. It was agreed that ADC should consider the WMI methodology but look to incorporate the port-based distribution share identified from the GB Freight Model work and consider means to minimise the potential boundary effects that could potentially influence the HGV distribution for the OxSRFI site, due to its location on the confluence of Oxfordshire, Warwickshire, and Northamptonshire.

1.7 ADC Infrastructure incorporated the above into a revised HGV distribution methodology, which was submitted in draft to NH and OCC on 14 June 2022. A further meeting with NH and OCC was then held on 6 July 2022, to review the revised methodology. The methodology was agreed in principle at the meeting, and it was agreed that ADC Infrastructure should update this technical note to report the findings, and for formal submission to the Transport Working Group for agreement.

1.8 Accordingly, this technical note presents the methodology proposed to determine the HGV trip distribution associated with OxSRFI for use in the transport modelling work and Transport Assessment (TA) for the scheme. The document is structured as follows:

- Section 2 summarises the proposed OxSRFI HGV trip generation from Technical Note 3.
- Section 3 details the methodology used to calculate the HGV trip distributions.
- Section 4 defines which HGV trips should be assigned to the highway network using the HGV trip distributions.

## 2.0 HGV TRIP GENERATION

2.1 The trip generation for the development is set out in Technical Note 3[1], which has been agreed with the Transport Working Group. Table 7 of Technical Note 3 summarises the HGV trip generation for OxSRFI. A copy of the table is included at **Appendix A** of this note.

2.2 It should be noted that not all the HGV traffic associated with the proposed OxSRFI would be new traffic to the road network, as container movements associated with existing end users would already be taking place on both the strategic and local road network.

2.3 For example, instead of goods destined for Banbury arriving by HGV having travelled from Southampton Port on the A34 and M40, the containers may be transferred to the region by rail, arriving at OxSRFI to then be distributed from the site to the local area by HGV.

2.4 The development would therefore alter the assignment of HGV trips, particularly around the site itself, as the development will result in modal shift to rail and provide a distribution hub.

2.5 Nevertheless, it is not possible at this stage to identify which HGV trips would be transferred from one route to another. Therefore, all HGV traffic will be assigned to the highway network as new trips. This will lead to some possible double counting of HGV movements that may need to be considered when reviewing the potential impacts of HGV traffic at locations more remote from the site.

2.6 However, this methodology provides a robust basis on which to assess the highway mitigation works that are proposed as part of the scheme.

[1] Oxfordshire SRFI Technical Note 3: Trip Generation. Report Reference ADC1794-RP-J-V3, ADC Infrastructure Ltd, 16 April 2021.

# 3.0 HGV TRIP DISTRIBUTION

## Introduction

3.1 Within the UK, most of the imported container traffic is distributed to regional and national distribution centres. A high proportion of distribution centres are in the Midlands area, which is well placed for distribution by road as it is served by the M1 and M6 in the north, and the M40, M1 and M25 in the south. Currently, there is also a concentration of SRFIs in the Midlands, principally along the M1 and M6 corridors. This existing concentrated network is due to be reinforced with consented proposals at Northampton (Northampton Gateway SRFI), and Wolverhampton (WMI SRFI). There are currently no SRFIs along the M40 corridor, and none which serve Oxfordshire. An Oxfordshire SRFI would be capable of expanding the existing network of SRFIs, meet the needs of existing and future businesses in Oxfordshire and be capable of helping to meet the needs of London and the Midlands.

3.2 This section therefore sets out the methodology used to determine the HGV trip distribution for the proposed OxSRFI. It is based on the work undertaken in consultation with NH and OCC as described in Section 1 of this report.

3.3 The methodology considers the location of the site in relation to the strategic road network and the main container ports and uses DfT Road Freight Statistics (2019) data to determine an appropriate national distribution for HGV movements, combined with a gravity model for the regions more local to the site. The methodology is based on the approach agreed for the most recently consented WMI SRFI DCO.

## HGV trip distribution – port related trips

3.4 It has been agreed with the TWG that 50% of the HGV trips associated with the warehousing units at the OxSRFI are likely to be associated with the main seaports, which account for around 95% of freight (by weight) handled in the UK. The 50% figure has been agreed with the TWG based on the work undertaken by MDS Transmodal as part of their GB Freight Model study[2].

3.5 Therefore, 50% of the HGV trips associated with OxSRFI are to be distributed based on the amount of goods (in containers) that pass through all UK mainland ports. This has been undertaken using the DfT Port Freight Statistics (2019) data (see **Appendix B**). 2019 data was

[2] MDS Transmodal advised that the actual origins and destinations of traffic at sites such as that proposed for the OxSRFI will ultimately depend on who ends up occupying the units. For example, an e-commerce clothing retailer's National Distribution Centre (NDC) could be expected to source the majority (close to 100%) of their stock from overseas markets (e.g. Bangladesh or Turkey), where as a grocery retailer's Regional Distribution Centre (RDC) facility handling ambient goods would typically have a high proportion of domestically produced stock. MDS Transmodal took a balanced approach and assumed a mix of typical occupiers derived from those currently located at both rail and non-rail-served distribution parks across the Midlands. Based on anecdotal knowledge of the market, NDCs are predominantly sourcing directly from overseas, whereas RDCs are more domestically focused, receiving goods inbound from NDCs and domestic producers. Therefore, in line with an assumed two-thirds/one-third NDC/RDC split, 50% therefore emerged as a reasonable (mid-point) working assumption on a weighted average basis. As a sense check, MDS Transmodal noted that that GB warehouses handle around 220 million tonnes of cargo annually. Unit load imports (which in most cases are destined for warehousing) are just over 100 million tonnes or just under 50%. Further, Transport Statistics GB suggests that around 700 million tonnes of non-bulk cargo is lifted annually in GB. Given that goods are typically lifted between 2-3 times between import/production and consumption by the end user, this suggests that 220-240 million tonnes of actual goods are lifted each year (same ballpark as the warehouse tonnage). Either way, 50% figure is considered a reasonable judgement.

selected as this pre-dates the Covid-19 pandemic. This results in a distribution based on the 26 port locations as shown in **Table 1**.

Table 1: HGV trip distribution by ports

| Port | Share/Distribution |
|---|---|
| Felixstowe | 9.47% |
| Dover | 9.34% |
| London | 5.96% |
| Liverpool | 4.22% |
| Grimsby & Immingham | 4.20% |
| Southampton | 4.18% |
| Holyhead | 1.77% |
| Tees & Hartlepool | 1.45% |
| Hull | 1.42% |
| Harwich | 1.35% |
| Heysham | 1.04% |
| Portsmouth | 1.02% |
| Loch Ryan | 0.78% |
| Cairnryan | 0.73% |
| Larne | 0.73% |
| Forth | 0.57% |
| Tyne | 0.25% |
| Milford Haven | 0.24% |
| Bristol | 0.24% |
| Medway | 0.23% |
| Clyde | 0.20% |
| Fishguard | 0.15% |
| Aberdeen | 0.15% |
| Newhaven | 0.14% |
| Poole | 0.12% |
| Plymouth | 0.02% |
| **Total** | **50%** |

### HGV trip distribution – national and regional

3.6 The remaining 50% of HGV trips are to be distributed on a national and regional basis in accordance with the DfT Road Freight Statistics (2019), which has been used to obtain information on the volume (in tonnes) of road freight moved by region, by origin and destination. **Figure 1** shows the NUTS Level 2 regions that correspond with the DfT Road Freight Statistic data. The source DfT Road Freight Statistics (2019) data is provided at **Appendix C**.

3.7 The OxSRFI site is located within NUTS Level 2 region UKJ1 (Berkshire, Buckinghamshire and Oxfordshire). A summary of the DfT Road Freight Statistics for UKJ1 is provided at **Table 2**.

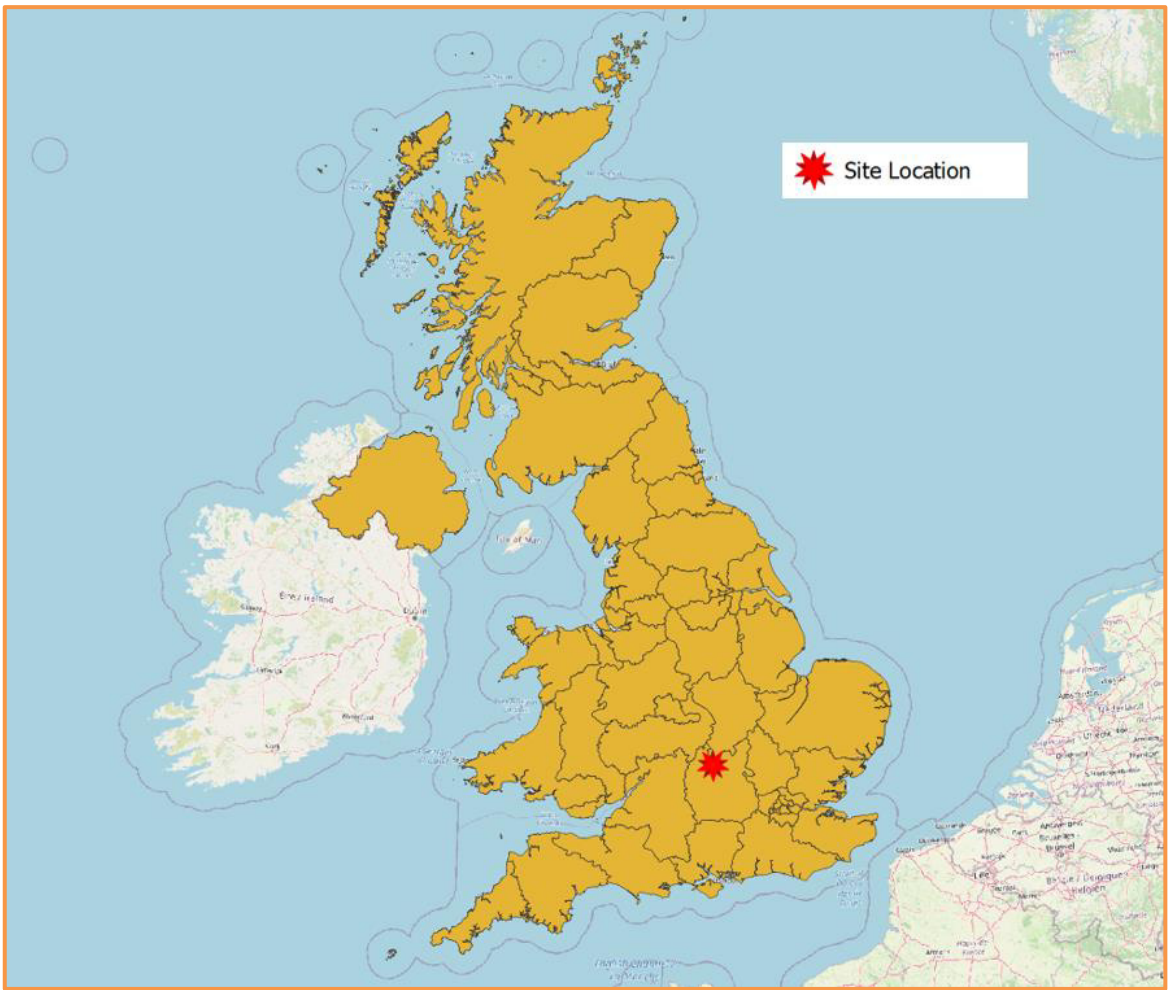



Figure 1: NUTS Level 2 regions

Table 2: two-way road freight movements (in tonnes) from and to UKJ1 (Berkshire, Buckinghamshire, and Oxfordshire)

| NUT S2 Code | Region | Million Tonnes | Share |
|---|---|---|---|
| UKD3 | Greater Manchester | 2 | 2% |
| UKE3 | South Yorkshire | 1 | 1% |
| UKF1 | Derbyshire and Nottinghamshire | 1 | 1% |
| UKF2 | Leicestershire, Rutland and Northamptonshire | 5 | 6% |
| UKG1 | Herefordshire, Worcestershire and Warwickshire | 2 | 2% |
| UKG2 | Shropshire and Staffordshire | 2 | 2% |
| UKG3 | West Midlands | 1 | 1% |
| UKH1 | East Anglia | 2 | 2% |
| UKH2 | Bedfordshire and Hertfordshire | 4 | 5% |
| UKH3 | Essex | 3 | 3% |
| UKI5 | Outer London — East and North East | 1 | 1% |
| UKI6 | Outer London — South | 1 | 1% |
| UKI7 | Outer London — West and North West | 3 | 3% |
| UKJ1 | Berkshire, Buckinghamshire and Oxfordshire | 46 | 53% |
| UKJ2 | Surrey, East and West Sussex | 2 | 2% |
| UKJ3 | Hampshire and Isle of Wight | 3 | 3% |
| UKJ4 | Kent | 2 | 2% |
| UKK1 | Gloucestershire, Wiltshire and Bristol/Bath Area | 5 | 6% |
| UKL2 | East Wales | 1 | 1% |
| **Total** | | **87** | **100%** |

3.8 As shown in **Figure 1**, the OxSRFI site is located towards the northern boundary of the NUTS Level 2 region UKJ1 (Berkshire, Buckinghamshire and Oxfordshire), close to the adjacent regions

containing Warwickshire, which is UKG1 (Herefordshire, Worcestershire and Warwickshire), and Northamptonshire, which is UKF2 (Leicestershire, Rutland and Northamptonshire), see **Figure 2**.

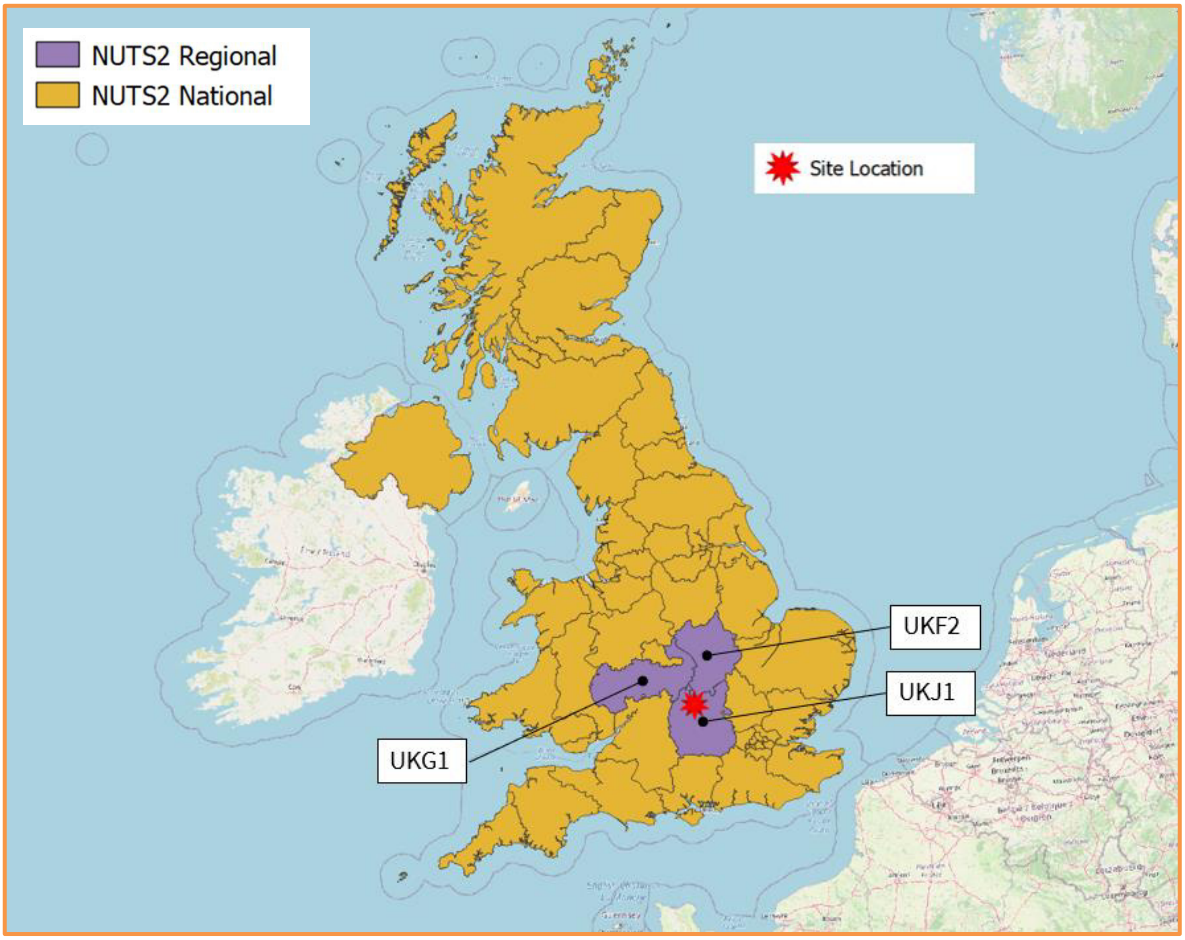



Figure 2: NUTS Level 2 regions UKJ1, UKG1, and UKF2

3.9 Rather than use DfT data solely for the road freight movements to and from UKJ1 (Berkshire, Buckinghamshire and Oxfordshire), a weighted assessment was undertaken using the adjacent regions containing Warwickshire (UKG1), and Northamptonshire (UKF2), along with UKJ1. This was undertaken to minimise the potential boundary effects that could potentially influence the HGV distribution for the OxSRFI site due to its location on the confluence of Oxfordshire, Warwickshire, and Northamptonshire. A weighting of 0.75 for UKJ1 (in which the site is located) is used along with a 0.125 weighting each for regions UKG1 and UKF2. This approach has been agreed with NH and OCC. The resultant summary of road freight movements (by tonnes) and corresponding share by region is given at **Table 3**. The detailed calculations are provided at **Appendix D**.

3.10 **Table 3** shows that it is expected that regional area defined in **Figure 2** (i.e. UKJ1, UKG1, and UKF2) would account for 58.9% of road freight share associated with OxSRFI, or 29.45% of the HGV trips by total distribution.

*HGV trip distribution - national*

3.11 The remaining areas beyond these local regions (i.e. the 'National' distribution) would account for 41.1% of the road freight share, or 20.55% of the HGV trips by total distribution, as summarised in **Table 4**.

Table 3: two-way road freight movements (in tonnes) – weighted average of UKJ1, UKG1, and UKF2

| NUT S2 Code | Region | Million Tones (weighted average 3/4 UKJ1, 1/8 UKF2 and 1/8 UKG1) | Share | As % of total distribution |
|---|---|---|---|---|
| UKC1 | Tees Valley and Durham | 0.13 | 0.1% | 0.06% |
| UKD3 | Greater Manchester | 2.00 | 2.1% | 1.03% |
| UKD4 | Lancashire | 0.25 | 0.3% | 0.13% |
| UKD6 | Cheshire | 0.50 | 0.5% | 0.26% |
| UKD7 | Merseyside | 0.50 | 0.5% | 0.26% |
| UKE1 | East Yorkshire and Northern Lincolnshire | 0.50 | 0.5% | 0.26% |
| UKE2 | North Yorkshire | 0.13 | 0.1% | 0.06% |
| UKE3 | South Yorkshire | 1.13 | 1.2% | 0.58% |
| UKE4 | West Yorkshire | 0.63 | 0.6% | 0.32% |
| UKF1 | Derbyshire and Nottinghamshire | 1.75 | 1.8% | 0.90% |
| UKF2 | Leicestershire, Rutland and Northamptonshire | 13.00 | 13.4% | 6.70% |
| UKF3 | Lincolnshire | 0.63 | 0.6% | 0.32% |
| UKG1 | Herefordshire, Worcestershire and Warwickshire | 8.75 | 9.0% | 4.51% |
| UKG2 | Shropshire and Staffordshire | 2.88 | 3.0% | 1.48% |
| UKG3 | West Midlands | 2.00 | 2.1% | 1.03% |
| UKH1 | East Anglia | 2.75 | 2.8% | 1.42% |
| UKH2 | Bedfordshire and Hertfordshire | 3.75 | 3.9% | 1.93% |
| UKH3 | Essex | 3.13 | 3.2% | 1.61% |
| UKI4 | Inner London — East | 0.13 | 0.1% | 0.06% |
| UKI5 | Outer London — East and North East | 1.13 | 1.2% | 0.58% |
| UKI6 | Outer London — South | 0.75 | 0.8% | 0.39% |
| UKI7 | Outer London — West and North West | 2.50 | 2.6% | 1.29% |
| UKJ1 | Berkshire, Buckinghamshire and Oxfordshire | 35.38 | 36.5% | 18.23% |
| UKJ2 | Surrey, East and West Sussex | 1.75 | 1.8% | 0.90% |
| UKJ3 | Hampshire and Isle of Wight | 2.75 | 2.8% | 1.42% |
| UKJ4 | Kent | 2.25 | 2.3% | 1.16% |
| UKK1 | Gloucestershire, Wiltshire and Bristol/Bath Area | 4.50 | 4.6% | 2.32% |
| UKK4 | Devon | 0.13 | 0.1% | 0.06% |
| UKL1 | West Wales and The Valleys | 0.13 | 0.1% | 0.06% |
| UKL2 | East Wales | 1.25 | 1.3% | 0.64% |
| **Total** | | **97.00** | **100%** | **50%** |

Table 4: 'National' HGV distribution

| NUTS Level 2 Code | Region | As % of total distribution |
|---|---|---|
| UKC1 | Tees Valley and Durham | 0.06% |
| UKD3 | Greater Manchester | 1.03% |
| UKD4 | Lancashire | 0.13% |
| UKD6 | Cheshire | 0.26% |
| UKD7 | Merseyside | 0.26% |
| UKE1 | East Yorkshire and Northern Lincolnshire | 0.26% |
| UKE2 | North Yorkshire | 0.06% |
| UKE3 | South Yorkshire | 0.58% |
| UKE4 | West Yorkshire | 0.32% |
| UKF1 | Derbyshire and Nottinghamshire | 0.90% |
| UKF3 | Lincolnshire | 0.32% |
| UKG2 | Shropshire and Staffordshire | 1.48% |
| UKG3 | West Midlands | 1.03% |
| UKH1 | East Anglia | 1.42% |
| UKH2 | Bedfordshire and Hertfordshire | 1.93% |
| UKH3 | Essex | 1.61% |
| UKI3 | Inner London — West | 0.00% |
| UKI4 | Inner London — East | 0.06% |
| UKI5 | Outer London — East and North East | 0.58% |
| UKI6 | Outer London — South | 0.39% |
| UKI7 | Outer London — West and North West | 1.29% |
| UKJ2 | Surrey, East and West Sussex | 0.90% |
| UKJ3 | Hampshire and Isle of Wight | 1.42% |
| UKJ4 | Kent | 1.16% |
| UKK1 | Gloucestershire, Wiltshire and Bristol/Bath Area | 2.32% |
| UKK2 | Dorset and Somerset | 0.00% |
| UKK3 | Cornwall and Isles of Scilly | 0.00% |
| UKK4 | Devon | 0.06% |
| UKL1 | West Wales and The Valleys | 0.06% |
| UKL2 | East Wales | 0.64% |
| **Total** | | **20.6%** |

3.12 To understand how the regional movements will impact the highway network around the OxSRFI site, a further gravity distribution model was developed for the regional area using a workplace population / distance$^2$ calculation. HGV movements are related to economic activity, and centres of employment and populations and hence the gravity model reflects this. This is discussed further in the regional section below.

*HGV trip distribution - regional*

3.13 The gravity model calculations of the regional area defined by NUTS Level 2 areas UKJ1, UKG1, and UKF2 (**Figure 2**) are provided at **Appendix E**. To provide the appropriate accuracy in the regional areas close to the OxSRFI site the NUTS Level 2 areas have been further broken down into local authority and MSOA areas. The results are summarised at **Table 5**.

## Table 5: 'Regional' HGV distribution

| NUTS Level 2 Code | Area | Local Authority or MSOA | Share | As % of total distribution |
|---|---|---|---|---|
| UKF2 | Blaby | Local Authority | 0.73% | 0.21% |
| | Charnwood | Local Authority | 0.71% | 0.21% |
| | Harborough | Local Authority | 0.83% | 0.25% |
| | Hinckley & Bosworth | Local Authority | 0.68% | 0.20% |
| | Leicester | Local Authority | 2.09% | 0.62% |
| | Melton | Local Authority | 0.18% | 0.05% |
| | North West Leicestershire | Local Authority | 0.52% | 0.15% |
| | Oadby and Wigston | Local Authority | 0.26% | 0.08% |
| | Rutland | Local Authority | 0.18% | 0.05% |
| | Corby | Local Authority | 0.45% | 0.13% |
| | Daventry | Local Authority | 1.72% | 0.51% |
| | East Northamptonshire | Local Authority | 0.40% | 0.12% |
| | Kettering | Local Authority | 0.86% | 0.25% |
| | Northampton | Local Authority | 5.57% | 1.64% |
| | South Northamptonshire 001 | MSOA | 0.18% | 0.05% |
| | South Northamptonshire 002 | MSOA | 0.08% | 0.02% |
| | South Northamptonshire 003 | MSOA | 0.25% | 0.07% |
| | South Northamptonshire 004 | MSOA | 0.46% | 0.13% |
| | South Northamptonshire 005 | MSOA | 0.32% | 0.09% |
| | South Northamptonshire 006 | MSOA | 0.59% | 0.17% |
| | South Northamptonshire 007 | MSOA | 0.37% | 0.11% |
| | South Northamptonshire 008 | MSOA | 0.17% | 0.05% |
| | South Northamptonshire 009 | MSOA | 0.75% | 0.22% |
| | South Northamptonshire 010 | MSOA | 2.55% | 0.75% |
| | South Northamptonshire 011 | MSOA | 0.95% | 0.28% |
| | Wellingborough | MSOA | 0.92% | 0.27% |
| UKG1 | Bromsgrove | Local Authority | 0.86% | 0.25% |
| | Herefordshire, County of | Local Authority | 0.63% | 0.19% |
| | Malvern Hills | Local Authority | 0.38% | 0.11% |
| | North Warwickshire | Local Authority | 0.79% | 0.23% |
| | Nuneaton and Bedworth | Local Authority | 0.81% | 0.24% |
| | Redditch | Local Authority | 0.93% | 0.27% |
| | Rugby | Local Authority | 1.38% | 0.41% |
| | Warwick | Local Authority | 4.09% | 1.20% |
| | Worcester | Local Authority | 0.81% | 0.24% |
| | Wychavon | Local Authority | 1.13% | 0.33% |
| | Wyre Forest | Local Authority | 0.59% | 0.17% |
| | Stratford-on-Avon 001 | MSOA | 0.07% | 0.02% |
| | Stratford-on-Avon 002 | MSOA | 0.11% | 0.03% |
| | Stratford-on-Avon 003 | MSOA | 0.06% | 0.02% |
| | Stratford-on-Avon 004 | MSOA | 0.26% | 0.08% |
| | Stratford-on-Avon 005 | MSOA | 0.30% | 0.09% |
| | Stratford-on-Avon 006 | MSOA | 0.10% | 0.03% |
| | Stratford-on-Avon 007 | MSOA | 0.10% | 0.03% |
| | Stratford-on-Avon 008 | MSOA | 0.28% | 0.08% |
| | Stratford-on-Avon 009 | MSOA | 0.38% | 0.11% |
| | Stratford-on-Avon 010 | MSOA | 0.11% | 0.03% |
| | Stratford-on-Avon 011 | MSOA | 0.20% | 0.06% |
| | Stratford-on-Avon 012 | MSOA | 0.08% | 0.02% |
| | Stratford-on-Avon 013 | MSOA | 0.60% | 0.18% |
| | Stratford-on-Avon 014 | MSOA | 0.09% | 0.03% |
| | Stratford-on-Avon 015 | MSOA | 0.18% | 0.05% |
| UKJ1 | Aylesbury Vale 001 | MSOA | 0.69% | 0.20% |
| | Aylesbury Vale 002 | MSOA | 0.39% | 0.11% |
| | Aylesbury Vale 003 | MSOA | 0.13% | 0.04% |
| | Aylesbury Vale 004 | MSOA | 0.27% | 0.08% |
| | Aylesbury Vale 005 | MSOA | 0.11% | 0.03% |
| | Aylesbury Vale 006 | MSOA | 0.10% | 0.03% |
| | Aylesbury Vale 007 | MSOA | 0.06% | 0.02% |
| | Aylesbury Vale 008 | MSOA | 0.19% | 0.06% |
| | Aylesbury Vale 009 | MSOA | 0.08% | 0.02% |
| | Aylesbury Vale 010 | MSOA | 0.36% | 0.10% |
| | Aylesbury Vale 011 | MSOA | 0.05% | 0.01% |
| | Aylesbury Vale 012 | MSOA | 0.32% | 0.10% |
| | Aylesbury Vale 013 | MSOA | 0.23% | 0.07% |
| | Aylesbury Vale 014 | MSOA | 0.12% | 0.03% |
| | Aylesbury Vale 015 | MSOA | 0.54% | 0.16% |
| | Aylesbury Vale 016 | MSOA | 0.10% | 0.03% |
| | Aylesbury Vale 017 | MSOA | 0.10% | 0.03% |
| | Aylesbury Vale 018 | MSOA | 0.06% | 0.02% |
| | Aylesbury Vale 019 | MSOA | 0.19% | 0.06% |
| | Aylesbury Vale 020 | MSOA | 0.03% | 0.01% |
| | Aylesbury Vale 021 | MSOA | 0.12% | 0.04% |
| | Aylesbury Vale 022 | MSOA | 0.18% | 0.05% |
| | Aylesbury Vale 023 | MSOA | 0.15% | 0.04% |
| | Aylesbury Vale 024 | MSOA | 0.12% | 0.04% |
| | Bracknell Forest | Local Authority | 0.73% | 0.21% |
| | Chiltern | Local Authority | 0.64% | 0.19% |
| | Milton Keynes | Local Authority | 7.69% | 2.26% |
| | Oxford | Local Authority | 9.14% | 2.69% |
| | Reading | Local Authority | 1.02% | 0.30% |
| | Slough | Local Authority | 1.16% | 0.34% |
| | South Bucks | Local Authority | 0.61% | 0.18% |
| | South Oxfordshire | Local Authority | 2.09% | 0.62% |
| | Vale of White Horse | Local Authority | 2.44% | 0.72% |
| | West Berkshire | Local Authority | 2.01% | 0.59% |
| | West Oxfordshire 001 | MSOA | 0.31% | 0.09% |
| | West Oxfordshire 002 | MSOA | 0.43% | 0.13% |
| | West Oxfordshire 003 | MSOA | 0.10% | 0.03% |
| | West Oxfordshire 004 | MSOA | 0.58% | 0.17% |
| | West Oxfordshire 005 | MSOA | 0.18% | 0.05% |
| | West Oxfordshire 006 | MSOA | 0.24% | 0.07% |
| | West Oxfordshire 007 | MSOA | 0.18% | 0.05% |
| | West Oxfordshire 008 | MSOA | 0.20% | 0.06% |
| | West Oxfordshire 009 | MSOA | 0.31% | 0.09% |
| | West Oxfordshire 010 | MSOA | 0.56% | 0.17% |
| | West Oxfordshire 011 | MSOA | 0.40% | 0.12% |
| | West Oxfordshire 012 | MSOA | 0.10% | 0.03% |
| | West Oxfordshire 013 | MSOA | 0.07% | 0.02% |
| | West Oxfordshire 014 | MSOA | 0.28% | 0.08% |
| | West Oxfordshire 015 | MSOA | 0.09% | 0.03% |
| | Windsor and Maidenhead | Local Authority | 1.25% | 0.37% |
| | Wokingham | Local Authority | 0.85% | 0.25% |
| | Wycombe | Local Authority | 2.71% | 0.80% |
| | Cherwell 001 | MSOA | 0.20% | 0.06% |
| | Cherwell 002 | MSOA | 0.16% | 0.05% |
| | Cherwell 003 | MSOA | 0.69% | 0.20% |
| | Cherwell 004 | MSOA | 2.77% | 0.82% |
| | Cherwell 005 | MSOA | 0.09% | 0.03% |
| | Cherwell 006 | MSOA | 0.54% | 0.16% |
| | Cherwell 007 | MSOA | 0.28% | 0.08% |
| | Cherwell 008 | MSOA | 1.00% | 0.29% |
| | Cherwell 009 | MSOA | 0.15% | 0.04% |
| | Cherwell 010 | MSOA | 1.29% | 0.38% |
| | Cherwell 011 | MSOA | 1.91% | 0.56% |
| | Cherwell 012 | MSOA | 0.48% | 0.14% |
| | Cherwell 013 | MSOA | 2.47% | 0.73% |
| | Cherwell 014 | MSOA | 1.53% | 0.45% |
| | Cherwell 015 | MSOA | 2.30% | 0.68% |
| | Cherwell 016 | MSOA | 2.85% | 0.84% |
| | Cherwell 017 | MSOA | 0.47% | 0.14% |
| | Cherwell 018 | MSOA | 0.20% | 0.06% |
| | Cherwell 019 | MSOA | 1.49% | 0.44% |
| **Total** | | | **100%** | **29.45%** |

# 4.0 HGV TRIP ASSIGNMENT

## Introduction

4.1 It is proposed to use the BTM to provide traffic data for assessment of the OxSRFI. A necessary input for this model is the distribution of the HGV trips associated with the scheme. The BTM will then assign the HGV trips in accordance with the relative 'cost' of using a route and in accordance with existing HGV route restrictions, which are represented in the model.

4.2 Section 3 of this Technical Note presents the HGV trip distribution. This section of the technical note therefore defines the relative split of HGV traffic associated with the warehousing and the rail terminal.

## HGV trips associated with the rail terminal

4.3 Technical Note 3 sets out the vehicle trip generation associated with the OxSRFI. That note considers the HGV generation of both the rail terminal and the warehousing at the development. It also identifies the level of interaction between those elements.

4.4 It identifies that, once fully operational, the rail terminal would generate up to 1,104 two-way HGV movements per day. Of these, some 35% are identified as being captured within the OxSRFI site, i.e. they would be associated with the warehousing at the site and hence would not result in an external HGV trip. For the 65% balance (718 two-way HGV trips) of HGV traffic not immediately captured by OxSRFI warehousing, a regional catchment is appropriate.

4.5 Therefore, for the purposes of the assessment all HGV trips associated with the rail terminal are to be assigned using the regional distribution share given at **Table 5**. In accordance with Technical Note 3, for the development peak hour assessment periods of 0800 to 0900 and 1600 to 1700 and daily period, the HGV trips given at the **Table 6** below will be assigned using the BTM based on the regional HGV distribution.

Table 6: external HGV trips associated with rail terminal

| | arrive | depart | two-way |
|---|---|---|---|
| AM peak | 17 | 17 | 35 |
| PM peak | 21 | 21 | 42 |
| Daily | 359 | 359 | 718 |

## HGV trips associated with the warehousing

4.6 HGV trips associated with the warehousing at OxSRFI would have anywhere from a local up to a national catchment. The actual catchment will be dictated by end users and their requirements. However, based on the location of the site it is considered that OxSRFI would be attractive to occupiers looking to locate their national distribution centres alongside serving more regional markets. Therefore, for the warehousing the full distribution comprising ports, national and regional elements, as described in paragraph Section 3 is used.

4.7 In accordance with Technical Note 3, for the development peak hour assessment periods of 0800 to 0900 and 1600 to 1700 and daily period, the HGV trips given at the **Table 7** below will be assigned in accordance with the distributions that are given in **Tables 1**, **4** and **5** for the ports, national and regional elements, respectively.

Table 7: External HGV trips associated with warehousing

| | arrive | depart | two-way |
|---|---|---|---|
| AM peak | 155 | 142 | 297 |
| PM peak | 136 | 122 | 258 |
| Daily | 2,100 | 2,103 | 4,203 |

## Resulting HGV trip distribution / assignment (indicative)

4.8 A summary of the resultant indicative assignment at M40 J10 is provided in **Table 8** below.

Table 8: indicative distribution / assignment

| Route | Distribution / Assignment |
|---|---|
| **M40 North** | 21.8% |
| **A43** | 26.6% |
| ***(of which A43)*** | *20.0%* |
| ***(of which A421)*** | *6.7%* |
| **M40 South** | 51.5% |
| ***(of which M40S)*** | *29.7%* |
| ***(of which A34)*** | *17.3%* |
| ***(of which A41)*** | *4.6%* |
| **B430** | - |
| **Total** | **100%** |

4.9 This shows similar trends to that obtained using the previous methodologies considered as referred to in Section 1 but demonstrates an increased share for the A34 (at 17.3%) as compared to the TN4 method (of 11.6%) which NH considered too low, but it is lower than the GB Freight Model share for the A34 (which was 27.1%), which NH considered too large.

4.10 It should be noted the above assignment is only indicative, as the actual assignment of HGV trips to the road network will be undertaken as part of the BTM assessment in accordance with the relative 'cost' of using a route.

# APPENDIX A

## Total External HGVs
## (Table 7 extracted from Technical Note 3: Trip Generation)

| Time Window | HGVs B8 warehouses* | | | HGVs rail terminal 35% Internal** | | | HGVs rail terminal 65% external HGVs*** | | | Total external HGVs OxSRFI | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Arrive | Depart | Two-way | Arrive | Depart | Two-way | Arrive | Depart | Two-way | Arrive | Depart | Two-way |
| **00.00-01.00** | 51 | 82 | 133 | -4 | -7 | -11 | 5 | 5 | 11 | 52 | 80 | 133 |
| **01.00-02.00** | 77 | 77 | 154 | -6 | -7 | -13 | 5 | 5 | 9 | 76 | 75 | 150 |
| **02.00-03.00** | 82 | 82 | 164 | -7 | -7 | -14 | 5 | 5 | 9 | 80 | 80 | 160 |
| **03.00-04.00** | 56 | 87 | 143 | -5 | -7 | -12 | 3 | 3 | 7 | 54 | 83 | 138 |
| **04.00-05.00** | 77 | 51 | 128 | -6 | -5 | -11 | 5 | 5 | 10 | 76 | 51 | 127 |
| **05.00-06.00** | 118 | 71 | 189 | -10 | -6 | -16 | 10 | 10 | 20 | 118 | 75 | 193 |
| **06.00-07.00** | 118 | 51 | 169 | -10 | -4 | -14 | 20 | 20 | 41 | 128 | 67 | 195 |
| **07.00-08.00** | 107 | 143 | 250 | -9 | -12 | -21 | 26 | 26 | 52 | 124 | 157 | 280 |
| **08.00-09.00** | 169 | 155 | 324 | -14 | -13 | -27 | 17 | 17 | 35 | 172 | 159 | 331 |
| **09.00-10.00** | 113 | 103 | 216 | -10 | -8 | -18 | 19 | 19 | 37 | 122 | 113 | 235 |
| **10.00-11.00** | 128 | 139 | 267 | -11 | -11 | -22 | 23 | 23 | 46 | 140 | 151 | 291 |
| **11.00-12.00** | 113 | 107 | 220 | -10 | -9 | -19 | 24 | 24 | 48 | 127 | 123 | 250 |
| **12.00-13.00** | 87 | 77 | 164 | -7 | -7 | -14 | 28 | 28 | 56 | 108 | 98 | 207 |
| **13.00-14.00** | 71 | 118 | 189 | -6 | -10 | -16 | 24 | 24 | 47 | 89 | 132 | 220 |
| **14.00-15.00** | 87 | 139 | 226 | -7 | -12 | -19 | 22 | 22 | 45 | 102 | 149 | 252 |
| **15.00-16.00** | 56 | 107 | 163 | -5 | -9 | -14 | 24 | 24 | 48 | 75 | 122 | 197 |
| **16.00-17.00** | 118 | 71 | 189 | -10 | -6 | -16 | 24 | 24 | 48 | 132 | 89 | 221 |
| **17.00-18.00** | 148 | 134 | 282 | -12 | -12 | -24 | 21 | 21 | 42 | 157 | 143 | 300 |
| **18.00-19.00** | 113 | 92 | 205 | -10 | -7 | -17 | 17 | 17 | 35 | 120 | 102 | 222 |
| **19.00-20.00** | 97 | 67 | 164 | -8 | -6 | -14 | 12 | 12 | 23 | 101 | 73 | 174 |
| **20.00-21.00** | 107 | 87 | 194 | -9 | -7 | -16 | 8 | 8 | 15 | 106 | 87 | 193 |
| **21.00-22.00** | 67 | 97 | 164 | -6 | -8 | -14 | 7 | 7 | 14 | 68 | 96 | 164 |
| **22.00-23.00** | 62 | 77 | 139 | -5 | -7 | -12 | 6 | 6 | 11 | 63 | 76 | 138 |
| **23.00-00.00** | 71 | 82 | 153 | -6 | -7 | -13 | 5 | 5 | 10 | 70 | 80 | 150 |
| **Totals** | **2293** | **2296** | **4589** | **-193** | **-193** | **-386** | **359** | **359** | **718** | **2459** | **2461** | **4920** |

* from Table 4

** Based on B8 HGV profile

*** Based on avreage of Hams Hall and iPort HGV arrivals

**Table 7: Total external HGVs including for interaction between rail and warehousing and distributions uses**

# APPENDIX B

# DfT Port Freight Statistics (2019) data

**Department for Transport Statistics**

Port Freight Statistics

**Table PORT0203**

**UK major port unitised freight traffic by port and cargo type (direction filter)**

| | |
|---|---|
| **Direction** | Both Directions |
| **Year** | 2019 |

Thousand units/ Thousand TEUs/ Thousand tonnes

| Ports | Lift-of / Lift-off (Lo-Lo) containers | | | | | Roll-on / Roll-off (Ro-Ro) main freight units | | | | | | | | | | | | All main freight units | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Shipborne port-to-port trailers | | | Road goods vehicles | | | Unaccompanied trailers | | | All Ro-Ro main freight units | | | | | |
| | All units | All units TEU | Loaded units | Loaded units TEU | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods |
| Aberdeen | 2 | 2 | 1 | 2 | 18 | 5 | 3 | 34 | 2 | ~ | 10 | 30 | 22 | 349 | 37 | 26 | 392 | 39 | 27 | 410 |
| Belfast | 131 | 230 | 98 | 173 | 1,756 | 0 | 0 | 0 | 204 | 145 | 2,037 | 366 | 324 | 5,483 | 570 | 469 | 7,520 | 701 | 567 | 9,277 |
| Boston | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Bristol | 61 | 111 | 43 | 77 | 912 | 3 | 2 | 92 | 0 | 0 | 0 | ~ | ~ | ~ | 3 | 2 | 93 | 64 | 45 | 1,005 |
| Cairnryan | z | z | z | z | z | 0 | 0 | 0 | 123 | 111 | 1,756 | 70 | 67 | 947 | 192 | 178 | 2,704 | 192 | 178 | 2,704 |
| Cardiff | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Clyde | 52 | 94 | 34 | 62 | 596 | z | z | z | z | z | z | z | z | z | z | z | z | 52 | 34 | 596 |
| Cromarty Firth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Dover | 15 | 27 | 14 | 26 | 146 | 0 | 0 | 0 | 2,383 | 2,024 | 22,447 | 47 | 32 | 526 | 2,430 | 2,057 | 22,973 | 2,445 | 2,071 | 23,119 |
| Dundee | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Felixstowe | 2,234 | 3,840 | 1,541 | 2,630 | 21,711 | ~ | ~ | 3 | 9 | 8 | 158 | 237 | 185 | 3,422 | 246 | 193 | 3,583 | 2,481 | 1,734 | 25,294 |
| Fishguard | z | z | z | z | z | 0 | 0 | 0 | 25 | 21 | 255 | 14 | 13 | 240 | 39 | 34 | 495 | 39 | 34 | 495 |
| Fleetwood | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Forth | 149 | 251 | 113 | 192 | 2,432 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 113 | 2,432 |
| Fowey | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Glensanda | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Goole | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Great Yarmouth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Grimsby & Immingham | 187 | 368 | 111 | 212 | 2,145 | 164 | 133 | 3,868 | 114 | 100 | 1,223 | 635 | 529 | 10,150 | 913 | 762 | 15,241 | 1,101 | 872 | 17,386 |
| Harwich | 6 | 9 | 4 | 6 | 92 | 3 | 3 | 47 | 169 | 144 | 1,626 | 175 | 138 | 1,937 | 348 | 284 | 3,609 | 354 | 288 | 3,701 |
| Heysham | z | z | z | z | z | 0 | 0 | 0 | 33 | 21 | 459 | 239 | 220 | 4,053 | 272 | 242 | 4,513 | 272 | 242 | 4,513 |
| Holyhead | z | z | z | z | z | 0 | 0 | 0 | 308 | 308 | 3,490 | 156 | 156 | 1,788 | 464 | 464 | 5,278 | 464 | 464 | 5,278 |
| Hull | 190 | 345 | 127 | 223 | 2,168 | 57 | 40 | 714 | 73 | 63 | 897 | 53 | 44 | 798 | 183 | 147 | 2,409 | 373 | 274 | 4,577 |
| Ipswich[1] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kilroot Power Station Jetty | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Larne | z | z | z | z | z | 0 | 0 | 0 | 123 | 111 | 1,756 | 70 | 67 | 947 | 192 | 178 | 2,704 | 192 | 178 | 2,704 |
| Liverpool | 503 | 886 | 391 | 688 | 6,268 | 11 | 9 | 158 | 207 | 173 | 2,437 | 383 | 337 | 5,069 | 601 | 519 | 7,665 | 1,104 | 910 | 13,932 |
| Loch Ryan[2] | z | z | z | z | z | 0 | 0 | 0 | 122 | 102 | 1,400 | 83 | 73 | 1,248 | 205 | 176 | 2,648 | 205 | 176 | 2,648 |
| London | 1,017 | 1,764 | 791 | 1,359 | 14,985 | 217 | 179 | 3,400 | 10 | 9 | 109 | 317 | 222 | 3,508 | 544 | 409 | 7,016 | 1,560 | 1,200 | 22,001 |
| Londonderry | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Manchester | ~ | ~ | ~ | ~ | ~ | z | z | z | z | z | z | z | z | z | z | z | z | ~ | ~ | ~ |
| Medway | 54 | 113 | 32 | 65 | 716 | 6 | 6 | 283 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 283 | 60 | 37 | 999 |
| Milford Haven | z | z | z | z | z | 0 | 0 | 0 | 31 | 28 | 338 | 33 | 31 | 492 | 64 | 59 | 830 | 64 | 59 | 830 |
| Newhaven | z | z | z | z | z | 0 | 0 | 0 | 33 | 32 | 484 | 3 | 3 | 37 | 36 | 35 | 521 | 36 | 35 | 521 |
| Newport | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Orkney | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 14 | 6 | 2 | 25 | 14 | 11 | 195 | 22 | 13 | 234 | 22 | 13 | 234 |
| Peterhead | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Plymouth | z | z | z | z | z | 0 | 0 | 0 | 5 | 4 | 55 | 1 | 1 | 7 | 6 | 5 | 63 | 6 | 5 | 63 |
| Poole | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 14 | 160 | 15 | 13 | 251 | 32 | 27 | 411 | 32 | 27 | 411 |
| Port Talbot | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Portsmouth | 36 | 67 | 19 | 36 | 366 | 0 | 0 | 0 | 139 | 125 | 1,761 | 93 | 72 | 864 | 232 | 197 | 2,625 | 268 | 216 | 2,991 |
| Ramsgate | z | z | z | z | z | 0 | 0 | 0 | ~ | ~ | 1 | 0 | 0 | 0 | ~ | ~ | 1 | ~ | ~ | 1 |
| River Trent | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull & Humber | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Shoreham | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Southampton | 1,093 | 1,878 | 813 | 1,381 | 9,008 | 3 | 2 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 71 | 1,095 | 815 | 9,079 |
| Stranraer[2] | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sullom Voe | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sunderland | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Swansea | z | z | z | z | z | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tees & Hartlepool | 260 | 458 | 176 | 305 | 3,037 | 77 | 60 | 1,291 | 2 | 2 | 31 | 41 | 35 | 716 | 120 | 97 | 2,037 | 380 | 273 | 5,074 |
| Tyne | 31 | 56 | 24 | 43 | 431 | 0 | 0 | 0 | 27 | 26 | 131 | 7 | 6 | 114 | 34 | 32 | 245 | 66 | 56 | 677 |
| Warrenpoint | 17 | 36 | 11 | 23 | 248 | 0 | 0 | 0 | 8 | 8 | 221 | 97 | 92 | 2,069 | 105 | 100 | 2,290 | 123 | 110 | 2,539 |
| **England** | **5,688** | **9,922** | **4,086** | **7,050** | **61,984** | **541** | **435** | **9,927** | **3,222** | **2,744** | **31,980** | **2,246** | **1,837** | **31,453** | **6,010** | **5,016** | **73,360** | **11,698** | **9,102** | **135,344** |
| **Wales** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **364** | **356** | **4,083** | **203** | **201** | **2,520** | **567** | **558** | **6,604** | **567** | **558** | **6,604** |
| **Scotland** | **202** | **347** | **147** | **256** | **3,046** | **7** | **4** | **48** | **252** | **215** | **3,191** | **197** | **174** | **2,739** | **457** | **393** | **5,978** | **659** | **540** | **9,024** |
| **Great Britain** | **5,891** | **10,269** | **4,233** | **7,307** | **65,031** | **548** | **439** | **9,975** | **3,839** | **3,316** | **39,254** | **2,647** | **2,212** | **36,712** | **7,034** | **5,967** | **85,941** | **12,925** | **10,200** | **150,972** |
| **Northern Ireland** | **148** | **265** | **109** | **197** | **2,005** | **0** | **0** | **0** | **335** | **264** | **4,015** | **533** | **483** | **8,500** | **868** | **746** | **12,514** | **1,016** | **855** | **14,519** |
| **All UK major ports** | **6,039** | **10,534** | **4,342** | **7,503** | **67,035** | **548** | **439** | **9,975** | **4,174** | **3,579** | **43,269** | **3,180** | **2,695** | **45,212** | **7,902** | **6,713** | **98,456** | **13,941** | **11,055** | **165,491** |

1. Ro-Ro operations at Ipswich ceased in August 2012.
2. Stranraer port closed in November 2011. Its operations were transferred to neighbouring Loch Ryan Port.
"0" is null, "z" is not applicable and "~" is less than 1 (in units given). "r" is where the datapoint has been amended since the previous release.

*Source: DfT Port Freight Statistics*
*Last updated: 12 August 2020*
*Next update: August 2021*

Technical Note
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The figures in this table are National Statistics.

## Department for Transport Statistics

Port Freight Statistics

## Table PORT0203

## UK major port unitised freight traffic by port and cargo type (direction filter)

| Ports | All units | Adjusted* | share | |
|---|---|---|---|---|
| Felixstowe | 2,481 | 2,481 | 18.94% | 9.47% |
| Dover | 2,445 | 2,445 | 18.67% | 9.34% |
| London | 1,560 | 1,560 | 11.92% | 5.96% |
| Liverpool | 1,104 | 1,104 | 8.43% | 4.22% |
| Grimsby & Immingham | 1,101 | 1,101 | 8.41% | 4.20% |
| Southampton | 1,095 | 1,095 | 8.37% | 4.18% |
| Belfast | 701 | | 0.00% | 0.00% |
| Holyhead | 464 | 464 | 3.55% | 1.77% |
| Tees & Hartlepool | 380 | 380 | 2.91% | 1.45% |
| Hull | 373 | 373 | 2.85% | 1.42% |
| Harwich | 354 | 354 | 2.70% | 1.35% |
| Heysham | 272 | 272 | 2.08% | 1.04% |
| Portsmouth | 268 | 268 | 2.05% | 1.02% |
| Loch Ryan | 205 | 205 | 1.57% | 0.78% |
| Cairnryan | 192 | 192 | 1.47% | 0.73% |
| Larne | 192 | 192 | 1.47% | 0.73% |
| Forth | 149 | 149 | 1.14% | 0.57% |
| Warrenpoint | 123 | | 0.00% | 0.00% |
| Tyne | 66 | 66 | 0.50% | 0.25% |
| Milford Haven | 64 | 64 | 0.49% | 0.24% |
| Bristol | 64 | 64 | 0.49% | 0.24% |
| Medway | 60 | 60 | 0.46% | 0.23% |
| Clyde | 52 | 52 | 0.40% | 0.20% |
| Fishguard | 39 | 39 | 0.30% | 0.15% |
| Aberdeen | 39 | 39 | 0.29% | 0.15% |
| Newhaven | 36 | 36 | 0.28% | 0.14% |
| Poole | 32 | 32 | 0.24% | 0.12% |
| Orkney | 22 | | 0.00% | 0.00% |
| Plymouth | 6 | 6 | 0.05% | 0.02% |
| Total | 13,941 | 13,095 | 100.00% | 50.00% |

* Non-UK mainland ports removed

# APPENDIX C

## DfT Road Freight Statistics (2019) data

**Department for Transport statistics**

Road Freight Statistics

## Table RFS0123

## Goods lifted[1] by NUTS2 region[2] of origin and destination: 2019

UK activity of GB-registered heavy goods vehicles

**Million tonnes**

| | | | Destination (by NUTS2 code) | | |

# APPENDIX D

# DfT Road Freight Statistics (2019) data calculations

| | | Million Tonnes (UKJ1) | | | Million Tonnes (UKF2) | | | Million Tonnes (UKG1) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| NUT S2 Code | Region | Destination (From Berkshire, Buckinghamshire and Oxfordshire, to) | Origin (To Berkshire, Buckinghamshire and Oxfordshire, from) | Million Tonnes | Destination (From Leicestershire, Rutland and Northamptonshire, to) | Origin (To Leicestershire, Rutland and Northamptonshire, from) | Total | Destination (From Herefordshire, Worcestershire and Warwickshire, to) | Origin (To Herefordshire, Worcestershire and Warwickshire, from) | Total |
| UKC1 | Tees Valley and Durham | 0 | 0 | 0 | 1 | | 1 | 0 | 0 | 0 |
| UKD3 | Greater Manchester | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 |
| UKD4 | Lancashire | | | 0 | 1 | | 1 | | 1 | 1 |
| UKD6 | Cheshire | | | 0 | 2 | 1 | 3 | 1 | | 1 |
| UKD7 | Merseyside | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 2 |
| UKE1 | East Yorkshire and Northern Lincolnshire | 0 | 0 | 0 | 1 | 2 | 3 | | 1 | 1 |
| UKE2 | North Yorkshire | 0 | 0 | 0 | | 1 | 1 | 0 | 0 | 0 |
| UKE3 | South Yorkshire | | 1 | 1 | 1 | 1 | 2 | 1 | | 1 |
| UKE4 | West Yorkshire | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 2 |
| UKF1 | Derbyshire and Nottinghamshire | | 1 | 1 | 2 | 3 | 5 | 1 | 2 | 3 |
| UKF2 | Leicestershire, Rutland and Northamptonshire | 2 | 3 | 5 | 34 | 34 | 68 | 3 | 3 | 6 |
| UKF3 | Lincolnshire | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 2 |
| UKG1 | Herefordshire, Worcestershire and Warwickshire | 1 | 1 | 2 | 3 | 3 | 6 | 26 | 26 | 52 |
| UKG2 | Shropshire and Staffordshire | 1 | 1 | 2 | 3 | 2 | 5 | 3 | 3 | 6 |
| UKG3 | West Midlands | | 1 | 1 | 2 | 2 | 4 | 4 | 2 | 6 |
| UKH1 | East Anglia | 1 | 1 | 2 | 3 | 5 | 8 | 1 | 1 | 2 |
| UKH2 | Bedfordshire and Hertfordshire | 2 | 2 | 4 | 2 | 2 | 4 | 1 | 1 | 2 |
| UKH3 | Essex | 1 | 2 | 3 | 2 | 2 | 4 | 1 | 2 | 3 |
| UKI4 | Inner London — East | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| UKI5 | Outer London — East and North East | 1 | | 1 | 1 | 1 | 2 | 1 | | 1 |
| UKI6 | Outer London — South | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| UKI7 | Outer London — West and North West | 1 | 2 | 3 | 1 | 1 | 2 | 0 | 0 | 0 |
| UKJ1 | Berkshire, Buckinghamshire and Oxfordshire | 23 | 23 | 46 | 3 | 2 | 5 | 1 | 1 | 2 |
| UKJ2 | Surrey, East and West Sussex | 1 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 0 |
| UKJ3 | Hampshire and Isle of Wight | 2 | 1 | 3 | 1 | 1 | 2 | 1 | 1 | 2 |
| UKJ4 | Kent | 1 | 1 | 2 | 2 | 1 | 3 | 2 | 1 | 3 |
| UKK1 | Gloucestershire, Wiltshire and Bristol/Bath Area | 2 | 3 | 5 | 2 | 1 | 3 | 2 | 1 | 3 |
| UKK4 | Devon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| UKL1 | West Wales and The Valleys | | | 0 | 0 | | 0 | | 1 | 1 |
| UKL2 | East Wales | | 1 | 1 | 1 | | 1 | 2 | 1 | 3 |
| **Total** | | **40** | **47** | **87** | **73** | **73** | **146** | **55** | **53** | **108** |

| | | Million Tonnes (weighted average 3/4 UKJ1, 1/8 UKF2 and 1/8 UKG1) | | |
|---|---|---|---|---|
| NUT S2 Code | Region | Million Tonnes (weighted average 3/4 UKJ1, 1/8 UKF2 and 1/8 UKG1) | Share | As % of total distribution |
| UKC1 | Tees Valley and Durham | 0.13 | 0.1% | 0.06% |
| UKD3 | Greater Manchester | 2.00 | 2.1% | 1.03% |
| UKD4 | Lancashire | 0.25 | 0.3% | 0.13% |
| UKD6 | Cheshire | 0.50 | 0.5% | 0.26% |
| UKD7 | Merseyside | 0.50 | 0.5% | 0.26% |
| UKE1 | East Yorkshire and Northern Lincolnshire | 0.50 | 0.5% | 0.26% |
| UKE2 | North Yorkshire | 0.13 | 0.1% | 0.06% |
| UKE3 | South Yorkshire | 1.13 | 1.2% | 0.58% |
| UKE4 | West Yorkshire | 0.63 | 0.6% | 0.32% |
| UKF1 | Derbyshire and Nottinghamshire | 1.75 | 1.8% | 0.90% |
| UKF2 | Leicestershire, Rutland and Northamptonshire | 13.00 | 13.4% | 6.70% |
| UKF3 | Lincolnshire | 0.63 | 0.6% | 0.32% |
| UKG1 | Herefordshire, Worcestershire and Warwickshire | 8.75 | 9.0% | 4.51% |
| UKG2 | Shropshire and Staffordshire | 2.88 | 3.0% | 1.48% |
| UKG3 | West Midlands | 2.00 | 2.1% | 1.03% |
| UKH1 | East Anglia | 2.75 | 2.8% | 1.42% |
| UKH2 | Bedfordshire and Hertfordshire | 3.75 | 3.9% | 1.93% |
| UKH3 | Essex | 3.13 | 3.2% | 1.61% |
| UKI4 | Inner London — East | 0.13 | 0.1% | 0.06% |
| UKI5 | Outer London — East and North East | 1.13 | 1.2% | 0.58% |
| UKI6 | Outer London — South | 0.75 | 0.8% | 0.39% |
| UKI7 | Outer London — West and North West | 2.50 | 2.6% | 1.29% |
| UKJ1 | Berkshire, Buckinghamshire and Oxfordshire | 35.38 | 36.5% | 18.23% |
| UKJ2 | Surrey, East and West Sussex | 1.75 | 1.8% | 0.90% |
| UKJ3 | Hampshire and Isle of Wight | 2.75 | 2.8% | 1.42% |
| UKJ4 | Kent | 2.25 | 2.3% | 1.16% |
| UKK1 | Gloucestershire, Wiltshire and Bristol/Bath Area | 4.50 | 4.6% | 2.32% |
| UKK4 | Devon | 0.13 | 0.1% | 0.06% |
| UKL1 | West Wales and The Valleys | 0.13 | 0.1% | 0.06% |
| UKL2 | East Wales | 1.25 | 1.3% | 0.64% |
| **Total** | | **97.00** | **100%** | **50%** |

# APPENDIX E

## Gravity model calculations of the regional area

Table E1: regional HGV distribution – UKJ1 (Berkshire, Buckinghamshire and Oxfordshire)

| Area | Workplace population (P) | Journey time (mins) | $P/T^2$ | Share | As % of total distribution |
|---|---|---|---|---|---|
| Aylesbury Vale 001 | 4,427 | 26 | 6.78 | 1.1% | 0.20% |
| Aylesbury Vale 002 | 2,442 | 25 | 3.83 | 0.6% | 0.11% |
| Aylesbury Vale 003 | 1,630 | 36 | 1.25 | 0.2% | 0.04% |
| Aylesbury Vale 004 | 3,613 | 37 | 2.64 | 0.4% | 0.08% |
| Aylesbury Vale 005 | 1,556 | 38 | 1.08 | 0.2% | 0.03% |
| Aylesbury Vale 006 | 1,983 | 45 | 0.98 | 0.2% | 0.03% |
| Aylesbury Vale 007 | 2,361 | 61 | 0.63 | 0.1% | 0.02% |
| Aylesbury Vale 008 | 2,534 | 37 | 1.85 | 0.3% | 0.06% |
| Aylesbury Vale 009 | 3,229 | 66 | 0.74 | 0.1% | 0.02% |
| Aylesbury Vale 010 | 2,744 | 28 | 3.50 | 0.6% | 0.10% |
| Aylesbury Vale 011 | 899 | 45 | 0.44 | 0.1% | 0.01% |
| Aylesbury Vale 012 | 5,100 | 40 | 3.19 | 0.5% | 0.10% |
| Aylesbury Vale 013 | 4,202 | 43 | 2.27 | 0.4% | 0.07% |
| Aylesbury Vale 014 | 2,540 | 47 | 1.15 | 0.2% | 0.03% |
| Aylesbury Vale 015 | 10,674 | 45 | 5.27 | 0.9% | 0.16% |
| Aylesbury Vale 016 | 2,030 | 45 | 1.00 | 0.2% | 0.03% |
| Aylesbury Vale 017 | 2,523 | 50 | 1.01 | 0.2% | 0.03% |
| Aylesbury Vale 018 | 1,416 | 48 | 0.61 | 0.1% | 0.02% |
| Aylesbury Vale 019 | 4,604 | 49 | 1.92 | 0.3% | 0.06% |
| Aylesbury Vale 020 | 848 | 55 | 0.28 | 0.0% | 0.01% |
| Aylesbury Vale 021 | 3,677 | 55 | 1.22 | 0.2% | 0.04% |
| Aylesbury Vale 022 | 3,596 | 45 | 1.78 | 0.3% | 0.05% |
| Aylesbury Vale 023 | 2,552 | 42 | 1.45 | 0.2% | 0.04% |
| Aylesbury Vale 024 | 4,130 | 58 | 1.23 | 0.2% | 0.04% |
| Bracknell Forest | 59,267 | 91 | 7.14 | 1.2% | 0.21% |
| Chiltern | 35,476 | 75 | 6.27 | 1.0% | 0.19% |
| Milton Keynes | 143,998 | 44 | 75.68 | 12.4% | 2.26% |
| Oxford | 99,423 | 33 | 89.98 | 14.8% | 2.69% |
| Reading | 89,115 | 94 | 10.06 | 1.7% | 0.30% |
| Slough | 74,593 | 81 | 11.42 | 1.9% | 0.34% |
| South Bucks | 33,210 | 75 | 5.97 | 1.0% | 0.18% |
| South Oxfordshire | 61,683 | 55 | 20.56 | 3.4% | 0.62% |
| Vale of White Horse | 62,253 | 51 | 24.05 | 3.9% | 0.72% |
| West Berkshire | 87,006 | 66 | 19.79 | 3.2% | 0.59% |
| West Oxfordshire 001 | 3,348 | 33 | 3.07 | 0.5% | 0.09% |
| West Oxfordshire 002 | 2,893 | 26 | 4.28 | 0.7% | 0.13% |
| West Oxfordshire 003 | 2,112 | 47 | 0.96 | 0.2% | 0.03% |
| West Oxfordshire 004 | 3,006 | 23 | 5.68 | 0.9% | 0.17% |
| West Oxfordshire 005 | 1,739 | 31 | 1.81 | 0.3% | 0.05% |
| West Oxfordshire 006 | 2,591 | 33 | 2.38 | 0.4% | 0.07% |
| West Oxfordshire 007 | 2,935 | 41 | 1.75 | 0.3% | 0.05% |
| West Oxfordshire 008 | 2,654 | 37 | 1.94 | 0.3% | 0.06% |
| West Oxfordshire 009 | 2,717 | 30 | 3.02 | 0.5% | 0.09% |
| West Oxfordshire 010 | 7,974 | 38 | 5.52 | 0.9% | 0.17% |
| West Oxfordshire 011 | 3,539 | 30 | 3.93 | 0.6% | 0.12% |
| West Oxfordshire 012 | 2,944 | 54 | 1.01 | 0.2% | 0.03% |
| West Oxfordshire 013 | 1,523 | 48 | 0.66 | 0.1% | 0.02% |
| West Oxfordshire 014 | 6,235 | 48 | 2.71 | 0.4% | 0.08% |
| West Oxfordshire 015 | 2,012 | 48 | 0.87 | 0.1% | 0.03% |
| Windsor and Maidenhead | 76,112 | 79 | 12.28 | 2.0% | 0.37% |
| Wokingham | 69,107 | 91 | 8.36 | 1.4% | 0.25% |
| Wycombe | 80,986 | 55 | 26.69 | 4.4% | 0.80% |
| Cherwell 001 | 1,904 | 31 | 1.97 | 0.3% | 0.06% |
| Cherwell 002 | 1,261 | 28 | 1.61 | 0.3% | 0.05% |
| Cherwell 003 | 4,966 | 27 | 6.81 | 1.1% | 0.20% |
| Cherwell 004 | 14,431 | 23 | 27.28 | 4.5% | 0.82% |
| Cherwell 005 | 751 | 29 | 0.89 | 0.1% | 0.03% |
| Cherwell 006 | 4,149 | 28 | 5.29 | 0.9% | 0.16% |
| Cherwell 007 | 2,620 | 31 | 2.73 | 0.4% | 0.08% |
| Cherwell 008 | 3,554 | 19 | 9.84 | 1.6% | 0.29% |
| Cherwell 009 | 2,272 | 39 | 1.49 | 0.2% | 0.04% |
| Cherwell 010 | 2,845 | 15 | 12.64 | 2.1% | 0.38% |
| Cherwell 011 | 3,693 | 14 | 18.84 | 3.1% | 0.56% |
| Cherwell 012 | 1,066 | 15 | 4.74 | 0.8% | 0.14% |
| Cherwell 013 | 5,472 | 15 | 24.32 | 4.0% | 0.73% |
| Cherwell 014 | 1,823 | 11 | 15.07 | 2.5% | 0.45% |
| Cherwell 015 | 5,786 | 16 | 22.60 | 3.7% | 0.68% |
| Cherwell 016 | 4,739 | 13 | 28.04 | 4.6% | 0.84% |
| Cherwell 017 | 1,837 | 20 | 4.59 | 0.8% | 0.14% |
| Cherwell 018 | 863 | 21 | 1.96 | 0.3% | 0.06% |
| Cherwell 019 | 7,771 | 23 | 14.69 | 2.4% | 0.44% |
| **Total** | | | | **100%** | **18.23%** |

Table E2: regional HGV distribution – UKG1 (Herefordshire, Worcestershire and Warwickshire)

| Area | Workplace population (P) | Journey time (mins) | P/T² | Share | As % of total distribution |
|---|---|---|---|---|---|
| Bromsgrove | 39,055 | 82 | 5.83 | 5.64% | 0.25% |
| Herefordshire, County of | 87,169 | 143 | 4.26 | 4.12% | 0.19% |
| Malvern Hills | 31,181 | 111 | 2.54 | 2.45% | 0.11% |
| North Warwickshire | 39,558 | 86 | 5.31 | 5.13% | 0.23% |
| Nuneaton and Bedworth | 45,300 | 91 | 5.48 | 5.30% | 0.24% |
| Redditch | 39,031 | 79 | 6.31 | 6.10% | 0.27% |
| Rugby | 47,452 | 71 | 9.29 | 8.98% | 0.41% |
| Warwick | 77,726 | 53 | 27.63 | 26.70% | 1.20% |
| Worcester | 53,214 | 99 | 5.48 | 5.29% | 0.24% |
| Wychavon | 54,092 | 84 | 7.64 | 7.39% | 0.33% |
| Wyre Forest | 37,393 | 97 | 4.00 | 3.87% | 0.17% |
| Stratford-on-Avon 001 | 2,866 | 79 | 0.46 | 0.44% | 0.02% |
| Stratford-on-Avon 002 | 2,914 | 62 | 0.76 | 0.73% | 0.03% |
| Stratford-on-Avon 003 | 2,134 | 75 | 0.38 | 0.37% | 0.02% |
| Stratford-on-Avon 004 | 3,983 | 48 | 1.73 | 1.67% | 0.08% |
| Stratford-on-Avon 005 | 3,702 | 43 | 2.00 | 1.93% | 0.09% |
| Stratford-on-Avon 006 | 3,500 | 72 | 0.68 | 0.65% | 0.03% |
| Stratford-on-Avon 007 | 2,991 | 68 | 0.65 | 0.63% | 0.03% |
| Stratford-on-Avon 008 | 4,779 | 50 | 1.91 | 1.85% | 0.08% |
| Stratford-on-Avon 009 | 9,860 | 62 | 2.57 | 2.48% | 0.11% |
| Stratford-on-Avon 010 | 3,055 | 63 | 0.77 | 0.74% | 0.03% |
| Stratford-on-Avon 011 | 5,393 | 63 | 1.36 | 1.31% | 0.06% |
| Stratford-on-Avon 012 | 3,411 | 79 | 0.55 | 0.53% | 0.02% |
| Stratford-on-Avon 013 | 8,608 | 46 | 4.07 | 3.93% | 0.18% |
| Stratford-on-Avon 014 | 3,193 | 71 | 0.63 | 0.61% | 0.03% |
| Stratford-on-Avon 015 | 3,009 | 50 | 1.20 | 1.16% | 0.05% |
| **Total** | | | | **100%** | **4.51%** |

Table E3: regional HGV distribution – UKF2 (Leicestershire, Rutland and Northamptonshire)

| Area | Workplace population (P) | Journey time (mins) | P/T² | Share | As % of total distribution |
|---|---|---|---|---|---|
| Blaby | 51,967 | 93 | 6.04 | 3.19% | 0.2% |
| Charnwood | 67,856 | 107 | 5.94 | 3.13% | 0.2% |
| Harborough | 42,180 | 78 | 6.94 | 3.67% | 0.2% |
| Hinckley & Bosworth | 42,514 | 87 | 5.62 | 2.97% | 0.2% |
| Leicester | 163,224 | 97 | 17.43 | 9.20% | 0.6% |
| Melton | 22,107 | 123 | 1.47 | 0.78% | 0.1% |
| North West Leicestershire | 53,711 | 112 | 4.29 | 2.27% | 0.2% |
| Oadby and Wigston | 21,125 | 100 | 2.13 | 1.12% | 0.1% |
| Rutland | 18,293 | 111 | 1.48 | 0.78% | 0.1% |
| Corby | 30,883 | 91 | 3.72 | 1.96% | 0.1% |
| Daventry | 38,650 | 52 | 14.35 | 7.58% | 0.5% |
| East Northamptonshire | 31,128 | 96 | 3.34 | 1.77% | 0.1% |
| Kettering | 42,290 | 77 | 7.14 | 3.77% | 0.3% |
| Northampton | 118,778 | 51 | 46.32 | 24.45% | 1.6% |
| South Northamptonshire 001 | 2,709 | 42 | 1.54 | 0.81% | 0.1% |
| South Northamptonshire 002 | 2,060 | 56 | 0.66 | 0.35% | 0.0% |
| South Northamptonshire 003 | 4,661 | 47 | 2.11 | 1.11% | 0.1% |
| South Northamptonshire 004 | 4,399 | 34 | 3.81 | 2.01% | 0.1% |
| South Northamptonshire 005 | 2,907 | 33 | 2.67 | 1.41% | 0.1% |
| South Northamptonshire 006 | 3,323 | 26 | 4.92 | 2.60% | 0.2% |
| South Northamptonshire 007 | 2,420 | 28 | 3.09 | 1.63% | 0.1% |
| South Northamptonshire 008 | 2,623 | 43 | 1.42 | 0.75% | 0.1% |
| South Northamptonshire 009 | 1,592 | 16 | 6.22 | 3.28% | 0.2% |
| South Northamptonshire 010 | 4,776 | 15 | 21.23 | 11.21% | 0.8% |
| South Northamptonshire 011 | 2,853 | 19 | 7.90 | 4.17% | 0.3% |
| Wellingborough | 34,351 | 67 | 7.65 | 4.04% | 0.3% |
| **Total** | | | | **100%** | **6.70%** |

# APPENDIX 12

# TN2: TRANSPORT MODELLING METHODOLOGY

OXFORDSHIRE RAILFREIGHT INTERCHANGE LIMITED

# TECHNICAL NOTE 2: TRANSPORT MODELLING METHODOLOGY

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| project number: ADC1794 | | | report reference: ADC1794-RP-H |
|---|---|---|---|
| version | date | lead author | comments |
| 1 | | [redacted] | internal draft |
| 2 | 21/12/2020 | | first issued to the Transport Working Group |
| 3 | 28/02/2022 | | updated to reflect revised strategy and issued to the Transport Working Group |

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## APPENDICES

Appendix A Bicester, OxSRFI Technical Note 1: Bicester Transport Model Validation
Appendix B OxSRFI BTM Modelling Methodology

## 1.0 INTRODUCTION

1.1 ADC Infrastructure Ltd are appointed by Oxfordshire Railfreight Interchange Ltd (the Applicant) to assess the transport and infrastructure requirements of a Nationally Significant Infrastructure Project (NSIP), that being a proposed Strategic Rail Freight Interchange (SRFI) in Oxfordshire.

1.2 The proposed SRFI, to be known as Oxfordshire Strategic Rail Freight Interchange (OxSRFI) is located adjacent to the Chiltern Main Line Railway, part of the strategic rail freight network, and to the southwest of Junction 10 of the M40 motorway in Oxfordshire.

1.3 Oxfordshire County Council (OCC) are the local highway authority and National Highways have responsibility for the strategic road network (SRN), which in the vicinity of the site comprises the M40, A43 and A34.

1.4 As the scheme falls within the definition of a NSIP it requires consent under the Planning Act 2008. An application for a Development Consent Order (DCO) is therefore being prepared and it will be submitted to the Planning Inspectorate (the Examining Authority) for consideration. The Examining Authority will examine the application before making a recommendation to the Secretary of State for Transport, who will make the final decision.

1.5 The DCO application will be supported by an Environmental Statement which will include a Transport Assessment and Framework Travel Plan. A Transport Working Group has been established to provide a forum for discussion and allow a step-by-step approach to the assessment and agreement of transport matters relating to OxSRFI in advance of submission of the DCO and the preparation of Statements of Common Ground. The Transport Working Group comprises representatives from:

- National Highways
- Aecom (National Highways' term consultant)
- Oxfordshire County Council
- The Applicant
- ADC Infrastructure Ltd
- BWB Consulting Ltd
- Oxalis Planning Ltd.

1.6 Ensuring good access to the SRN is a prerequisite for the proposed OxSRFI development. The Applicant's approach to the road access strategy has evolved from a starting assumption that a new junction on the M40 motorway midway between J9 and J10 would be the most appropriate approach. Following initial investigations into a new junction[1], and consultation with OCC and National Highways, it became clear that for a new junction to be compliant with DfT Circular 02/2013 requirements for new access onto the SRN, National Highways would require the Applicant to demonstrate that there were no alternative options to improve existing junctions.

1.7 The Applicant was also mindful that the initial assessment identified a high degree of uncertainty regarding the acceptability of the available weaving distances between a new junction and the existing M40 junctions 9 and 10. Furthermore, it was identified that a new junction would not necessarily negate the requirement for substantial improvements at M40 Junction 10 to accommodate the OxSRFI development traffic bound to and from the A43.

[1] Technical Note 1 – New M40 Junction, report reference ADC1794-RP-G-V3, ADC December 2020.

1.8 The access strategy for OxSRFI has therefore evolved and is now centred on significant improvements to Junction 10 of the M40 motorway, in combination with the provision of a new bypass for the village of Ardley and a new relief road around the north-east quadrant of the village of Middleton Stoney. The unnamed road that passes through the OxSRFI site would be removed as part of the development proposals, and so would be replaced with a new road link to the south of the site, termed the Heyford Park Link Road.

1.9 The objectives of this access strategy approach are to ensure adequate capacity at M40 Junction 10 to accommodate the required access to the SRN, whilst delivering appropriate new site access infrastructure, along with aiding the delivery of planned growth and development across the wider area.

1.10 Version 2 of this Technical Note was prepared in December 2020. It set out the proposed transport modelling methodology based on the then proposed access strategy of a new junction on the M40. That report was submitted to the Transport Working Group and feedback was provided from both National Highways (then Highways England) and OCC.

1.11 This Technical Note has therefore been updated to incorporate into the assessment methodology the feedback provided by National Highways and OCC. It builds upon and captures work progressed through the Transport Working Group meetings held during 2021. This update follows a period of significant and ongoing option testing that has been undertaken in consultation with National Highways and OCC regarding the M40 Junction 10 improvement scheme.

1.12 The purpose of this report is therefore to reflect the changes to the transport modelling methodology brought about by the change in access strategy. The report is structured as follows:

- Section 2 describes briefly the proposed OxSRFI development and proposed embedded transport mitigation measures.
- Section 3 sets out the proposed transport modelling methodology
- Section 4 sets out the assessment years and scenarios.
- Section 5 presents a short summary.

## 2.0 PROPOSED DEVELOPMENT

### Site location

2.1 The OxSRFI site is in Cherwell District Council, within northern Oxfordshire. It is located to the southwest of M40 Junction 10, approximately 6km from Bicester. A general site location plan is shown at **Figure 1**.

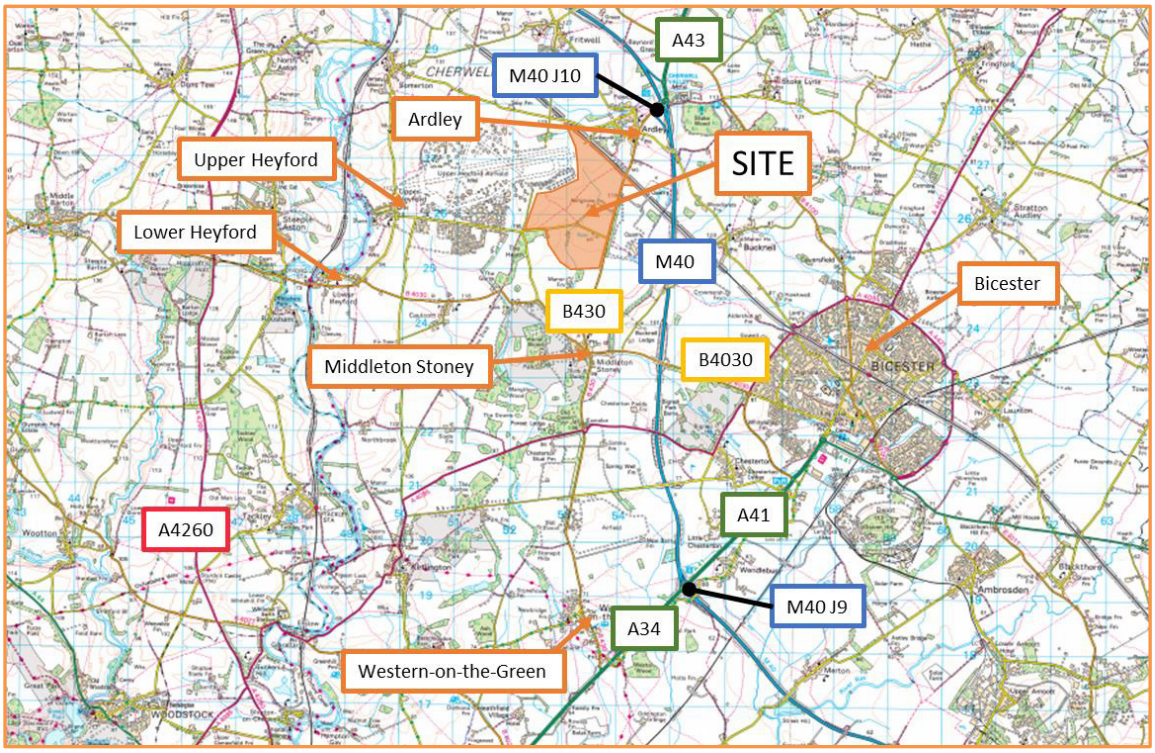



Figure 1: general site location

2.2 The main site is bounded to the north by the Chiltern Main Line Railway, to the east by the B430 and the Viridor 'Ardley Energy from Waste' facility, to the south by farmland, and to the west by the Heyford Park development[2], which is located on the former RAF Upper Heyford site, **Figure 2**. The village of Ardley is approximately 1km to the north of the site. The village of Middleton Stoney is approximately 2km to the south of the site.

2.3 The closest point of access to the Strategic Road Network from the main site is at Junction 10 of the M40, approximately 1.6km to the north when accessed via the B430. To access M40 Junction 10 from the main site involves travelling through the village of Ardley.

2.4 At Junction 10 there is also direct access to the A43. The M40 connects to Birmingham (and the M42 and M5) to the north, and the M25 and London to the south. The A43 heads northeast from M40 Junction 10 and connects to the M1 at M1 Junction 15A.

2.5 Although less direct, access to the M40 could also be possible via Junction 9, which is a 10.5km drive to the south of the site, when accessed via the B430, passing through the village of Middleton Stoney, and then via the B4030 and then the A41.

2.6 To the south of the site the A34 runs in a northeast to southwest direction and connects Bicester to Oxford. It continues further south, connecting with the M4 at Newbury and the M3 at

[2] 18/00825/HYBRID

Winchester. The B430 runs between the A34 to the south and Junction 10 of the M40 to the north.

2.7 As shown in **Figure 2**, an unnamed road passes through the main site area. It connects the B430 to Camp Road. Camp Road continues west towards Upper Heyford and provides access to the Heyford Park development.

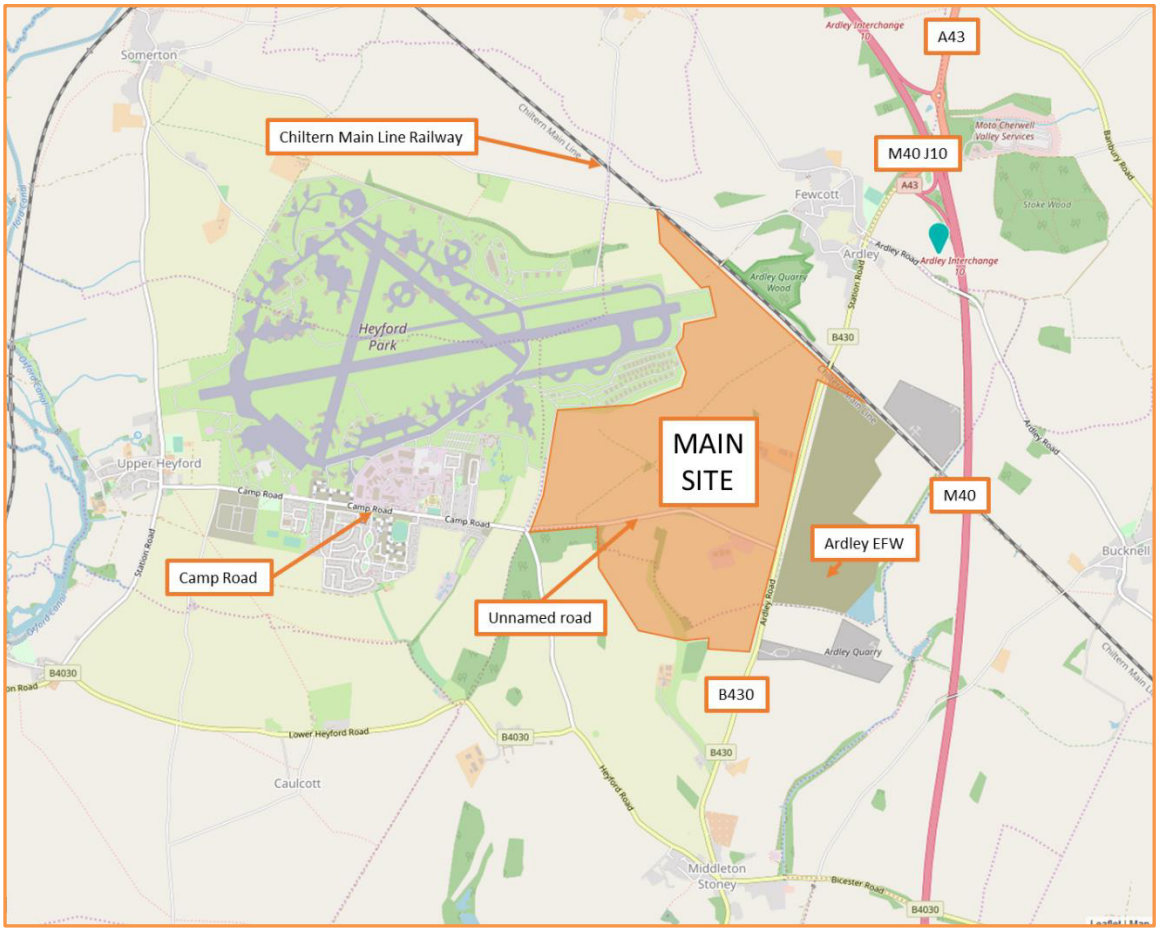



Figure 2: detailed site location

## OxSRFI development

2.8 The OxSRFI development would provide a freight terminal accommodating trains of up to 775m long, and include container storage and HGV parking, with rail sidings within the site with the potential to serve some of the individual warehouses. It would provide 6.5 million sqft of predominantly large scale B8 warehousing and distribution space. The scheme will provide substantial mounding and woodland/tree planting around the site edges for visual screening and ecological connectivity.

2.9 The maximum floor space will be set by the Parameters Plan. An allowance will be made for up to 1/3 of the warehouses to be fitted with mezzanines.

2.10 The OxSRFI scheme will accommodate 12 freight trains per day. The freight terminal would be connected to the Chiltern Main Line Railway, part of the strategic rail freight network.

### *Embedded transport mitigation (Highway Works)*

2.11 The Applicant's approach to road access is centred on significant improvements to Junction 10 of the M40 motorway.

2.12 The proposed embedded Highway Works also include a new Ardley Bypass which would remove through-traffic from the village and deliver the primary new site access road to the main site. Based on early assessment work and an understanding of the current baseline conditions, the Highway Works also include a Middleton Stoney Relief Road (MSRR) to remove a proportion of both current and anticipated future traffic from the village centre. The Highway Works include a secondary site access to the main site for public transport, cyclists and pedestrians (and emergency vehicles), which would be taken from the realigned unnamed road that links Camp Road with the B430, which would represent a new Heyford Park Link Road (HPLR).

2.13 In combination, this proposed strategy is considered appropriate to ensure suitable and efficient access to the main site, and from the main site to the SRN, while mitigating likely future effects and addressing a number of well-known existing local transport issues and challenges. Options are being considered with regard to the access strategy, including the route alignment for the MSRR and HPLR, and the configuration of elements of the proposed M40 Junction 10 Highway Improvements. The latter is the subject of a series of technical notes and ongoing assessment work that is being undertaken in consultation with the Transport Working Group.

2.14 It has been agreed with OCC that the OxSRFI development would be subject to a HGV routing strategy to restrict HGVs from travelling to and from the south of the site on the B430. This is consistent with the routing agreement that is in place for the adjacent Ardley EFW facility, which requires all HGV traffic to access J10 of the M40 via the B430 to the north.

2.15 The HGV routing strategy would be enforced through a combination of a physical restriction to prevent HGVs exiting the site from being able to travel south on the B430, paired with an enforcement methodology, likely to be based on Automatic Number Plate Recognition (ANPR) cameras.

2.16 The OxSRFI scheme will require the amendment, via diversions and extensions, of several public rights of way and there are ongoing discussions with OCC regarding these.

2.17 The detail of the complete package of transport mitigation works will be developed and finalised as part of the Transport Assessment process.

### *Additional transport mitigation*

2.18 The requirement for additional transport related mitigation measures will be assessed and agreed with the Transport Working Group as part of the Transport Assessment and Framework Travel Plan process.

# 3.0 TRANSPORT MODELLING METHODOLOGY

## Introduction

3.1 National Highways and OCC provided feedback in early 2021 on the proposed transport modelling methodology set out in version 2 of this Technical Note.

3.2 Since then, the transport modelling methodology has continued to be discussed at the regular Transport Working Group meetings. The use of the South East Regional Traffic Model (SERTM) was originally proposed to consider the potential wider strategic impact on the SRN of the (then) proposed new junction on the M40 motorway. As the strategy of a new M40 junction is no longer being pursued it was agreed at the Transport Working Group meeting held on 11 March 2021, that there is no longer a need to undertake modelling using the SERTM.

3.3 Both authorities agree that the Bicester Transport Model (BTM) is the most suitable model available to assess the impacts of the OxSRFI development on the highway network in the area.

3.4 However, National Highways, via their consultant Aecom, raised a number of comments regarding the validation of the BTM. These comments related to link count validation on the A43 near Baynard's Green Roundabout, journey time validation on the A41, and additional information on the B4100. Additional work on the BTM validation was therefore undertaken during 2021 and this is discussed below.

## Bicester Transport Model (BTM)

3.5 Tetra Tech maintain and operate the BTM on OCC's behalf. The BTM was developed for OCC by Tetra Tech[3] in 2016/17 to comply with WebTAG guidance for transport models, in order that it could be used in future year transport forecasting and for the purpose of operational, economic and environment assessments[4].

3.6 The BTM was updated and expanded in 2018[5] to ensure that it was suitable to use to assess the transport impacts of the Heyford Park development. This included the extension of the model simulation network coding to include the A4260 to the west of the site. The model provides a 2016 base year, and 2021, 2026 and 2031 forecast years.

3.7 **Figure 3** (extracted from Figure 4 of the 'Local Model Validation Report'[4]) shows the extent of the SATURN network coding, with the original extent of the simulation network coding shown by the red outline, with the buffer network shown outside of the simulation coding boundary. Superimposed on this, in orange, is the updated extent of the simulation network (taken from Figure 2 of the 'Heyford Park Model Update Addendum to the Local Model Validation Report'[5]).

[3] Formerly White Young Green (WYG)
[4] Bicester Transport Model, Local Model Validation Report RT099211-001 Issue 2, WYG, March 2017
[5] Bicester Transport Model, Heyford Park Model Update Addendum to the Local Model Validation Report RT099211-5-001 Issue 3, WYG, August 2018

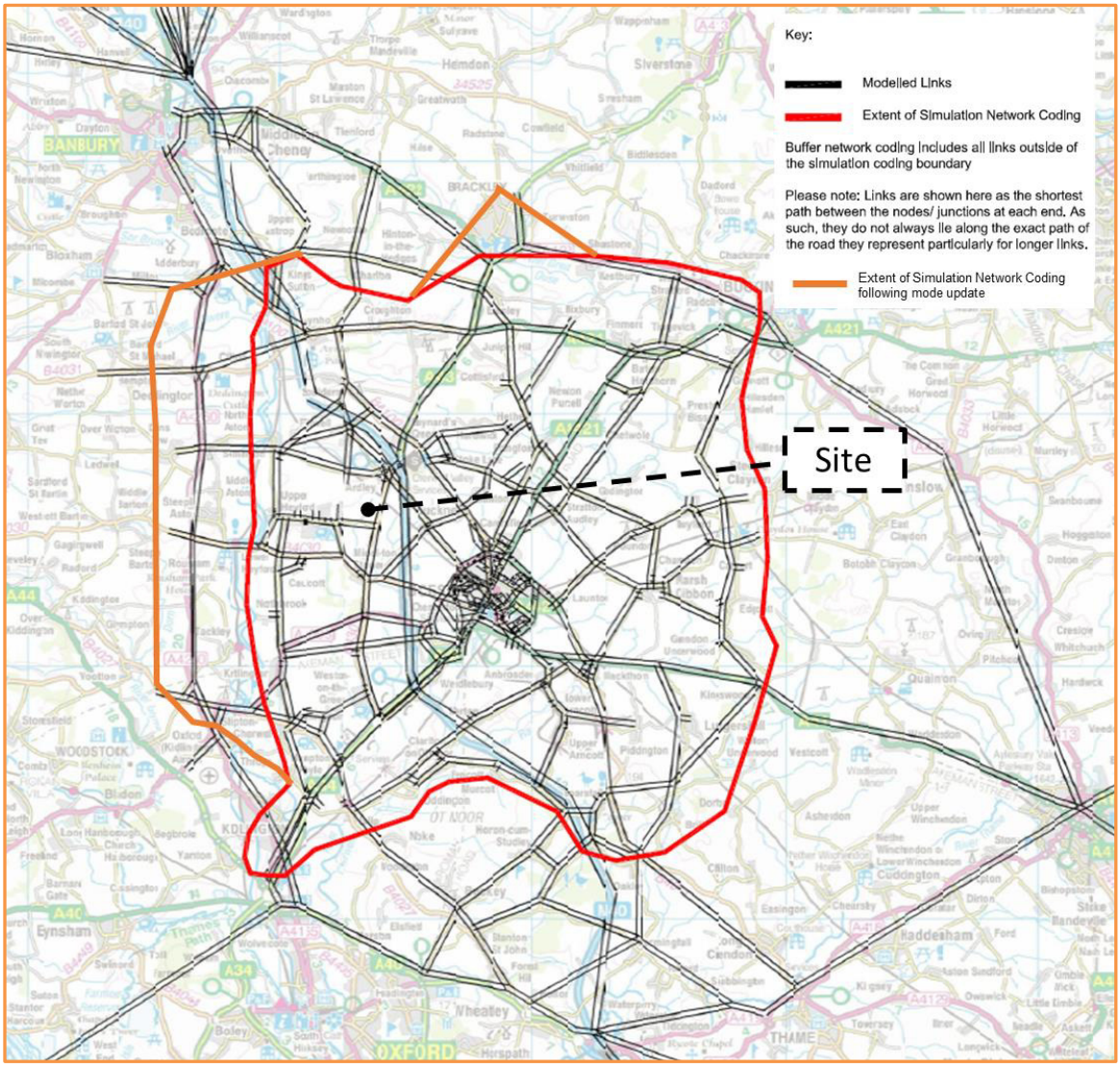



Figure 3: Extent of Saturn Network Coding, BTM (reproduced from Figure 4 of the 'BTM LMVR' and Figure 2 'BTM Heyford Park Model Update Addendum LMVR')

3.8 OCC and National Highways approved the use of the BTM to examine the transport impacts of the Heyford Park development, which is located directly adjacent to the OxSRFI site, and is forecast to generate similar peak hour traffic flows to the proposed OxSRFI. The BTM will also be used by OCC in the forthcoming Cherwell District Council Local Plan work.

3.9 It was concluded that the BTM is therefore suitable for examining traffic impacts of the OxSRFI. The BTM can model traffic reassignment effects at Junctions 9 and 10 of the M40 that may be associated with the OxSRFI and proposed embedded highway works.

### BTM validation

3.10 Following agreement from National Highways and OCC to the use of the BTM to examine the transport impacts of the OxSRFI scheme, Tetra Tech were commissioned to consider and address the comments made by National Highways on the BTM validation.

3.11 Accordingly, Tetra Tech prepared Technical Note 1: Bicester Transport Model Validation that was issued to the Transport Working Group on 28 May 2021. National Highways provided comments on Technical Note 1 on 29 June 2021, requesting additional traffic flow data be

included in the model validation report. Tetra Tech therefore updated their Technical Note 1[6], and this was issued to the Transport Working Group on 9 September 2021. A copy of the final report that addresses the comments is provided at **Appendix A** of this Technical Note.

### Embedded highway mitigation

3.12 Highway improvement option assessment work at M40 Junction 10 and the Ardley Bypass has been undertaken using traffic flow demands based on the M40 Junction 10 VISSIM model developed by National Highways. This work is reported in the following reports:

- Technical Note 5 'M40 Junction 10 Options Reports' (ADC1794-RP-M-V3)
- Technical Note 5 Addendum 'Response to NH comments' (ADC1794-RP-M1-V2)
- Technical Note 6 'Options Report Traffic Flow Derivation' (ADC1794-RP-N-V2)
- Technical Note 8 'M40 Junction Options 3A and 3B' (ADC1794-RP-Q-V4)

3.13 The M40 Junction 10 options assessment is ongoing, and the Applicant is now focused on considering an improvement option for M40 Junction 10 that would provide free flow links between the A43 to M40 southbound and the M40 to A43 northbound.

3.14 Work on an alignment and junction options for the MSRR and HPLR has been undertaken using traffic flow forecasts available from the Heyford Park planning application.

### Transport modelling methodology

3.15 The above, and the discussions held with the Transport Working Group, results in the following three-stage transport modelling process:

i. The options and preliminary design of the embedded highway works at M40 Junction 10, Ardley Bypass, site access and the MSRR and HPLR are developed based on traffic flow demands from the M40 Junction 10 VISSIM model developed by National Highways, and the transport work undertaken to support the Heyford Park development. The objective of this stage is to develop the highway layouts to a preliminary stage sufficient for coding into the BTM.

ii. The BTM is used to assess the traffic impacts of the OxSRFI as the second stage of work. This will provide traffic data for the second design review of the embedded highway works and access layout.

iii. Based on the outputs from the BTM, the study area for detailed assessment in the third stage of work will be identified and agreed with the Transport Working Group. The third stage of work will then comprise detailed assessment of the study area using industry standard assessment tools (Junctions 9, LinSig etc). This will include micro-simulation assessment of the operation of the M40 Junction 10 complex, including the site access and Ardley Bypass using VISSIM.

[6] Bicester OxSRFI, Technical Note 1: Bicester Transport Model Validation, Revision 2, August 2021, Tetra Tech

## 4.0 TRANSPORT MODELLING ASSESSMENT YEARS AND SCENARIOS

4.1 This section presents the assessment scenarios as discussed with the Transport Working Group. It has informed the development modelling brief prepared by Tetra Tech for the required BTM transport modelling work.

### Assessment years

4.2 The following assessment years have been agreed, as discussed in the paragraphs below:

- 2019 and 2021 baseline
- 2026 opening assessment year
- 2031 future assessment year

#### *2019 and 2021 baseline years*

4.3 Baseline year BTM outputs will be required for the assessment of the environmental air quality and noise effects.

4.4 For air quality, monitoring data will be annualised to 2019 for air quality model verification. Hence, 2019 will be used to provide baseline traffic data for the air quality assessment.

4.5 Baseline monitoring for noise was undertaken during 2021. Hence, 2021 will be used to provide baseline traffic data for the noise assessment.

#### *2026 opening assessment year*

4.6 A 2026 opening year has been agreed.

4.7 The DCO application for OxSRFI is expected to be submitted in late 2022/early 2023, with a decision expected in late 2023/early 2024. Based on the experience from East Midlands Gateway SRFI which took 3 years from consent to first opening, it is therefore reasonable to assume a 2026/2027 opening year for OxSRFI. The BTM does not provide a 2027 forecast year, but it does provide a 2026 forecast year. Therefore, 2026 has been adopted as the opening year.

#### *2031 future assessment year*

4.8 OCC have confirmed that they will require an assessment of the impact of the development on the local highway network in 2031, consistent with the end of the current Local Plan period.

4.9 National Highways also require the 'Review Period' assessment, this should be 10 years after the registration of the planning application or the end of the Local Plan period, whichever is greater. The DCO application was registered with PINs in 2021 and the BTM has a 2031 forecast year.

4.10 It has been agreed with the Transport Working Group that National Highways 'Review Period' be based on 2031 BTM outputs. This means that the OCC future assessment year and National Highways Review Period have the same assessment year.

### BTM modelling methodology and assessment scenarios

4.11 Tetra Tech have been commissioned to undertake the required transport modelling work using the BTM. A copy of their modelling brief is provided at **Appendix B**. The scenarios to be modelled are summarised in the table on the next page.

| | ID | year | scenario name | reference case parameter | development case and embedded highway mitigation parameters | to be used for |
|---|---|---|---|---|---|---|
| Base | B-2019 | 2019 | baseline year | committed and allocated development and infrastructure in place by 2019 | n/a | base year traffic flows for Air Quality model verification |
| | B-2021 | 2021 | baseline year | committed and allocated development and infrastructure in place by 2021 | n/a | base year traffic flows |
| Reference Case | RC1-2026 | 2026 | opening year | committed and allocated development and infrastructure in place by 2026 | n/a | background traffic flows in opening year for assessment of environmental effects |
| | RC2-2026 | 2026 | DfT 02/2013 Circular compliant year | committed development and infrastructure in place by 2026, no allocated development/infrastructure | n/a | background traffic flows for assessment of the requirement for highway mitigation on the SRN |
| | RC1-2031 | 2031 | 2031 future assessment year | committed and allocated development and infrastructure in place by 2031 | n/a | background traffic flows for assessment of the requirement for highway mitigation on the local highway network<br><br>background traffic flows for assessment of environmental effects in future year<br><br>the Review Period for the SRN |
| | RC1A-2031 | 2031 | 2031 future assessment year sensitivity test with Heyford Park bus gate in place | committed and allocated development and infrastructure in place by 2031, including Heyford Park bus gate | n/a | sensitivity test background traffic flows should Heyford Park deliver the bus gate |

| | ID | year | scenario name | reference case parameter | development case and embedded highway mitigation parameters | to be used for |
|---|---|---|---|---|---|---|
| Development case no highway mitigation | DM1 | 2026 | opening year, no highway mitigation | RC1-2026 | first phase of OxSRFI (TBC), no embedded highway mitigation (other than site access) | opening year traffic flows for assessment of the first phase of development |
| | DM2 | 2026 | DfT 02/2013 Circular compliant year, no highway mitigation | RC2-2026 | 100% of OxSRFI, no embedded highway mitigation (other than site access) | assessment of the requirement for highway mitigation on the SRN |
| | DM3 | 2031 | 2031 future assessment year, no highway mitigation | RC1-2031 | 100% of OxSRFI, no embedded highway mitigation (other than site access) | assessment of the requirement for highway mitigation on County roads<br><br>the Review Period for the SRN |
| Development case | DS1 | 2026 | opening year, with embedded highway mitigation | RC1-2026 | first phase of OxSRFI (TBC), with embedded highway mitigation for first phase (TBC) | opening year traffic flows for assessment of environmental effects |
| | DS2 | 2026 | DfT 02/2013 Circular compliant year, with embedded highway mitigation | RC2-2026 | 100% of OxSRFI, with embedded highway mitigation | demonstrate suitability of embedded highway mitigation once reassignment effects are considered<br><br>assessment of residual impacts on the SRN once any reassignment effects are considered |
| | DS3 | 2031 | 2031 future assessment year, with embedded highway mitigation | RC1-2031 | 100% of OxSRFI, with embedded highway mitigation | future year traffic flows for assessment of environmental effects<br><br>design of County road highway mitigation, where a requirement for mitigation is identified<br><br>assessment of residual impacts on County road network once any reassignment effects are considered<br><br>the Review Period for the SRN |

### With Albion Land sensitivity test

| | ID | year | scenario name | reference case parameter | development case and embedded highway mitigation parameters | to be used for |
|---|---|---|---|---|---|---|
| Development Case – Sensitivity Test | DS4 | 2031 | 2031 future assessment year sensitivity test, with Albion Land in place | RC1-2031 | 100% of OxSRFI, with embedded highway mitigation<br><br>100% of Albion Land development with embedded highway mitigation<br><br>Note: where there is overlap of highway mitigation, agreement will be need as to which mitigation to model. | With development traffic flows for 'with Albion Land sensitivity test' |

### *Base and Reference Case scenarios*

4.12 Tetra Tech will produce uncertainty logs for the two base year scenarios and each of the reference case modelling scenarios, as detailed in their modelling brief. The uncertainty logs will be agreed with the Transport Working Group.

4.13 Where highway mitigation is required on the SRN, then this should be designed to accommodate the forecast traffic demand in the year of opening of the development assuming that 100% of the development is in place and including for all committed development and infrastructure[7]. National Highways have advised that only committed development and infrastructure that have a realistic prospect of being delivered by 2026 should be included. This is the DfT 02/2013 Circular compliant opening year scenario.

4.14 Whilst the DfT 02/2013 Circular compliant year scenario is appropriate for assessment of the traffic impacts on the SRN, it does not represent a realistic opening year scenario for assessment of environmental impacts. In the case of environmental impacts, the greatest impact will generally be when the development traffic is the largest proportion of the background traffic, which is often at the opening of a development, when background traffic flows are lowest. Hence, a separate 2026 'opening year' scenario will also be required. This scenario will include both the committed and allocated development and infrastructure schemes that have a realistic prospect of being delivered by 2026 and therefore differs from the DfT 02/2013 Circular compliant scenario, which includes only committed schemes.

4.15 These requirements result in two slightly different 2026 opening year reference case scenarios, along with the 2031 future year reference case scenario, as follows:

- RC1-2026, the opening year for assessment of environmental impacts
- RC2-2026, the opening year for the DfT 02/2013 Circular compliant scenario for assessment of requirement for highway mitigation on the SRN
- RC1-2031, the future year for assessment of environmental impacts, impacts on the local highway network and National Highways Review Period assessment.

4.16 In addition, a 2031 future year sensitivity test scenario that includes the bus gate proposed on the B4030 to the west of Middleton Stoney as part of the Heyford Park development will be developed. It has been agreed with OCC that the bus gate will not be included in the other reference case scenarios as there is increasing uncertainty regarding its implementation as part of the Heyford Park development. However, its inclusion as a sensitivity test, will allow a comparison of the OxSRFI development impacts under a scenario in which Heyford Park did implement the bus gate proposals. This scenario is RC1A-2031.

### *BTM development case scenarios*

4.17 The OxSRFI development case scenarios will be modelled both with and without the proposed embedded transport infrastructure in place, as follows:

- Do Minimum (DM), without embedded transport infrastructure, except the site access
- Do Something (DS), with the embedded transport infrastructure.

4.18 The DM1 and DS1 scenarios will include only the first phase of the OxSRFI, whereas the other scenarios will include 100% of the OxSRFI scheme.

[7] The Strategic Road Network and the Delivery of Sustainable Development, DfT Circular 02/2013

4.19 The highway infrastructure associated with each scenario will be coded appropriately within the BTM, along with the HGV distribution that will be provided by ADC following agreement with the Transport Working Group. The light vehicle trip distribution will be determined using the BTM.

### *BTM development case sensitivity test scenario*

4.20 Albion Land have submitted two outline planning applications for development either side of A43, adjacent to the Baynard's Green Roundabout (ref 21/03268/OUT and 21/03267/OUT), along with an additional enabling works application (21/03266/F). In total, the applications comprise up to 270,000sqm of B8 development.

4.21 OCC have requested that the cumulative impact of these applications is considered in combination with the OxSRFI scheme. The Albion Land scheme is not a commitment nor is it an allocated site and therefore it is not appropriate to include it within any of the reference case scenarios. However, the Applicant has agreed to undertake a sensitivity test (DS4) that would examine the 2031 future year with both the OxSRFI and Albion Land scheme in place. Further work will be required to agree the appropriate input parameters for this scenario.

### *BTM modelling and outputs*

4.22 Tetra Tech are commissioned to run the BTM to obtain the required outputs.

4.23 It is anticipated that the Tetra Tech output will be a report, or reports, describing the modelling process and presenting and comparing the BTM results for the various scenarios. It is anticipated that flow difference plots and ratio of volume to capacity (V/C) plots will be provided. Peak hour link flows and turning counts at junctions will be provided. Based on the experience of the approach taken by PINS on other SRFI schemes, output plots will need to include link flows and not just show traffic flow bandwidths. Turning counts will need to be provided in both diagrammatical and tabulated form. The traffic flows should be presented as total vehicles and HGVs.

4.24 Based on the outputs from the BTM a study area for further detailed assessment will be agreed with the Transport Working Group.

4.25 Annual Average Daily Traffic (AADT) and Annual Average Weekday Traffic (AAWT) traffic flows will be required for all study area road links, for the Base, RC1-2026, RC1-2031 and DS1, DS3 and DS4 scenarios. The % HGV and average vehicle speeds on the road links should also be provided. For single carriageway links, the data should be presented as two-way flows. For dual carriageway and motorway links the data should be presented as one-way directional flows.

4.26 The AADT and AAWT flow data will be calculated from the BTM peak hour traffic data for the base and RC scenarios, using conversion factors derived from daily count data. The development traffic will have a different daily profile to the background traffic and therefore the calculation of the AADT and AAWT flow data for the with development traffic scenarios will need to take this into account. The conversion factors for the development traffic can be provided by ADC from analysis of the proposed daily traffic profile for the OxSRFI development.

### Detailed junction modelling

4.27 The Stage 3 transport modelling will involve detailed junction modelling of the study area junctions using industry standard software. The study area will be agreed with the Transport

Working Group. The detail junction modelling will use the BTM peak hour traffic flows output from the BTM modelling.

4.28 Assessment of the M40 J10 junction complex, including the site access and Ardley Bypass, will be undertaken using micro-simulation (VISSIM). Work to agree the Reference Case VISSIM model is well progressed and is being considered via a separate work stream with National Highways and OCC.

## 5.0 SUMMARY AND CONCLUSIONS

5.1 ADC Infrastructure Ltd are appointed by Oxfordshire Railfreight Interchange Ltd to assess the transport and infrastructure requirements of a proposed Strategic Rail Freight Interchange (SRFI) in Oxfordshire, to be known as OxSRFI. The scheme is classified as a Nationally Significant Infrastructure Project.

5.2 This Technical Note has set out a three-stage transport modelling methodology for the assessment of the traffic impacts of the proposed OxSRFI development.

i. The options and preliminary design of the embedded highway works at M40 Junction 10, Ardley Bypass, site access and the MSRR and HPLR are developed based on traffic flow demands from the M40 Junction 10 VISSIM model developed by National Highways, and the transport work undertaken to support the Heyford Park development. The objective of this stage is to develop the highway layouts to a preliminary stage sufficient for coding into the Bicester Transport Model (BTM).

ii. The BTM is used to assess the traffic impacts of the OxSRFI as the second stage of work. This will provide traffic data for the second design review of the embedded highway works and access layout.

iii. Based on the outputs from the BTM, the study area for detailed assessment in the third stage of work will be identified and agreed with the Transport Working Group. The third stage of work will then comprise detailed assessment of the study area using industry standard assessment tools. This will include micro-simulation assessment of the operation of the M40 Junction 10 complex, including the site access and Ardley Bypass using VISSIM.

5.3 Tetra Tech, maintain and operate the BTM on OCC's behalf. They have been commissioned to undertake the required BTM modelling work, and this Technical Note has presented the modelling methodology and assessment scenarios for agreement with the Transport Working Group.

# APPENDIX A

# Bicester, OxSRFI Technical Note 1: Bicester Transport Model Validation

# Bicester, OxSRFI

## Technical Note 1: Bicester Transport Model Validation

Oxfordshire Railfreight Ltd

August 2021

Prepared on Behalf of Tetra Tech Environment Planning Transport Limited.
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# 1 INTRODUCTION

## 1.1 BACKGROUND

1.1.1 Tetra Tech has been appointed by Oxfordshire Railfreight Ltd to provide traffic and transport modelling services with regard to the Bicester Transport Model (BTM), and specifically the use of the model in relation to the proposed Oxfordshire Strategic Rail Freight Interchange (OxSRFI).

1.1.2 The BTM comprises a Public Transport Network, a Variable Demand Module and a SATURN highways assignment model that is centred on Bicester town, covers the Cherwell District and embraces the geographic area within which reassignment effects due to congestion or potential mitigation measures to be tested are likely to be significant.

1.1.3 The model is owned by Oxfordshire County Council (OCC), and maintained by Tetra Tech, and has been developed so that future year forecasting of traffic conditions in Bicester can be undertaken. This has included testing of proposed highways and development schemes in order to assess their comparative viability and to aid economic assessment.

1.1.4 The modelled time periods include a morning (AM) peak from 07:30 to 08:30, an inter peak (IP) average hour between 11:00 and 15:00 and an evening (PM) peak from 17:00 and 18:00. The model was developed for a base year of 2016, with future year models for 2021, 2026 and 2031 to accord with the Local Plan implementation period.

1.1.5 The proposed OxSRFI will be located to the west of Bicester and in close proximity to M40 Junction 10 (see **Figure 1**) and is within the extents of the BTM (see **Figure 2**). It is therefore proposed that the BTM will be used to assess the traffic impacts of the OxSRFI.

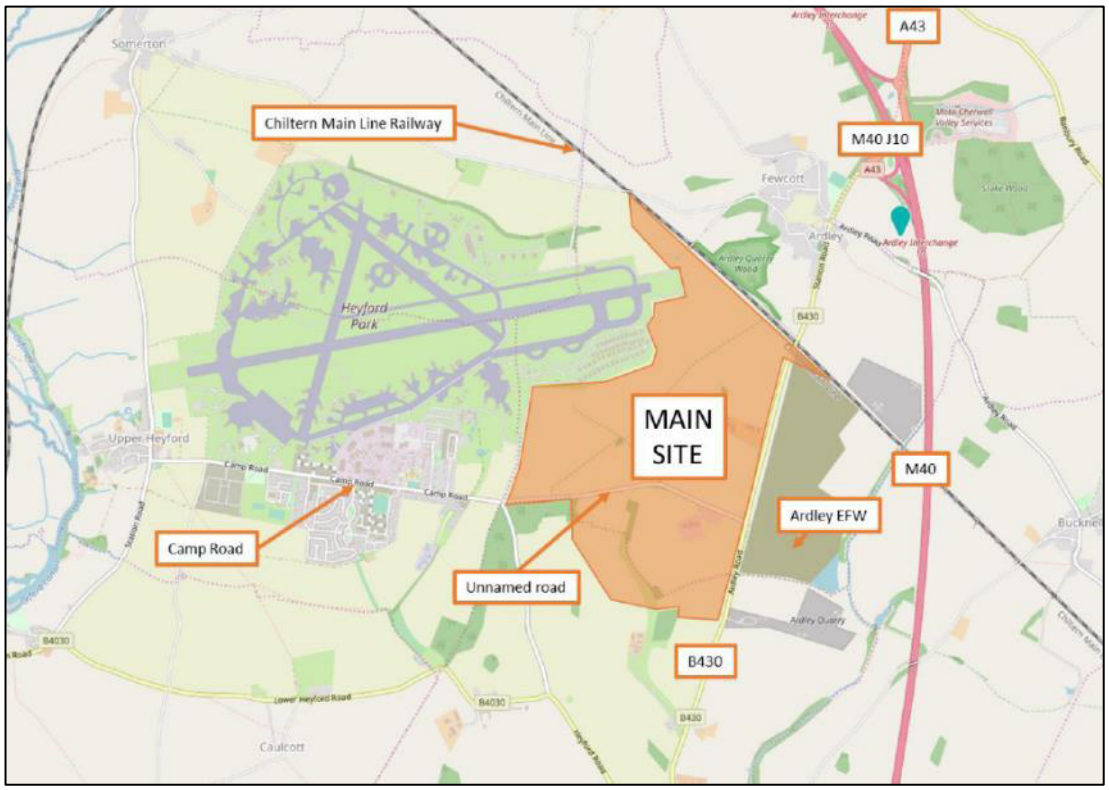
1.1.6 Given the close proximity of the OxSRFI to the strategic road network, primarily the M40, Highways England (HE) have been consulted with regard to the use of the BTM. Through their consultants AECOM, HE have made a number of comments relating to the validation of the BTM in the vicinity of the M40, and these are contained within the technical note presented in **Appendix A**. This Tetra Tech technical note has been produced to consider and address the following of these comments:

- The BTM LMVR Addendum highlights validation issues on the green route in the westbound direction in both AM and PM peak periods. As one of the green routes shown in the LMVR Addendum is along the A41, if the validation issues relate to this, these issues may need to be resolved through additional validation.

- It is noted that the link flow validation GEH statistics do not meet the required criteria on the A43 between Baynards Green roundabout and M40 J10. This is of concern and should be considered further at future steps of modelling.

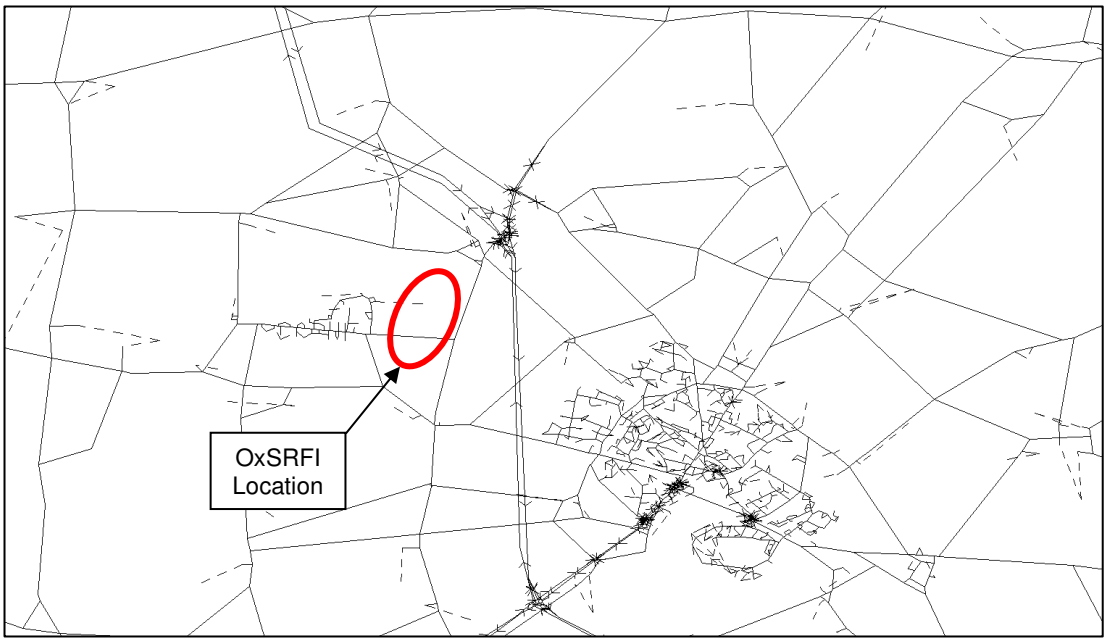
- Modelled vs observed journey time comparison should be undertaken for the B4100 between A4095/B4100 roundabout and Baynards Green roundabout for base AM and PM peak periods. This is because the B4100 provides an access route into Bicester off the A43 and would determine route choice into Bicester in future assessment years.

**Figure 1: Location of OxSRFI**




(Note: Plan has been sourced from ADC Technical Note 2 referenced ADC1794-RP-H)

**Figure 2: Indicative Location of OxSRFI in the BTM**




## 1.2 AECOM COMMENTS

1.2.1 Revision 1 of this technical note was issued to Aecom in June 2021, and they provided comments via email on 29th June 2021. These comments are contained within the emails presented in **Appendix B**.

1.2.2 Email discussions between Tetra Tech and Aecom regarding these comments was then undertaken, resulting in an agreed set of actions to them. The emails in **Appendix B** detail this process, with the agreed actions being as follows:

i. A41 Validation: Tetra Tech to present a sectional breakdown of the green route against Trafficmaster data.

ii. A43 Validation: HE / Aecom to provide a copy of Highways England's 2016 traffic survey data for M40 J10 Interchange.

iii. A43 Validation: Tetra Tech to present A43 model validation against HE 2016 traffic survey data.

iv. A43 Validation: Tetra Tech to present A43 model validation against WebTRIS data, using closest available month / year.

v. A41 Validation: HE / Aecom to provide a copy of Highways England's 2016 MCC survey data for Baynards Green roundabout.

vi. B4100 Validation: Tetra Tech to present B4100 model validation against 2016 MCC survey data for Baynards Green roundabout.

vii. B4100 Validation: Tetra Tech to identify and obtain other sources of traffic flow data for A4095/B4100 roundabout with OCC.

viii. B4100 Validation: Tetra Tech to present B4100 model validation against other survey data for A4095/B4100 roundabout.

ix. M40: Tetra Tech to include previously published validation statistics for the M40 in an updated version of the technical note and add commentary on suitability / risks / risk management of M40 validation.

1.2.3 The HE / Aecom actions above comprise the provision of traffic data to be used in additional validation checks. This data was provided by Aecom on 9th July 2021 and this report has been updated to include the additional validation data subsequently produced by Tetra Tech, as per the above actions.

## 1.3 REPORT STRUCTURE

1.3.1 Taking account of the comments in the above sections, the chapters of this technical note are structured as follows:

- **Chapter 2** considers journey time validation along a section of the A41 that is referred to as the green route in the Local Model Validation Report (LMVR).
- **Chapter 3** considers flow validation along the A43 between the Baynards Green junction and M40 J10.
- **Chapter 4** considers both journey time and flow validation along the B4100 between the Baynards Green junction and the A4095.
- **Chapter 5** presents and comments on the previously published M40 validation statistics.
- **Chapter 6** provides a summary of the above.

# 2 A41 (GREEN ROUTE) JOURNEY TIME VALIDATION

## 2.1 OVERVIEW

2.1.1 The most recent validation of the BTM was undertaken by WYG (now Tetra Tech) in 2018, and was associated with the model being extended westwards to better represent the road network in the vicinity of the proposed Heyford Park development. An LMVR Addendum report dated August 2018 was produced to present the results of this validation process.

2.1.2 Journey time validation was undertaken along a number of routes (see **Appendix C**) and while the modelled journey times generally validated well against independent observed data, meeting the relevant TAG criteria, the LMVR Addendum report does highlight that westbound journeys along the green route did not validate satisfactorily in either the AM or PM peak periods.

2.1.3 As noted previously, this non-validation along the green route, which comprises the A41 between its junction with the M40 (Junction 9) and Station Road (near Blackthorn village), was highlighted by HE as being of potential concern and has therefore been investigated.

2.1.4 For reference, the journey time validation criteria detailed in TAG Unit M3.1 is as follows:

> 'Modelled times along routes should be within 15% of surveyed times (or 1 minute, if higher than 15%)'

## 2.2 LMVR DATA

2.2.1 A summary of journey time validation results for the green route, as presented in the LMVR Addendum report, are detailed below in **Table 1**:

**Table 1: Summary of Original Journey Time Validation Results on Green Route**

| Peak Hour | Direction | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Obs'd | Model | Diff | % Diff | Within 15% | Within 60s | Validate? |
| AM | EB | 531 | 499 | -32 | -6% | Yes | Yes | Yes |
| | WB | 714 | 539 | -175 | -24% | No | No | No |
| PM | EB | 603 | 516 | -87 | -14% | Yes | no | Yes |
| | WB | 707 | 518 | -189 | -27% | No | No | No |

2.2.2 While the data in the table above presents a summary over the full route length, the calculations undertaken actually break the route down into four sections, as detailed in **Figure 3**. The journey time validation data for each of these sections is presented below in **Tables 2 and 3**, while **Appendix D** contains the time vs distance plots that were presented in the LMVR Addendum report.

**Figure 3: Green Route Sections**

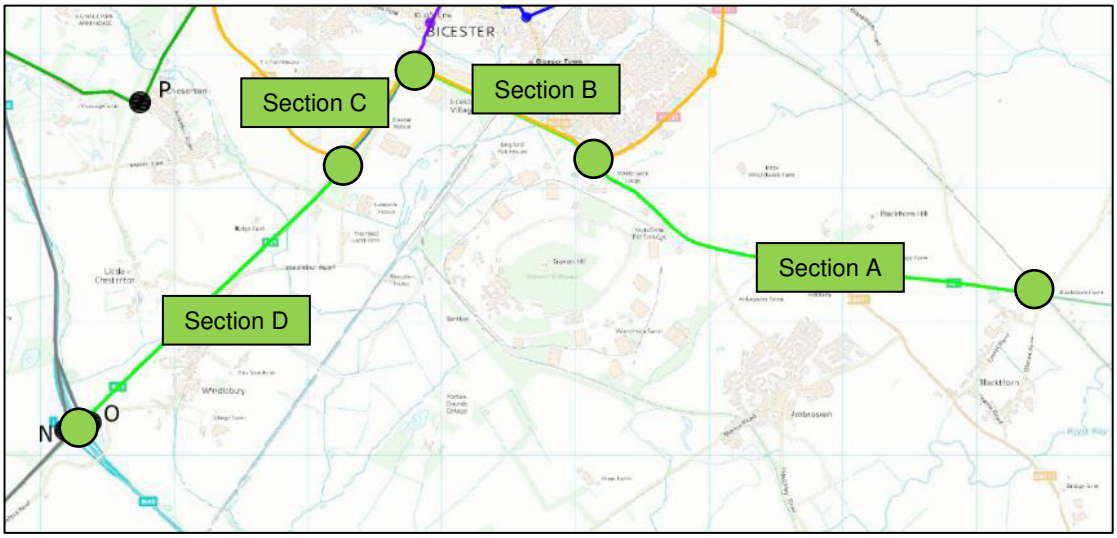



**Table 2: Original Westbound Journey Time Validation Results on Green Route (AM Peak)**

| Route Section | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|
| | Obs'd | Model | Diff | % Diff | Within 15% | Within 60s | Validate? |
| A | 220 | 203 | -17 | -8% | Yes | Yes | Yes |
| B | 261 | 92 | -169 | -65% | No | No | No |
| C | 86 | 82 | -4 | -5% | Yes | Yes | Yes |
| D | 147 | 162 | 15 | 10% | Yes | Yes | Yes |

**Table 3: Original Westbound Journey Time Validation Results on Green Route (PM Peak)**

| Route Section | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|
| | Obs'd | Model | Diff | % Diff | Within 15% | Within 60s | Validate? |
| A | 228 | 206 | -22 | -10% | Yes | Yes | Yes |
| B | 225 | 92 | -133 | -59% | No | No | No |
| C | 89 | 83 | -6 | -7% | Yes | Yes | Yes |
| D | 165 | 137 | -28 | -17% | Yes | Yes | Yes |

## 2.3 JOURNEY TIME INVESTIGATION

2.3.1 The data in **Tables 2 and 3** clearly shows that the model validates along three of the route sections, with the non-validation occurring on Section B, which correlates to the A41 between its junctions with London Road and the B4030 (referred to at the Esso roundabout). This is also clearly shown of the time vs distance plots in **Appendix D**. The observed and modelled data for this section of the A41 have therefore been investigated further, as detailed below.

2.3.2 The observed data comprises journey time surveys undertaken by Tracsis Traffic Ltd in June 2016. It is detailed within the data report (see **Appendix E**) that there were no incidents reported over the survey period that could affect journey times, although examination of the various westbound datasets collected does show that there was a notable variation in the range of the journey times along Section B, as detailed in **Table 4**:

**Table 4: Observed Journey Time Data along Section B**

| Journey Time Data | AM Peak Hour | PM Peak Hour |
|---|---|---|
| Minimum | 1 min 41 sec | 1 min 31 sec |
| Maximum | 8 min 59 sec | 6 min 8 sec |

2.3.3 While Tracsis noted that there were no incidents reported over the survey period that could affect journey times, the subsequent comments from Aecom (see **Appendix B**) note that a review on the Crashmap website indicates that an incident did occurred on the A41 sometime on the 15th June 2016. To investigate this further the full Crashmap report has been obtained by Tetra Tech. This report shows that this accident occurred at 8:15am, and therefore could have had an impact on the journey times recorded by Tracsis, however it does not specify on which carriageway it occurred, which makes it difficult to ascertain exactly what affect it could have on journey times in any given direction. While more detailed accident data could be obtained from OCC, the emails in **Appendix B** detail that since Trafficmaster data has also subsequently been used to validate journey times (see section 2.4 of this technical note), and this is averaged over a whole year and so is unaffected by the incident in question, no further investigation or consideration of this is required.

2.3.4 With regard to how travel along this section of road is modelled, **Table 5** below details the that the 92 second journey time in both peak hours relates to average speed of 39mph. **Images 1** below show that the A41 between the London Road and B4030 junctions comprises a single carriageway road with that is straight in horizontal profile, has no junctions along it and of circa 8 metres width. The base model year is 2016, and at that time the A41 / B4030 junction comprised a priority roundabout with a left turn filter for traffic travelling westbound on the A41 (see **Image 2**), and this arrangement has been coded into the model. The road speed limit is

60mph, and has been coded into the model with a cruise speed of 77kph / 48mph. This road layout is such that there should be minimal delay when travelling along the route, all be it with some likely slowing of larger vehicles as they use the left turn filter, and therefore the 39mph average speed is considered a reasonable representation of the actual travel speed along the route.

**Table 5: Modelled Journey Data along Section B**

| Journey Data | AM Peak Hour | PM Peak Hour |
|---|---|---|
| Distance | 1.59 km | 1.59 km |
| Travel Time | 92 sec | 92 sec |
| Average Speed | 39 mph | 39 mph |

**Image 1: A41 between London Road and B4030 Junctions**



**Image 2: Left Turn Filter at A41 / B4030 Roundabout in 2016**



2.3.5 Examination of the A41 / B4030 roundabout layout shows that there is a pedestrian crossing at the start of the left turn filter (see **Image 3**), which could add delay into traffic flows. This has been coded into the model such that the pedestrian stage is called every 5-6 minutes with a pedestrian green time of 12 seconds, which is considered reasonable for the likely pedestrian demand in 2016.

**Image 3: Left Turn Filter at A41 / B4030 Roundabout in 2016**



2.3.6 While the filter lane at the A41 / B4030 roundabout allows left turning westbound traffic to turn unopposed, **Image 3** shows that a relatively small queue of traffic in the right-hand lane (circa four vehicles) would block the left turning vehicles. The coding, usage and operation of the right-hand lane in the model has therefore been examined.

2.3.7 The modelled saturation flow, delay and average queue at the right-hand lane give-way line is detailed in **Table 6**. The saturation flow is considered to be conservative, and as such will not overestimate the ability of vehicles to travel onto the roundabout, while delay is minimal and queuing is such that there would be no blocking back to affect the left turning traffic.

**Table 6: Modelled Journey Data along Section B**

| Journey Data | AM Peak Hour | PM Peak Hour |
|---|---|---|
| Saturation Flow | 1100 pcu/hr | 1100 pcu/hr |
| Delay (per pcu) | 11 seconds | 13 seconds |
| Average Queue | 0 pcu | 1 pcu |

2.3.8 The link flows and turning flows on the A41westbound arm of the junction were assessed in the LMVR Addendum report and were found to validate satisfactorily, as shown in **Tables 7 and 8**.

**Table 7: A41 Westbound Flow Validation (AM Peak)**

| Flow | Observed | Modelled | GEH | Validate? |
|---|---|---|---|---|
| Link Flow | 925 | 890 | 1.61 | Yes |
| Left Lane | 730 | 755 | 0.93 | Yes |
| Right Lane | 195 | 188 | 0.52 | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

**Table 8: A41 Westbound Flow Validation (PM Peak)**

| Flow | Observed | Modelled | GEH | Validate? |
|---|---|---|---|---|
| Link Flow | 961 | 954 | 0.22 | Yes |
| Left Lane | 738 | 713 | 0.93 | Yes |
| Right Lane | 217 | 274 | 3.62 | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

2.3.9 Given that the turning flows validate, and the junction coding of the right-hand lane give-way line is satisfactory, the opposing flows travelling around the roundabout in-front of the give-way

line have been assessed. **Table 9** presents the observed and modelled opposing flows, and details that the modelled flows validate satisfactorily.

**Table 9: A41 Westbound Right Lane Opposing Flows**

| Flow | Observed | Modelled | GEH | Validate? |
|---|---|---|---|---|
| AM Peak | 871 | 830 | 1.39 | Yes |
| PM Peak | 1076 | 1002 | 2.28 | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

2.3.10 In summary, the above checks on the A41 westbound route and the A41 / B4030 junction indicate that they have been modelled satisfactorily and should therefore provide a reasonable representation of traffic journey times.

## 2.4 TRAFFICMASTER JOURNEY TIME DATA

2.4.1 Given that the model appears to be provide a reasonable representation of the route, additional observed journey time data for the route has been obtained so that an additional validation assessment can be undertaken, which is in keeping with the HE / AECOM comments detailed in Chapter 1.

2.4.2 This journey time data has been provided by OCC from the Trafficmaster database, and is presented in **Appendix F**. It comprises averaged data for the AM and PM peak hours, for term time weekdays only and for the whole of 2016.

2.4.3 Validation calculations have been undertaken for both directions along the route, and these are presented in **Appendix G** along with time vs distance plots.

2.4.4 A summary of the calculated data is provided in **Table 10,** and this shows that the journey times satisfactorily validate in both directions in both peak periods.

**Table 10: Journey Time Validation Results on A41 (Trafficmaster Data)**

| Peak Hour | Direction | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Obs'd | Model | Diff | % Diff | Within 15% | Within 60s | Validate? |
| AM | EB | 511 | 499 | -12 | -2% | Yes | Yes | Yes |
| | WB | 587 | 539 | -48 | -8% | Yes | Yes | Yes |
| PM | EB | 547 | 516 | -31 | -6% | Yes | Yes | Yes |
| | WB | 572 | 518 | --54 | -9 | Yes | Yes | Yes |

## 2.5 SECTIONAL VALIDATION STATISTICS

2.5.1 Following the comments provided by Aecom, action (i) noted in section 1.2 is to present a sectional breakdown of the A41 green route against Trafficmaster data.

2.5.2 **Appendix H** presents a table showing comparisons using the Trafficmaster data along the A41 for each of the four sections detailed in **Figure 3**, with a summary provided in **Tables11 and 12** below.

**Table 11: Eastbound Sectional Journey Time Validation Results on A41**

| Peak Hour | Green Route Section | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Obs'd | Model | Diff | % Diff | Within 15% | Within 60s | Validate? |
| AM | A | 119 | 125 | 6 | 5.0% | Yes | Yes | **Yes** |
| | B | 83 | 91 | 8 | 9.6% | Yes | Yes | **Yes** |
| | C | 100 | 98 | -2 | -2.0% | Yes | Yes | **Yes** |
| | D | 209 | 185 | -24 | -11.5% | Yes | Yes | **Yes** |
| PM | A | 119 | 125 | 6 | 5.0% | Yes | Yes | **Yes** |
| | B | 83 | 91 | 8 | 9.6% | Yes | Yes | **Yes** |
| | C | 100 | 98 | -2 | -2.0% | Yes | Yes | **Yes** |
| | D | 209 | 185 | -24 | -11.5% | Yes | Yes | **Yes** |

**Table 12: Westbound Sectional Journey Time Validation Results on A41**

| Peak Hour | Green Route Section | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Obs'd | Model | Diff | % Diff | Within 15% | Within 60s | Validate? |
| AM | A | 200 | 203 | 3 | 1.5% | Yes | Yes | Yes |
| | B | 138 | 92 | -46 | -33.3% | No | Yes | Yes |
| | C | 69 | 82 | 13 | 18.8% | No | Yes | Yes |
| | D | 180 | 162 | -18 | -10.0% | Yes | Yes | Yes |
| PM | A | 210 | 206 | -4 | -1.9% | Yes | Yes | Yes |
| | B | 147 | 92 | -55 | -37.4% | No | Yes | Yes |
| | C | 69 | 83 | 14 | 20.3% | No | Yes | Yes |
| | D | 146 | 137 | -9 | -6.2% | Yes | Yes | Yes |

# 3 A43 LINK FLOW VALIDATION

## 3.1 OVERVIEW

3.1.1 Validation of individual flows on a link are assessed in accordance with the guidance presented in TAG Unit M3.1, which is presented below in **Table 13**.

**Table 13: Web TAG Link Flow Validation Criteria**

| Criteria | Description of Criteria |
|---|---|
| 1 | Modelled flows are within 100 veh/h of counts for flows less than 700 veh/h |
| | Modelled flows are within 15% of counts, for flows from 700 to 2,700 veh/h |
| | Modelled flows are within 400 veh/h of counts for flows more than 2700 veh/h |
| 2 | GEH < 5 for individual flows |

3.1.2 The following notes are referenced to the above criteria in TAG Unit M3.1:

- the above criteria should be applied to both link flows and turning movements;
- the acceptability guideline should be applied to link flows but may be difficult to achieve for turning movements;
- the comparisons should be presented for cars and all vehicles but not for light and other goods vehicles unless sufficiently accurate link counts have been obtained;
- the comparisons should be presented separately for each modelled period; and
- it is recommended that comparisons using both measures are reported in the model validation report.

3.1.3 The GEH (Geoffrey E. Havers) error statistic, as noted in **Table 11**, has been used to compare the observed and modelled flows. It is defined as:

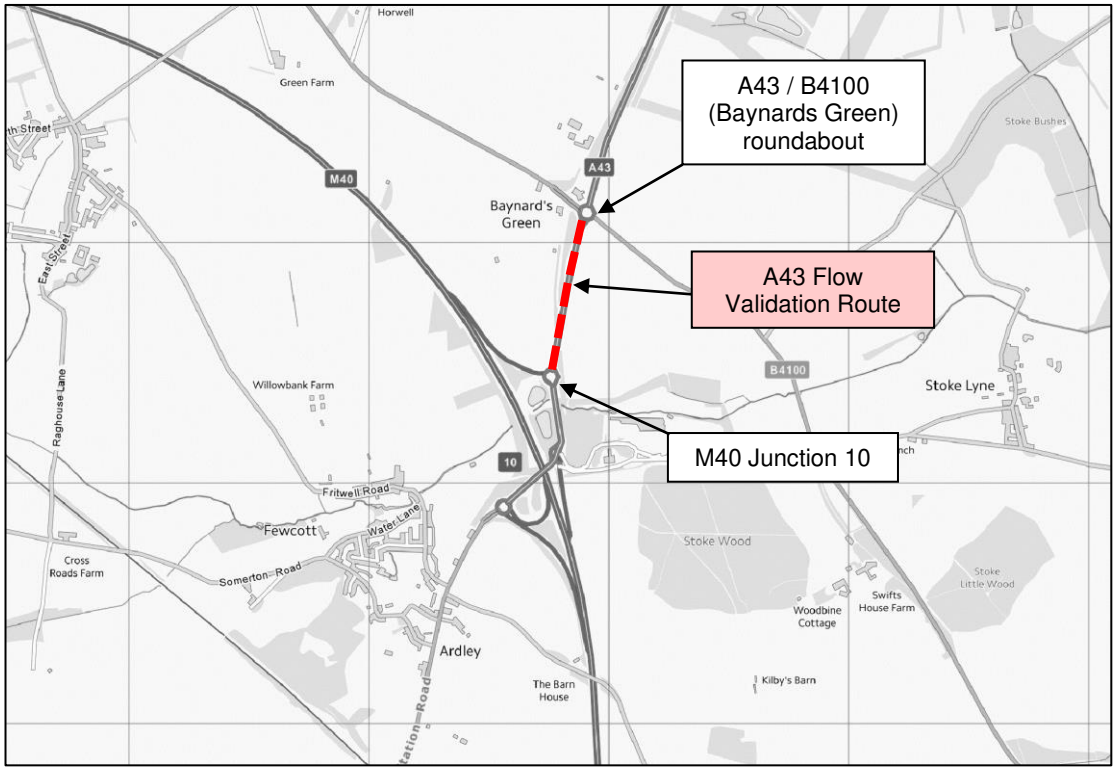
$$\sqrt{\left[\frac{(Y-X)^2}{0.5(Y+X)}\right]}$$

where X = observed flow
Y = modelled flow

## 3.2 LMVR DATA

3.2.1 Flow validation on the A43, between the B4100 Baynards Green junction and M40 J10 (see **Figure 4**), is presented Appendix L of the LMVR Addendum report.

**Figure 4: A43 Between B4100 and M40 Junction 10**




3.2.2 The observed data is from an Automatic Traffic Count (ATC) undertaken by Tracsis over two weeks between the 15th and 22nd June 2016 (see **Appendix I**), however only the northbound data is available due to the count tube on the southbound carriageway being classified as having recorded 'bad data'. The validation data presented in the addendum report for northbound flows is presented in **Table 14** below:

**Table 14: LMVR A43 Northbound Flow Validation**

| Time Period | Vehicle | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | Cars | 984 | 1047 | 1.98 | Yes | - |
| | Total | 1160 | 1353 | 5.45 | No | No |
| PM Peak | Cars | 1333 | 1418 | 2.31 | Yes | - |
| | Total | 1563 | 1759 | 4.82 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

3.2.3 The data in **Table 14** shows that in the AM Peak the total flows do not validate under either criterion, although the GEH is only marginally over the 5.0 threshold, while in the PM Peak they validate satisfactorily to both criteria.

## 3.3 ATC DATA

3.3.1 Although ATC data was collected for the A43 southbound carriageway, it was noted in the Tracsis survey report that this was considered 'bad' data and therefore none was presented (see yellow highlighted sections in **Appendix I**).

3.3.2 While ATC data was collected and provided for the A43 northbound carriageway, the incidents and observations section of the Tracsis report (see **Appendix I**) notes the following with regard to this data:

- There was a loss of data during Week 1 on Monday 20th June 2016 between 00:00 and 22:15. This was patched (replaced) with data collected on Monday 4th July 2016.
- There was a loss of data during Week 1 between 12:45 on Wednesday 15th June 2016 and 24:00 on Sunday 19th June 2016. This data was patched (replaced) with data collected between 00:00 on Friday 1st July 2016 and 24:00 on Sunday 3rd July 2016.

3.3.3 It can therefore be seen that although northbound data was presented for a two week period, the data for Week 1 is not complete, with there being 1½ days when no data is presented (see green highlighted sections in **Appendix I**), or consistent since it has patched data from another week (again see green highlighted sections in **Appendix I**).

3.3.4 To this end, the only set of A43 ATC data that is considered completed and consistent is that collected on the northbound carriageway during Week 2, and for this reason the flow validation has been recalculated using just this data (see blue highlighted sections in **Appendix I**). The resultant validation calculations are presented in **Appendix J**, and summarised below in **Table 15**, with the data showing that the modelled northbound flows do now validate in both the AM and PM Peak periods.

**Table 15: A43 Northbound Flow Validation (Week 2 Observed ATC Data)**

| Time Period | Vehicle | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | Cars | 1004 | 1047 | 1.33 | Yes | - |
| | Total | 1182 | 1353 | 4,81 | Yes | Yes |
| PM Peak | Cars | 1303 | 1418 | 3.13 | Yes | - |
| | Total | 1531 | 1759 | 5.63 | No | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

## 3.4 MCC DATA

3.4.1 While use of the Week 2 ATC data shows that the northbound modelled flows validate, there is still no ATC data available with which to assess southbound flows.

3.4.2 Observed flow data in both directions along this stretch of the A43 is available from Manual Classified Counts (MCC) undertaken in November 2016 at the Baynards Green junction and M40 Junction 10 (see **Appendix K**). It is noted in LMVR Addendum report that in general MCC data has been used to calibrate the model and ATC data has been used for validation, however in the absence of any southbound ATC data for the A43 it is considered appropriate to undertake validation using the MCC data. The relevant validation calculations are presented in **Appendix J**, while the southbound data is summarised below in **Tables 16 and 17**.

**Table 16: A43 Southbound Flow Validation (Baynards Green MCC Data)**

| Time Period | Vehicle | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | Cars | 1211 | 1144 | 2.0 | Yes | - |
| | Total | 1665 | 1534 | 3.3 | Yes | Yes |
| PM Peak | Cars | 1072 | 1045 | 0.8 | Yes | - |
| | Total | 1299 | 1312 | 0.4 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

**Table 17: A43 Southbound Flow Validation (M40 Junction 10 MCC Data)**

| Time Period | Vehicle | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | Cars | 1224 | 1144 | 2.3 | Yes | - |
| | Total | 1671 | 1534 | 3.4 | Yes | Yes |
| PM Peak | Cars | 1066 | 1045 | 0.6 | Yes | - |
| | Total | 1289 | 1312 | 0.6 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

3.4.3 The data in the above tables shows that the modelled southbound flows satisfactorily validate in both the AM and PM peak periods, and the calculations in **Appendix J** show that the northbound flows also validate using this methodology.

## 3.5 DATA FROM AECOM / HIGHWAYS ENGLAND

3.5.1 Following the comments provided by Aecom, action (iii) noted in section 1.2 is to present A43 model validation against HE 2016 traffic survey data.

3.5.2 Aecom have provided the turning count data for the junctions at the north (Baynards Green roundabout) and south (M40 Junction 10) of the section of the A43 being assessed, and this is presented in **Appendix L**.

3.5.3 Flow validation on the A43 has been undertaken using data from both turning movement counts, with the calculations presented in **Appendix M** and a summary provided in **Tables 18, 19, 20 and 21**:

**Table 18: Additional A43 Northbound Flow Validation (Baynards Green)**

| Time Period | Vehicle | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | Cars | 994 | 1047 | 1.6 | Yes | - |
| | Total | 1326 | 1353 | 0.7 | Yes | Yes |
| PM Peak | Cars | 1580 | 1418 | 4.2 | Yes | - |
| | Total | 1957 | 1759 | 4.6 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

**Table 19: Additional A43 Southbound Flow Validation (Baynards Green)**

| Time Period | Vehicle | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | Cars | 1217 | 1144 | 2.1 | Yes | - |
| | Total | 1685 | 1534 | 3.8 | Yes | Yes |
| PM Peak | Cars | 1107 | 1045 | 1.9 | Yes | - |
| | Total | 1328 | 1312 | 0.4 | No | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

**Table 20: Additional A43 Northbound Flow Validation (M40 J10)**

| Time Period | Vehicle | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | Cars | 1003 | 1047 | 1.4 | Yes | - |
| | Total | 1344 | 1353 | 0.3 | Yes | Yes |
| PM Peak | Cars | 1570 | 1418 | 3.9 | Yes | - |
| | Total | 1941 | 1759 | 4.2 | No | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

**Table 21: Additional A43 Southbound Flow Validation (M40 J10)**

| Time Period | Vehicle | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | Cars | 1239 | 1144 | 2.8 | Yes | - |
| | Total | 1696 | 1534 | 4.0 | Yes | Yes |
| PM Peak | Cars | 1126 | 1045 | 2.5 | Yes | - |
| | Total | 1352 | 1312 | 1.1 | No | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

3.5.4 The data in the above tables shows that the modelled flows satisfactorily validate in both directions during both the AM and PM peak periods.

## 3.6 DATA FROM WEBTRIS

3.6.1 Following the comments provided by Aecom, action (iv) noted in section 1.2 is to present A43 model validation against WebTRIS data, using the closest available month / year to June 2016.

3.6.2 Examination of the WebTRIS website shows that there are count sites (northbound and southbound) on the section of A43 being assessed, as shown on the plans in **Appendix N**, however there is no data available for 2016 (see **Figure 5**). The closest available month with data is April 2015, so this has been downloaded (see **Appendix N**) and used for validation.

3.6.3 The flow validation calculations are presented in **Appendix O**, with a summary provided in **Tables 22 and 23**.

**Figure 5: WebTRIS Data Availability**

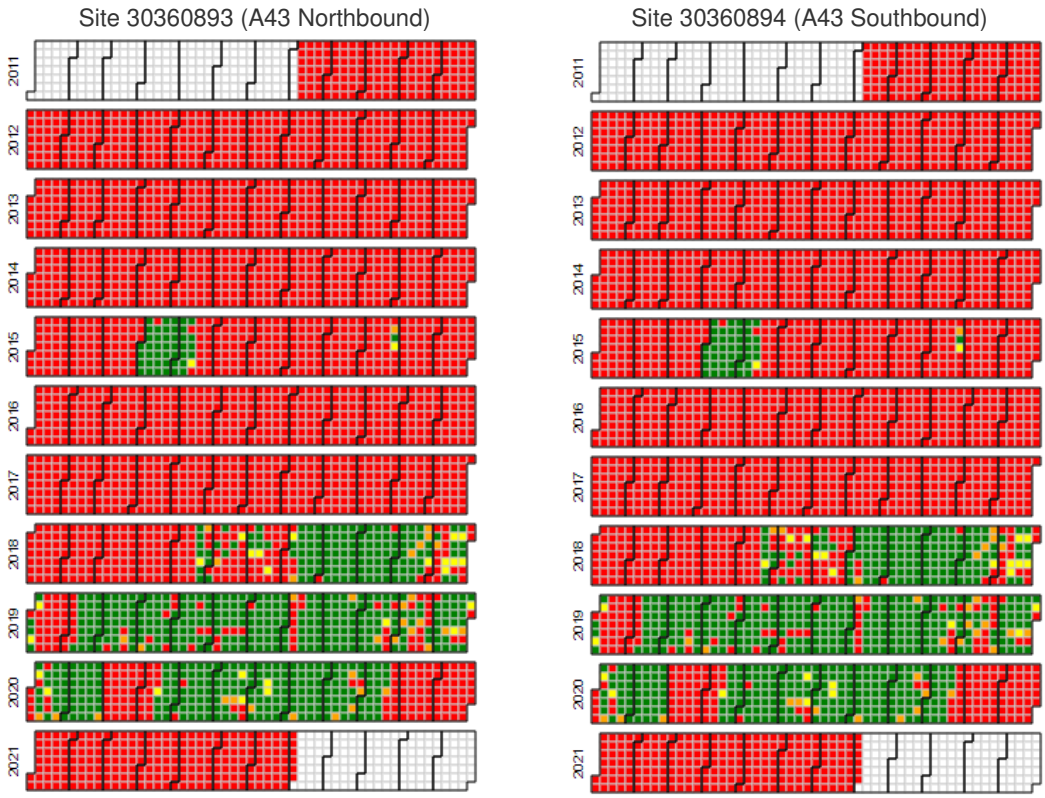



**Table 22: Additional Northbound A43 Flow Validation (WebTRIS Data)**

| Time Period | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|
| | | | GEH | Validate? | |
| AM Peak | 1856 | 1353 | 12.6 | No | No |
| PM Peak | 2083 | 1759 | 7.4 | No | No |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

**Table 23: Additional Southbound A43 Flow Validation (WebTRIS Data)**

| Time Period | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|
| | | | GEH | Validate? | |
| AM Peak | 647 | 1534 | 26.9 | No | No |
| PM Peak | 572 | 1312 | 24.1 | No | No |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

3.6.4 The data in **Tables 22 and 23** shows that the model does not validate satisfactorily against the observed WebTRIS data, which is in contrast to the A43 validation calculations presented in the previous sections of this report. The appropriateness of using the WebTRIS data has been examined.

3.6.5 Examination of the data in **Tables 22 and 23** shows that there is a significant difference between the magnitude of flows in each direction, with northbound flows (1856 / 2083 vehicle per hour) being three to four times larger than the southbound flows (572 / 647 vehicles per hour). This order of magnitude is not replicated in the other observed datasets.

3.6.6 A comparison of the WebTRIS data with the other observed datasets is presented in **Tables 24 and 25**. These show that the WebTRIS northbound data is higher than all the other datasets, while the WebTRIS southbound data is significantly lower than all the other datasets (circa two to three times lower).

**Table 24: Comparison of Observed A43 Northbound Traffic Flows**

| Time Period | ATC | MCC Data | | MCC Data from Aecom | | WebTRIS |
|---|---|---|---|---|---|---|
| | | Baynards Green | M40 J10 | Baynards Green | M40 J10 | |
| AM Peak | 1182 | 1251 | 1271 | 1326 | 1344 | 1856 |
| PM Peak | 1531 | 1749 | 1762 | 1957 | 1941 | 2083 |

Note: Data in green cells validates, data in red cells does not validate

**Table 25: Comparison of Observed A43 Southbound Traffic Flows**

| Time Period | ATC | MCC Data | | MCC Data from Aecom | | WebTRIS |
|---|---|---|---|---|---|---|
| | | Baynards Green | M40 J10 | Baynards Green | M40 J10 | |
| AM Peak | No Data | 1665 | 1671 | 1685 | 1696 | 647 |
| PM Peak | No Data | 1299 | 1289 | 1328 | 1352 | 572 |

Note: Data in green cells validates, data in red cells does not validate

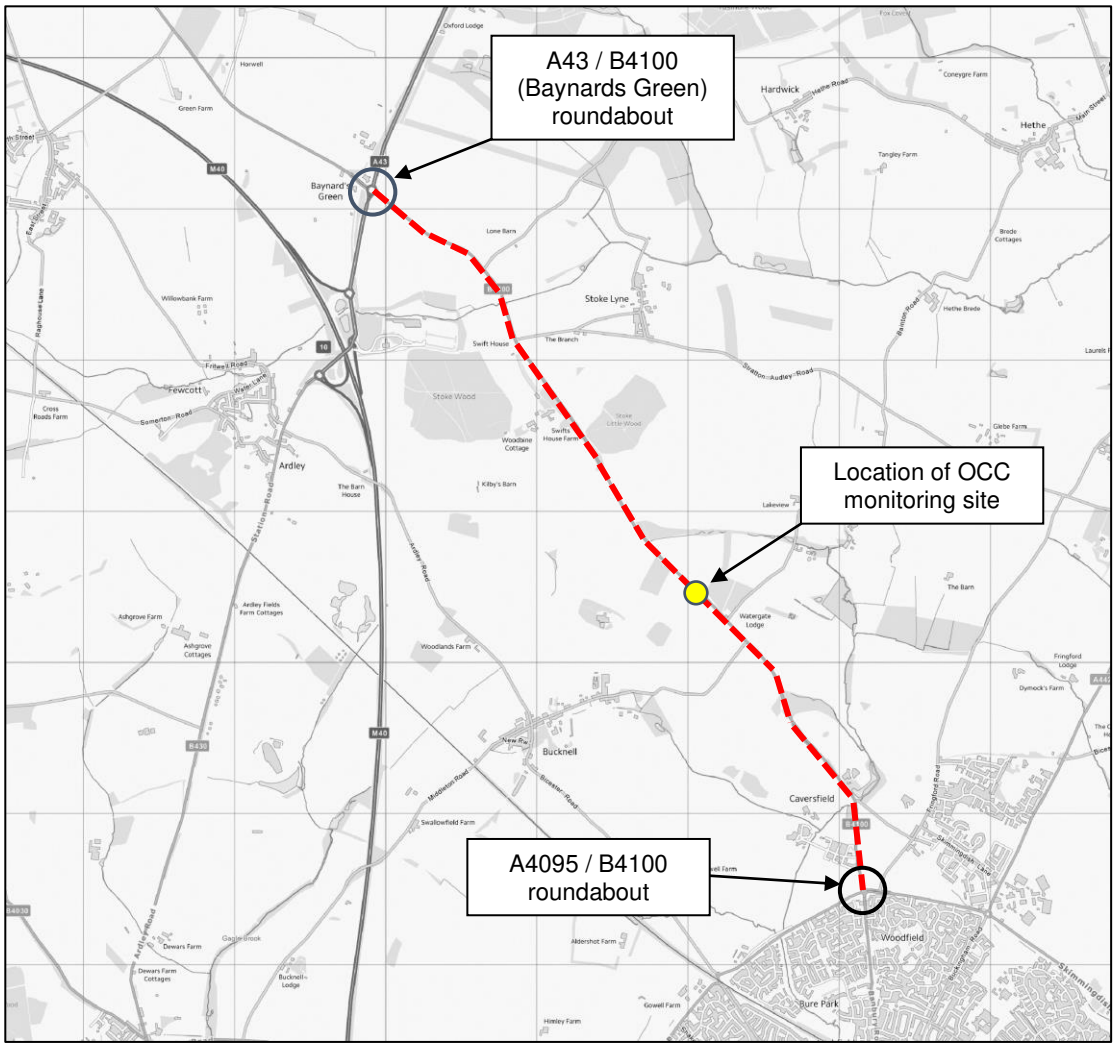
3.6.7 Given how badly the WebTRIS data compares to all the other datasets, which are drawn from three different sources and are all generally comparable, it is concluded that the WebTRIS data is not satisfactory for use in validating the model.

# 4 B4100 ROUTE VALIDATION

## 4.1 OVERVIEW

4.1.1 Validation of traffic flows and journey times on the B4100 between the A43 and the A4095 (see **Figure 5**) was not included within the LMVR Addendum report, however HE have requested that this is now undertaken since this route provides an access route into Bicester off the A43 and would determine route choice into Bicester in future assessment years.

**Figure 5: B4100 between A43 and A4095**



## 4.2 FLOW VALIDATION

4.2.1 Observed traffic flows on the B4100 have been obtained from the following sources:

- MCC survey at the Baynards Green roundabout, undertaken in November 2016 (see **Appendix K**).
- MCC survey at the A4095 / B4100 roundabout, undertaken in November 2016 (see **Appendix P**).
- Data from the OCC monitoring site on the B4100 (see **Figure 5**) for the whole of 2016 (see **Appendix P**).

4.2.2 The flow validation calculations are presented **in Appendix Q**, and summarised below in **Tables 26, 27 and 28**, and it can be seen that the modelled flows on the B4100 validate satisfactorily in the AM and PM Peak periods at all locations and in both directions.

**Table 26: B4100 Flow Validation Summary (Baynards Green roundabout)**

| Time Period | Direction | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | NB | 554 | 467 | 3.9 | Yes | Yes |
| | SB | 718 | 770 | 1.9 | Yes | Yes |
| PM Peak | NB | 663 | 565 | 4.0 | Yes | Yes |
| | SB | 523 | 603 | 3.4 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

**Table 27: B4100 Flow Validation Summary (OCC Monitoring Site)**

| Time Period | Direction | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | NB | 370 | 440 | 3.5 | Yes | Yes |
| | SB | 629 | 676 | 1.8 | Yes | Yes |
| PM Peak | NB | 628 | 520 | 4.5 | Yes | Yes |
| | SB | 536 | 555 | 0.8 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

**Table 28: B4100 Flow Validation Summary (A4095 / B4100 Roundabout)**

| Time Period | Direction | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | NB | 467 | 440 | 1.3 | Yes | Yes |
| | SB | 765 | 734 | 1.1 | Yes | Yes |
| PM Peak | NB | 623 | 565 | 2.4 | Yes | Yes |
| | SB | 567 | 574 | 0.3 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

## 4.3 JOURNEY TIME VALIDATION

4.3.1 Observed journey time data has been provided by OCC from the Trafficmaster database, and is presented in **Appendix R**. As noted previously, this comprises averaged data for the AM and PM peak hours, for term time weekdays only and for the whole of 2016.

4.3.2 Validation calculations have been undertaken and are presented in **Appendix S**, with a summary provided below in **Tables 29 and 30**, and these show that the journey times validate in the AM and PM Peak periods in both directions.

**Table 29: B4100 Journey Time Validation Summary (AM Peak)**

| Direction | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|
| | Obs'd | Model | Diff | % Diff | Within 15% | Within 60s | Validate? |
| NB | 322 | 326 | 4 | 1% | Yes | Yes | Yes |
| SB | 337 | 352 | 15 | 5% | Yes | Yes | Yes |

**Table 30: B4100 Journey Time Validation Summary (PM Peak)**

| Direction | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|
| | Obs'd | Model | Diff | % Diff | Within 15% | Within 60s | Validate? |
| NB | 313 | 331 | 18 | 6% | Yes | Yes | Yes |
| SB | 343 | 336 | -7 | -2% | Yes | Yes | Yes |

## 4.4 FLOW VALIDATION: DATA FROM AECOM / HE

4.4.1 Following the comments provided by Aecom, action (vi) noted in section 1.2 is to present B4100 model validation against HE 2016 MCC survey data for Baynards Green roundabout.

4.4.2 As noted previously, Aecom have provided the turning count data at the Baynards Green roundabout, and this is presented in **Appendix L**.

4.4.3 Flow validation calculations using this data are presented in **Appendix T**, with a summary provided in **Tables 31 and 32**. This data shows that the modelled flows generally validate satisfactorily, with the only exception being southbound car flows in the AM Peak.

**Table 31: Additional B4100 Northbound Flow Validation (Baynards Green MCC)**

| Time Period | Direction | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | Car | 464 | 376 | 4.3 | Yes | - |
| | Total | 546 | 467 | 3.5 | Yes | Yes |
| PM Peak | Car | 583 | 504 | 3.4 | Yes | - |
| | Total | 660 | 565 | 3.8 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

**Table 32: Additional B4100 Southbound Flow Validation (Baynards Green MCC)**

| Time Period | Direction | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | Car | 491 | 639 | 6.2 | No | - |
| | Total | 647 | 770 | 4.6 | Yes | No |
| PM Peak | Car | 542 | 541 | 0.0 | Yes | - |
| | Total | 599 | 603 | 0.2 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

## 4.5 FLOW VALIDATION: ALTERNATIVE DATASETS

4.5.1 Following the comments provided by Aecom, actions (vi) and (vii) noted in section 1.2 detail that Tetra Tech will look to identify and obtain any other sources of traffic flow data, and if any is available use it to undertake validation calculations for the B4100.

4.5.2 OCC have been contacted with regard to this and have provided data from an ATC survey on the B4100 (see **Appendix U**). The survey was undertaken in June 2016, with the location being just to the north-west of the A4095 / B4100 roundabout.

4.5.3 Flow validation calculations using this data are presented in **Appendix V**, with a summary provided in **Tables 33 and 34**. This data shows that the modelled flows generally validate satisfactorily, with the only exception being northbound car flows in the AM Peak.

**Table 33: Additional B4100 Northbound Flow Validation (B4100 ATC)**

| Time Period | Direction | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | Car | 519 | 348 | 8.2 | No | - |
| | Total | 549 | 440 | 4.9 | Yes | No |
| PM Peak | Car | 567 | 506 | 2.6 | Yes | - |
| | Total | 661 | 565 | 3.8 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

**Table 34: Additional B4100 Southbound Flow Validation (B4100 ATC)**

| Time Period | Direction | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|
| | | | | GEH | Validate? | |
| AM Peak | Car | 669 | 591 | 3.1 | Yes | - |
| | Total | 700 | 734 | 1.3 | Yes | Yes |
| PM Peak | Car | 464 | 509 | 2.0 | Yes | - |
| | Total | 517 | 574 | 2.4 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

# 5 M40 VALIDATION STATISTICS

## 5.1 OVERVIEW

5.1.1 Following the comments provided by Aecom, action (ix) noted in section 1.2 is to include previously published validation statistics for the M40 in this updated version of the technical note and add commentary on suitability / risks / risk management of M40 validation.

5.1.2 Journey time and flow validation data has been extracted from the LMVR and is presented in in full in **Appendices W and X** respectively. Examination of the M40 data is then presented in the following section.

## 5.2 JOURNEY TIME VALIDATION

5.2.1 Journey time validation data from the LMVR is presented in **Appendix W**, and this details that route G-S (M-Way) is routed along the M40. The journey time validation statistics for this route in the AM and PM peak periods have been extracted from the data in **Appendix W** and are shown below in **Table 35**.

**Table 35: Summary of LMVR Journey Time Validation Results on Route G-S (M-Way)**

| Peak Hour | Direction | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Obs'd | Model | Diff | % Diff | Within 15% | Within 60s | Validate? |
| AM | NB | 472 | 542 | 70 | 15% | Yes | No | Yes |
| | SB | 783 | 705 | -78 | -10% | Yes | No | Yes |
| PM | NB | 552 | 642 | 90 | 16% | No | No | No |
| | SB | 552 | 525 | -27 | -5% | Yes | Yes | Yes |

Note: Northbound route runs between points G and S. Southbound route is between points S and G

5.2.2 The data in **Table 35** shows that the model satisfactorily validates in the AM peak period in both directions, and in the PM peak in the southbound direction The PM northbound journey time does however marginally fail the 15% validation criteria, with a difference of 16%.

5.2.3 Examination of the plan in **Appendix W**, shows that while route G-S (M-Way) is routed along the M40, it is also routed along the A34 to the south-west on M40 Junction 9. The journey time data for travel between Junctions 9 and 10 on the M40 has therefore been extracted from the information presented in **Appendix W**, with the subsequent validation calculations shown in **Appendix Y** and summarised in **Table 36**:

**Table 36 Summary of Journey Time Validation Results on M40 (Between J9 and J10)**

| Peak Hour | Direction | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Obs'd | Model | Diff | % Diff | Within 15% | Within 60s | Validate? |
| AM | NB | 326 | 315 | -11 | -3.4% | Yes | Yes | Yes |
| | SB | 783 | 705 | -78 | -10.0% | Yes | No | Yes |
| PM | NB | 379 | 386 | 7 | 1.8% | Yes | Yes | Yes |
| | SB | 552 | 525 | -27 | -4.9% | Yes | Yes | Yes |

5.2.4 The data in **Table 36** shows that the modelled journey times along the M40 satisfactorily validate in both peak periods and in both directions.

## 5.3 FLOW VALIDATION DATA

5.3.1 Link flow validation data from the LMVR is presented in **Appendix X**, with statistics for the M40 shown below in **Tables 37 and 38**. This data shows that the model satisfactorily validates at all locations on the M40, in both AM and PM peak periods and in all directions.

**Table 37: Summary of LMVR M40 Link Flow Validation Data (AM Peak)**

| LMVR Ref | Link Reference | Direction | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|---|
| | | | | | GEH | Validate? | |
| 204 | M40 South of J9 | NB | 2213 | 2224 | 0.2 | Yes | Yes |
| 205 | | NB | 2231 | 2224 | 0.2 | Yes | Yes |
| 206 | | SB | 3643 | 3581 | 1.0 | Yes | Yes |
| 209 | M40 J9 through junction | NB | 1838 | 1851 | 0.3 | Yes | Yes |
| 210 | | SB | 2918 | 2883 | 0.6 | Yes | Yes |
| 215 | M40 J10 through junction | NB | 2479 | 2460 | 0.4 | Yes | Yes |
| 216 | | SB | 2766 | 2830 | 1.2 | Yes | Yes |
| 218 | | SB | 2761 | 2830 | 1.3 | Yes | Yes |
| 222 | M40 North of J10 | NB | 2949 | 2880 | 1.3 | Yes | Yes |
| 224 | | SB | 3352 | 3482 | 2.2 | Yes | Yes |
| 229 | M40 between J9 and J10 | SB | 4252 | 4126 | 1.9 | Yes | Yes |
| 231 | | NB | 3596 | 3553 | 1.1 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

**Table 38: Summary of LMVR M40 Link Flow Validation Data (PM Peak)**

| LMVR Ref | Link Reference | Direction | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|---|
| | | | | | GEH | Validate? | |
| 204 | M40 South of J9 | NB | 3546 | 3580 | 0.6 | Yes | Yes |
| 205 | | NB | 3571 | 3580 | 0.2 | Yes | Yes |
| 206 | | SB | 2518 | 2476 | 0.8 | Yes | Yes |
| 209 | M40 J9 through junction | NB | 2777 | 2790 | 0.2 | Yes | Yes |
| 210 | | SB | 2126 | 2116 | 0.2 | Yes | Yes |
| 215 | M40 J10 through junction | NB | 3296 | 3228 | 1.2 | Yes | Yes |
| 216 | | SB | 2842 | 2869 | 0.5 | Yes | Yes |
| 218 | | SB | 2817 | 2869 | 1.0 | Yes | Yes |
| 222 | M40 North of J10 | NB | 3800 | 3678 | 2.0 | Yes | Yes |
| 224 | | SB | 3326 | 3383 | 1.0 | Yes | Yes |
| 229 | M40 between J9 and J10 | SB | 4086 | 4129 | 0.7 | Yes | Yes |
| 231 | | NB | 4760 | 4662 | 1.4 | Yes | Yes |

Note: In accordance with TAG Unit M3.1, flow validates if GEH<5

5.3.2 Turning flow validation data from the LMVR is also presented in **Appendix X**, with statistics for M40 shown below in **Tables 39 and 40**. The data presented in the LMVR is for M40 Junction 10, and the tables below show that the model is a good fit at this junction.

**Table 39: Summary of LMVR M40 J10 Turning Flow Validation Data (AM Peak)**

| LMVR Ref | Turning Movement | | Vehicle | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|---|---|
| | From | To | | | | GEH | Validate? | |
| 287 | A43(N) | A43(S) | Car | 1224 | 1114 | 2.33 | Yes | Yes |
| | | | Total | 1665 | 1535 | 3.26 | Yes | Yes |
| 288 | A43(S) | A43(N) | Car | 817 | 845 | 0.98 | Yes | Yes |
| | | | Total | 1056 | 1096 | 1.20 | Yes | Yes |
| 289 | M40 SB Off Slip | A43(N) | Car | 148 | 200 | 3.93 | Yes | Yes |
| | | | Total | 209 | 256 | 3.06 | Yes | Yes |
| 290 | M40 SB Off Slip | A43(S) | Car | 196 | 305 | 6.89 | No | No |
| | | | Total | 296 | 403 | 5.71 | No | No |
| 292 | A43(N) | M40 SB On Slip | Car | 771 | 807 | 1.30 | Yes | Yes |
| | | | Total | 1111 | 1084 | 0.82 | Yes | Yes |
| 293 | A43(N) | A43(W) | Car | 559 | 530 | 1.26 | Yes | Yes |
| | | | Total | 680 | 641 | 1.52 | Yes | Yes |
| 297 | A43(W) | A43(N) | Car | 781 | 807 | 0.94 | Yes | Yes |
| | | | Total | 1007 | 1041 | 1.08 | Yes | Yes |
| 299 | A43(W) | M40 SB On Slip | Car | 33 | 14 | 3.83 | Yes | Yes |
| | | | Total | 43 | 14 | 5.35 | No | Yes |
| 300 | A43(E) | M40 NB On Slip | Car | 202 | 92 | 9.11 | No | No |
| | | | Total | 262 | 164 | 6.69 | No | Yes |
| 301 | A43(E) | B430 | Car | 439 | 545 | 4.78 | Yes | No |
| | | | Total | 536 | 646 | 4.54 | Yes | No |
| 302 | M40 NB Off Slip | A43(E) | Car | 781 | 821 | 1.40 | Yes | Yes |
| | | | Total | 1009 | 1069 | 1.87 | Yes | Yes |
| 303 | M40 NB Off Slip | B430 | Car | 24 | 4 | 5.44 | No | Yes |
| | | | Total | 34 | 4 | 6.96 | No` | Yes |
| 304 | B430 | A43(E) | Car | 175 | 158 | 1.28 | Yes | Yes |
| | | | Total | 226 | 174 | 3.71 | Yes | Yes |
| 305 | B430 | M40 NB On Slip | Car | 212 | 218 | 0.43 | Yes | Yes |
| | | | Total | 231 | 257 | 1.64 | Yes | Yes |

Notes: i. In accordance with TAG Unit M3.1, flow validates if GEH<5
ii. Ref 287, 288, 289, 290 is the M40 J10 Baynards roundabout.
iii. Ref 292, 293, 297, 299 is the M40 J10 Cherwell roundabout.
iv. Ref 300, 301, 302, 303, 304, 305 is the M40 J10 Ardley roundabout.

**Table 40: Summary of LMVR M40 Turning Flow Validation Data (AM Peak)**

| LMVR Ref | Turning Movement | | Vehicle | Observed Flow | Modelled Flow | Criteria 2 | | Criteria 1 Validation |
|---|---|---|---|---|---|---|---|---|
| | From | To | | | | GEH | Validate? | |
| 287 | A43(N) | A43(S) | Car | 1006 | 1046 | 0.63 | Yes | Yes |
| | | | Total | 1288 | 1312 | 0.68 | Yes | Yes |
| 288 | A43(S) | A43(N) | Car | 1351 | 1279 | 1.99 | Yes | Yes |
| | | | Total | 1606 | 1592 | 0.35 | Yes | Yes |
| 289 | M40 SB Off Slip | A43(N) | Car | 124 | 143 | 1.65 | Yes | Yes |
| | | | Total | 151 | 172 | 1.65 | Yes | Yes |
| 290 | M40 SB Off Slip | A43(S) | Car | 224 | 247 | 1.47 | Yes | Yes |
| | | | Total | 283 | 342 | 3.32 | Yes | Yes |
| 292 | A43(N) | M40 SB On Slip | Car | 755 | 808 | 1.90 | Yes | Yes |
| | | | Total | 873 | 1034 | 5.23 | No | No |
| 293 | A43(N) | A43(W) | Car | 398 | 304 | 5.00 | Yes | Yes |
| | | | Total | 459 | 358 | 5.01 | No | No |
| 297 | A43(W) | A43(N) | Car | 1263 | 1222 | 1.17 | Yes | Yes |
| | | | Total | 1497 | 1517 | 0.52 | Yes | Yes |
| 299 | A43(W) | M40 SB On Slip | Car | 20 | 2 | 5,45 | No | Yes |
| | | | Total | 27 | 2 | 6.58 | No | Yes |
| 300 | A43(E) | M40 NB On Slip | Car | 240 | 124 | 8.58 | No | No |
| | | | Total | 308 | 196 | 7.02 | No | No |
| 301 | A43(E) | B430 | Car | 248 | 286 | 2.34 | Yes | Yes |
| | | | Total | 271 | 315 | 2.55 | Yes | Yes |
| 302 | M40 NB Off Slip | A43(E) | Car | 1083 | 1112 | 0.89 | Yes | Yes |
| | | | Total | 1352 | 1425 | 1.96 | Yes | Yes |
| 303 | M40 NB Off Slip | B430 | Car | 21 | 8 | 3.37 | Yes | Yes |
| | | | Total | 28 | 8 | 4.67 | Yes | Yes |
| 304 | B430 | A43(E) | Car | 333 | 235 | 5.79 | No | Yes |
| | | | Total | 373 | 271 | 5.68 | No | No |
| 305 | B430 | M40 NB On Slip | Car | 133 | 228 | 7.10 | No | Yes |
| | | | Total | 160 | 256 | 6.66 | No | Yes |

Notes: i. In accordance with TAG Unit M3.1, flow validates if GEH<5

ii. Ref 287, 288, 289, 290 is the M40 J10 Baynards roundabout.

iii. Ref 292, 293, 297, 299 is the M40 J10 Cherwell roundabout.

iv. Ref 300, 301, 302, 303, 304, 305 is the M40 J10 Ardley roundabout.

# 6 SUMMARY AND CONCLUSION

## 6.1 SUMMARY

6.1.1 Tetra Tech has been appointed by ADC Infrastructure Ltd to provide traffic and transport modelling services with regard to the use of the Bicester Transport Model (BTM) in relation to the proposed Oxfordshire Strategic Rail Freight Interchange (OxSRFI).

6.1.2 The proposed OxSRFI will be located to the northwest of Bicester and in close proximity to M40 Junction 10, and therefore Highways England (HE) have been consulted regarding the use of the BTM. A number of comments have been received from HE, via their consultants AECOM, and this technical note addresses a number of those comments.

6.1.3 A41 Journey Time Validation: Examination of the validation data presented in the LMVR Addendum report shows that westbound journey times on the section of the A41 between its junctions with London Road and the B4030 do not validate. The model coding has been examined and this appears to provide a satisfactory representation of the route, such that journey times should be reasonable. In accordance with the comments from HE / AECOM, an additional journey time assessment has therefore been undertaken. This has used observed data from the trafficmaster database, and shows that the modelled journey times validate satisfactorily.

6.1.4 A43 Flow Validation: The validation data presented in the LMVR Addendum report shows that northbound traffic flows on the A43 between M40 Junction 10 and the Baynards Green roundabout do not validate. There was no validation of southbound traffic flows presented in the LMVR Addendum report since the ATC survey undertaken recorded bad data. In addition to this it has been noted that the northbound data from week 1 of the ATC survey is incomplete. Further flow validation has therefore been undertaken using just the week 2 ATC data (northbound traffic) and data from junction turning counts (both directions) and this details that the modelled flows validate satisfactorily.

6.1.5 A43 Flow Validation (Additional Analysis - MCC): Additional flow validation has been undertaken using manual classified count data from March 2016 that has been provided by Aecom, and this shows that the modelled flows satisfactorily validate in both directions during both the AM and PM peak periods.

6.1.6 A43 Flow Validation (Additional Analysis - WebTRIS): Additional flow validation has also been undertaken using WebTRIS data from April 2015, which is the closest available dataset to June 2016. The modelled flows do not satisfactorily validate against this data, however the WebTRIS data compares poorly to all the other datasets, which are drawn from three different sources and are all generally comparable, and it is therefore concluded that the WebTRIS data is not satisfactory for use in validating the model.

6.1.7 B4100 Flow and Journey Time Validation: Validation of the modelled traffic flows on the B4100 between the Baynards Green roundabout and the A4095 roundabout has been undertaken using flow data from junction turning counts and an OCC monitoring site, and it is concluded that the model validates satisfactorily. Validation of the modelled journey times on this route has been undertaken using data from the trafficmaster database, and it is again concluded that the model validates satisfactorily.

6.1.8 B4100 Flow Validation (Additional Analysis - MCC): Additional flow validation has been undertaken using manual classified count data from March 2016, which has been provided by Aecom. This data shows that the modelled flows generally validate satisfactorily, with the only exception being southbound car flows in the AM Peak.

6.1.9 B4100 Flow Validation (Additional Analysis - ATC): Additional flow validation has also been undertaken using automatic traffic count data from March 2016, which has been provided by OCC. This data shows that the modelled flows generally validate satisfactorily, with the only exception being northbound car flows in the AM Peak.

6.1.10 M40 Validation Statistics (Journey Time Validation): Journey time validation data for the M40 has been extracted from the LMVR and presented in this Technical Note. Examination of journey times along the M40 between Junctions 9 and 10 shows that the model satisfactorily validates in both directions during both the AM and PM peak periods.

6.1.11 M40 Validation Statistics (Link Flow Validation): Link flow validation data for the M40 has been extracted from the LMVR and presented in this Technical Note. Examination of this data shows that the modelled flows satisfactorily validate in both directions during both the AM and PM peak periods.

6.1.12 M40 Validation Statistics (Turning Flow Validation): Turning flow validation data for M40 Junction 10 has been extracted from the LMVR and presented in this Technical Note. Examination of this data shows that the modelled turning flows are a good fit at this junction.

## 6.2 CONCLUSION

6.2.1 The journey time and link flow validation checks that have been undertaken on the A41, A43 and B4100 have made use a number of different datasets, with the results showing that the model validates satisfactorily on all of these routes. Validation data presented in the LMVR for the M40 shows that in general both journey times and link flows validate well, with turning flows at Junction 10 also being a good fit. It is therefore concluded that the Bicester Transport Model provides a sound basis for modelling the proposed Oxfordshire Strategic Rail Freight Interchange.

# APPENDICES

# APPENDIX A: AECOM TECHNICAL NOTE

| | | | |
|---|---|---|---|
| Project: | **Highways England Spatial Planning Arrangement 2016-2020** | Job No: | **60600479 / DO003** |
| Subject: | **Oxfordshire SRFI – TN1 and TN2 Review** | | |
| Prepared by: | [redacted] | Date: | **18 January 2021** |
| Checked by: | | Date: | **18 January 2021** |
| Verified by: | | Date: | **19 January 2021** |
| Approved by: | | Date: | **25 January 2021** |

## Executive Summary

Highways England have commissioned AECOM to provide transport planning advice regarding the proposed Oxfordshire Strategic Rail Freight Interchange (OxSRFI). As part of this commission, AECOM have been asked to review Technical Note 1 and Technical Note 2 shared by the applicant's transport consultant ADC.

As part of the proposed development ADC have indicated that a new all-movement junction on the M40 (referred as M40 J9A) will be proposed. Technical Note 1 intends to establish the case for a new junction. Technical Note 2 informs on the modelling methodology intended to be adopted to assess the impacts of the development on the highway network in the area.

Based on the review of Technical Note 1 and Technical Note 2, AECOM has following recommendations:

*Recommendations regarding Technical Note 1:*

1. Highways England should acknowledge the policy background provided by ADC and agree that there is strong government support towards the delivery of SRFIs in England as they promote sustainable economic growth.

2. While the applicant has highlighted performance issues and some network constraints in the area, the applicant should submit an OAR which would inform on alternative options being considered and why they were not considered to be viable options. OAR would be an important first step in any Business Case for a new M40 junction.

3. ADC make reference to the committee report for Heyford Park in Technical Note 1 regarding the likely future performance of M40 J10 once schemes identified by Highways England at this location are delivered. However, we have noted concerns regarding the statement and advise Highways England to seek further clarity from ADC on this matter.

4. Technical Note 1 makes reference to the feasibility work undertaken by Cherwell District Council to support the Garden Town status for Bicester as this indicated that one of the preferred options was a new junction on the M40 which was expected to have a high/very high BCR. Highways England should welcome this reference as it indicates that there is potentially a case for a new junction on the M40 which may provide wider benefits, in addition to providing access to the site. However, as this work was undertaken for different purposes and therefore, based on the location, layout and development proposals considered for OxSRFI, different options may be identified.

*This document has been prepared by AECOM Limited for the sole use of our clients ("Highways England") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM Limited and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM Limited, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM Limited.*

Therefore, Highways England should advise the applicant to produce an OAR as part of this proposal.

5. Bicester Strategic Delivery Board meeting report states that *'Highways England has made it clear that a new motorway junction may be possible but it needs to be considered in the light of the Oxford Cambridge Expressway'*. However, it is not clear whether this has been considered by ADC as part of the proposed M40 J9A. As such, Highways England should seek clarify from ADC regarding this matter.

6. ADC indicate that mainline improvements may be required between M40 J9 and J10 in future due to the traffic demands which would make existing merge and diverge layouts along this section unsuitable. Merges and diverges for the new junction would also not comply with standards. ADC indicate that they intend to apply for a Departure from Standards (DfS) for this, however, we advise that Highways England should recommend ADC to seek advice from SES to inform if the departure is likely to be accepted.

*Recommendations regarding Technical Note 2:*

1. Highways England should welcome the consideration of various models and accept that Bicester Transport Model (BTM) is the most suitable model available to assess the impacts of the development on the highway network in the area.

2. Some concerns regarding the validation of BTM have raised in this note which relate to link count validation on A43 near Baynards Green roundabout, JT validation on green route, and additional validation information for B4100. These concerns are recommended to be shared with ADC so that additional information can be provided.

3. Highways England's South East Regional Transport Model has been proposed to be used to assess the reassignment impacts of the proposed development. While this is considered to be acceptable ADC have noted that the infrastructure assumptions for the network will need to be updated. While this is considered acceptable, Highways England should recommend that changes should be made in consultation with Highways England to ensure that there is no abortive work.

4. Assessment years of 2026 (opening year) and 2031 (review year) have been proposed by ADC in line with DfT's Circular 02/2013. However, if the proposal for a new junction on M40 is accepted, Highways England should advise ADC that an additional assessment year will be required (15 years post opening of the new M40 junction) to ensure the longevity of the new infrastructure.

5. Further junction modelling is proposed to test the impact of the development in further detail. However, this does not confirm that the interaction between M40 J9, J9A (if accepted) and J10 would be assessed through a microsimulation model. Highways England should recommend ADC that this should be undertaken as part of the assessments.

6. Table in Para 4.33 outlines various assessment scenarios. However, it is noted that ADC intend to include all committed developments as fully build out for Highways England's purposes. As Highways England require developments to be considered based on their likely build-outs, ADC should be advised to revise the Table based on discussions with Highways England

**AECOM advise Highways England to formally raise the concerns highlighted in this note with ADC to inform ongoing discussions in the next TWG meeting scheduled on Tuesday 2nd February 2021.**

# 1. Introduction

1.1. Highways England have commissioned AECOM to provide transport planning advice regarding the proposed Oxfordshire Strategic Rail Freight Interchange (OxSRFI). The proposed development site is located adjacent to the Chiltern Railway line, part of the strategic rail freight network, and to the southwest of Junction 10 of the M40 motorway in Oxfordshire as shown in Figure 1 for information.

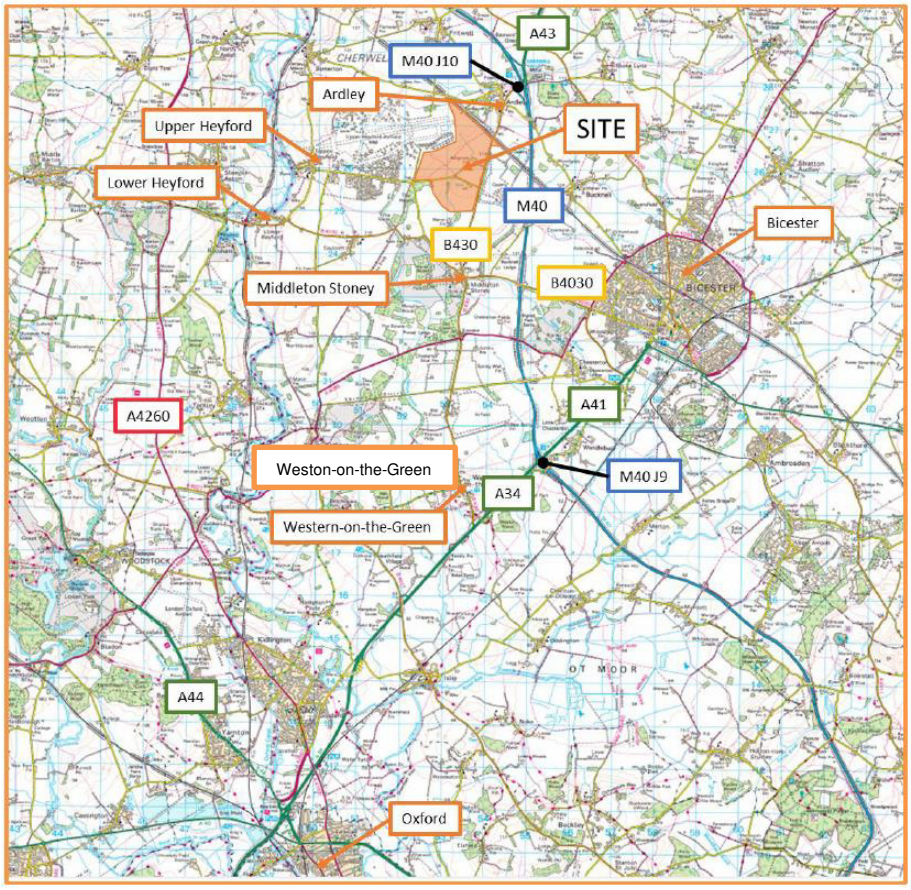



**Figure 1: OxSRFI Site Location Plan (Source: TN1)**

1.2. The development proposal is outlined to include:

- an intermodal freight terminal accommodating trains of up to 775m long, and including container storage and HGV parking, with new rail sidings within the site with the potential to serve individual warehousing
- approximately 6.5 million sqft of predominantly large scale B8 warehousing and distribution uses
- substantial mounding and woodland/tree planting around site edges for visual screening and ecological connectivity
- proposed link road that would pass under the B430 and connect with a proposed new M40 junction.

1.3. As part of this commission, AECOM have been asked to review Technical Note 1 and Technical Note 2 shared by the applicant's transport consultant, ADC Infrastructure Ltd. (ADC) with Highways England which inform on the following:

***Technical Note 1: New M40 Junction*** – As part of the proposed development, the applicant's transport consultant, ADC have indicated that a new all-movements junction on the M40 will be proposed as part of OxSRFI. This is indicatively referred to as M40 Junction 9A and would be

located at the point at which the M40 crosses the B4030 to the west of Bicester, as shown on Figure 9 of TN01 This was indicated to Highways England in the initial meeting on 15th October 2020 and during the Transport Working Group (TWG)[1] meeting on 13th November 2020. During these meetings, it was agreed that for Highways England to consider the proposed new junction, the need for the new junction will need to be established and agreed with Highways England to ensure it satisfies planning policy requirements. Technical Note 1 (TN1) outlines the case for this new junction on the M40 and ADC consider that this note satisfies the strategic growth test requirements as outlined in DfT's Circular 02/2013.

***Technical Note 2: Transport Modelling Methodology*** – The proposed methodology for transport modelling work which will be undertaken to inform on the likely traffic and environmental impacts of the proposed development were raised by ADC with Highways England and Oxfordshire County Council during Transport Working Group (TWG) meetings in November and December 2020. It was agreed during the TWG meeting of December 2020 that ADC would prepare a note to set out the proposed transport modelling methodology for further consideration and agreement with the TWG. Technical Note 2 (TN2) has been issued as a result of this discussions and informs on the proposed transport modelling methodology.

1.4. Based on the review of above referenced Technical Notes, our comments are documented in this note. Specific recommendations for further action are identified by the use of **bold underlined text. Recommendations regarded as critical to the acceptability of the proposal are coloured red. Recommendations regarded as important but not critical to the acceptability of the proposal are highlighted in amber.**

## 2. Technical Note 1 (TN1): New M40 Junction

***Planning Policy Context***

2.1. The 'Planning Policy Context' section of TN1 reviews transport planning policy relevant to the proposed development. This section refers to *National Policy Statement (NPS) for National Networks*[2] and *DfT Circular 02/2013: The Strategic Road Network and the delivery of sustainable development*[3] policy documents as these are considered to be relevant to the proposed development.

*National Policy Statement (NPS) for National Networks*

2.2. AECOM agree that Para 2.42- 2.58 of *National Policy Statement (NPS) for National Networks* are relevant to OxSRFI as this outlines the importance of SRFIs, their role to promote sustainable economic growth, and government's policy to address the need and expansion of the network of SRFIs.

2.3. This relevance has been considered by ADC in Para 2.2- 2.12 of TN1 with Para 2.12 highlighting that there are currently no SRFIs along the M40 corridor and that the proposed development will

[1] Transport Working Group (TWG) has been established by the applicant to provide a forum for discussion and allow a step by step approach to the assessment and agreement of transport matters related to OxSRFI. The group includes representations from Highways England, AECOM, Oxfordshire County Council (OCC), ADC Infrastructure Ltd., BWB Consulting Ltd., the Applicant, and Oxalis Planning.

[2] https://www.gov.uk/government/speeches/national-networks-national-policy-statement

[3] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/237412/dft-circular-strategic-road.pdf

support the government's objective of expanding the network. Para 2.12 also outlines that OxSRFI will meet the needs of existing and future businesses in Oxfordshire and be capable of helping to meet the needs of London and the Midlands.

*DfT's Circular 02/2013*

2.4. As mentioned above, the 'Planning Policy Context' section also refers to DfT's Circular 02/2013 outlining that policy regarding access to developments from the SRN is set out in Para 37-44 of the Circular with Para 39 stating:

"*Where appropriate, proposals for the creation of new junctions or direct means of access may be identified and developed at the Plan-making stage in circumstances where it can be established that such new infrastructure is essential for the delivery of strategic planned growth"*

2.5. Given that the above relates to the Local Plan-making process, and that the Circular predates the '*National Policy Statement (NPS) for National Networks'* which was published in 2015, ADC make reference to the '*Strategic Road Network, Planning for the Future – a guide for working with Highways England on planning matters'* outlining that Paras 121-125 set out Highways England's role as a statutory consultee regarding NSIPs promoted by third parties. ADC consider that this guidance satisfies the requirement of identification and development of new junctions during Plan-making stage as outlined in Para 39 of the Circular 02/2013 as this can be done through the consultation process for NSIPs.

2.6. While AECOM agree to the above assumption by ADC, it is noted that Para 40 of DfT's Circular indicates that proposals which include creation of new junctions on the SRN are required to meet the strategic growth test in order to be accepted. We also note that Para 40 outlines that Highways England may exceptionally accept request for new junctions for proposals such as signed roadside facilities, maintenance compounds, and major transport interchanges.

2.7. The requirements of the strategic growth test are broadly defined in Para 76 of '*Strategic Road Network, Planning for the Future - a guide for working with Highways England on planning matters'* document which states:

*'Where a potential need for additional capacity is identified, the following factors will be considered:*

- *the needs of all road users;*
- *impact on the local / regional community, including businesses;*
- *local economic needs and opportunities;*
- *local environmental issues;*
- *how the measures will be paid for (this will ensure that all relevant requirements can be captured in relevant local policy, such as the authority's infrastructure delivery plan);*
- *the forward programme of works currently planned for the SRN in the area'*

2.8. In addition, Para 43 of the Circular 02/2013 outlines that Highways England's preference is for new developments to use existing junctions. It is noted that an 'Options Assessment (Identification) Report (OAR)' has not been submitted by ADC at this stage, this should inform on other options that have been considered aside from the new M40 junction proposal and why these were rejected. The OAR will review various intervention options and precede 'Stage 0' of Highways England's Project Control Framework (PCF) and would articulate the strategic case and hence why a new junction is needed on the M40. **AECOM consider that an OAR would be an important first step in any Business Case for a new M40 junction.**

2.9. Notwithstanding, ADC also make reference to further guidance regarding new accesses provided in Para 42-47 of the '*Strategic Road Network, Planning for the Future - a guide for working with Highways England on planning matters'* document in Para 2.23 of TN1 which outlines that:

Paragraph 43 of '*Strategic Road Network, Planning for the Future - a guide for working with Highways England on planning matters'* states:

*"In the case of sections of the network designed for high-speed traffic, with partially or comprehensively limited access, there should be a presumption against connection, except where it can be provided safely and where there is a demonstrable benefit to the economy. On all other sections of the network there should be a presumption in favour of connection, except where a clear case can be made to prohibit connection on the basis of safety or economic impact*."

2.10. ADC consider, and AECOM agree that the proposal for a new junction on the M40 falls into the first part of the above guidance. However, before the proposal for a new junction is progressed through discussions and developed**, the OAR as outlined above should be developed and provided to Highways England and OCC for consideration**.

***Transport Network Review***

2.11. This section of TN1 reviews existing conditions on the transport network in the vicinity of the proposed development. The section also informs on recent highway infrastructure planning information including those related to network studies by Highways England and key development proposals in the area.

2.12. In context of the M40 J10 Interchange, Para 3.16 states:

*'3.16 Highways England have identified an improvement scheme at M40 Junction 10 Padbury Roundabout and at the Baynards Green Roundabout. The scheme will be delivered through a combination of Growth Deal funding and contributions from the Heyford Park development, with planning conditions to define the trigger points in the development buildout of Heyford Park by which time the mitigation scheme will need to be completed and operational. It is currently expected that the improvement scheme will be delivered in 2023.'*

2.13. Having considered the above, it is noted that Highways England has also identified improvements at Ardley roundabout and Cherwell junctions. Together with improvements at M40 J10, Padbury roundabout and Baynards Green roundabout, assessments undertaken by AECOM on behalf of Highways England indicated that the scheme package can cater for the traffic demands on the M40 in the area up to 2031. While the assessments did indicate moderate increases of queues between 2016 Do-Nothing and 2031 Do-Something (with all improvements), the overall network performance was noted to be better than 2016 Do-Nothing. **As such, we recommend that further clarity should be provided regarding the above statement from ADC.**

2.14. In addition, Para 3.17 and 3.18 state:

*3.17 The development of the highway mitigation scheme was ongoing since 2018, as it was difficult to identify a scheme that achieved a balance between acceptable impacts on the SRN and ensuring that the impacts on the local road network, in particular the B430 approach to the junction, were not severe. The Planning Committee report for the Heyford Park development states, at paragraph 9.103, that "Modelling by Highways England of a preferred scheme indicated there could be potential delays and congestion tailing back on the Oxfordshire network which was unacceptable to OCC. A solution was found by a redesign of the Baynards Green and Padbury roundabouts. The Ardley and Cherwell roundabouts which were proposed to be altered will now remain as existing."*

*3.18 This suggests that further improvements to the junction to cater for traffic increases on the SRN associated with the proposed OxSRFI would lead to impacts on the local highway network that would be unacceptable to OCC.*

2.15. It is likely that the above statement from the planning committee report for Heyford Park relates to modelling work undertaken for the development (Heyford Park) and not the overall scheme package identified by Highways England. As such, the above statement and the conclusion reached may not be correct. **As such we recommend that clarity should be provided regarding this statement from ADC.**

2.16. The section also outlines the concerns regarding the performance of the Local Highway Network (B430) near the villages of Ardley and Middleton Stoney. These include the Chiltern Main Line railway bridge on the B430 near Ardley, which narrows slightly, potentially making it difficult for two HGVs to pass one another. However, no consideration appears to have been given to potential solutions (such as a new bridge and a bypass to Ardley). While some options may not be viable, for an initial option assessment (identification) purpose, **AECOM recommend that potential options are documented and the reason for their rejection outlined as part of the case for a new M40 junction.**

2.17. Near Middleton Stoney, these concerns relate to the performance of the B430/B4030 signalised staggered junction which also has a committed highway improvement conditioned to the 2008 planning approval of the Heyford Park site. Para 3.20-3.27 of TN1 provide further details regarding the uncertainty surrounding the local highway network near Middleton Stoney including committed schemes and contributions linked to the Heyford Park development. Para 3.27 outlines the above uncertainties and existing constraints to inform that further traffic from the development cannot be managed through this route.

2.18. In addition to the above, the section also outlines the feasibility work commissioned by Cherwell District Council and undertaken by SYSTRA for Bicester's Garden Town status. It is noted that this work considered the provision of a new junction on the M40. TN1 notes that two preferred options (Option D1 and Option C) were expected to provide very high value for money. Option C as shown in TN1 related to the creation of a new north facing junction on the M40 at the B4030 to the west of Bicester while Option D1 related to the creation of an A34/M40 flyover at M40 J9. This indicates that there is potentially a case for a new junction on the M40 which may provide benefits, however, it is noted that this work was undertaken for different purposes and therefore, based on the location, layout and development proposals considered for OxSRFI, different options may be identified. **This will need to be investigated by considering other options which may have the potential to support the proposed development.**

2.19. In addition to the above, we also note that the Bicester Strategic Delivery Board meeting report states that *'Highways England has made it clear that a new motorway junction may be possible but it needs to be considered in the light of the Oxford Cambridge Expressway'*. However, it is not clear whether this has been considered by ADC as part of the proposed M40 J9A. As such, **we recommend that clarity should be provided regarding this.**

2.20. Furthermore, we also recommend that the SYSTRA reports are submitted to Highways England so that these can be considered thoroughly.

***Traffic Generation, Distribution and Assignment***

2.21. This section of TN1 provides a high-level indication of the likely trip generation, distribution and assignment expected from the development based on trip generation and distribution

methodologies agreed for SRFI developments in Northampton and Leicestershire. It is noted in Para 4.3 that detailed assessments, refinement, and agreement of methodologies with OCC and Highways England will be undertaken to support this scheme. This is considered acceptable and as such a detailed review of the assumptions and calculations has not been undertaken at this stage.

2.22. Having considered the trip generation and distribution indicated in this section, we note that a significant proportion of the development traffic is expected to assign onto the A43 to the Northeast of M40 J10 and onto the M40 North of J10. This may result in weaving and junction hopping issues, between Junctions 9A and 10, which may generate safety concerns to be addressed.

2.23. The section also outlines the likely routing of traffic if the existing network was used by the traffic from the proposed development. This indicates that, if the traffic from the development used existing routes, it would result in significant increases of traffic wishing to travel towards the A43 (Northeast of M40 J10) and the M40 North by using the B430 through Ardley. While this may be true if the existing network was considered, no consideration has been given to solutions, aside from a new junction on the M40, to accommodate these additional traffic demands. For example, the potential for a local bypass of Ardley and further enhancements to the capacity of M40 Junction 10**. AECOM recommend that such alternative options should be considered further.**

***M40 J9A Initial Feasibility Assessment***

2.24. This section undertakes an initial feasibility assessment of the proposed new junction on the M40 in line with DMRB requirements. Para 5.5 notes that the weaving section expected between M40 J9-M40 J9A and M40 J9A- M40 J10 will exceed the minimum requirement of 2kms for rural motorway as per Para 4.5 of CD122.

2.25. However, given that a significant amount of new trips/reassigned trips are expected to weave and hop junctions, **AECOM recommend that this is considered further at future stages**. For example, interaction between junctions may also need to be considered through a microsimulation modelling assessment.

2.26. It is also noted that merge diverge assessments have been undertaken for the proposed junction and this indicates that 'Type A' slip road layouts will be suitable for 2020, 2026 and 2031 assessment years, lane gain will be required on the M40 in the northbound direction between M40 J9 and M40 J10 in both 2026 and 2031. ADC considers this to be beyond the scope of the OxSRFI project, since it appears to arise from an increase in flow between Junctions 9 and 10 and not from traffic generated by OxSRFI, and would therefore apply for a Departure from Standard (DfS). **This will need to be considered by Highways England further and further advice provided through Highways England's SES.**

2.27. It is also noted that if the proposal for a new junction were to be accepted, **it would be necessary to design the junction for a later design year (potentially 15 years post opening).**

# 3. Technical Note 2: Transport Modelling Methodology

3.1. The proposed methodology for transport modelling work which will be undertaken to inform on the likely traffic and environmental impacts of the proposed development were raised by ADC with Highways England and Oxfordshire County Council during Transport Working Group (TWG) meetings in November and December 2020. It was agreed during the TWG meeting of December 2020 that ADC would prepare a note to set out the proposed transport modelling methodology for

further consideration and agreement with the TWG. Technical Note 2 (TN2) has been issued as a result of these discussions and informs on the proposed transport modelling methodology.

3.2. Having reviewed TN2, we note that Para 2.7- Para 2.13 outline various details regarding the development which have not been agreed yet. These include, assumptions regarding the likely operation of the site, assumptions regarding trip rates, trip generation, likely traffic distribution, traffic redistribution impacts etc. As it has been agreed in TWG discussions that further details regarding these matters will be provided in due course, no comments have been made regarding these matters as we await further information.

3.3. As such, our comments regarding TN2 are simply based on a review of the modelling methodology proposed to assess the likely traffic impacts. These are detailed below.

***Transport Modelling Methodology***

3.4. This section of TN2 informs on the various modelling tools considered for use by ADC to assess the likely impact of the proposed development (and proposed J9A) on the highway network in the area.

3.5. Para 3.3 outlines that through discussions with OCC in September 2020, the following modelling tools have been discussed for use to assess the impacts of OxSRFI on the highway network in the area:

Oxfordshire Strategic Model
Oxfordshire Mobility Model
Bicester Transport Model (BTM)

3.6. TN2 notes that the Oxfordshire Strategic Model is out of date. However, some recent update work has been undertaken to the south of Oxfordshire County.

3.7. TN2 also notes that Oxfordshire Mobility Model is currently being developed by OCC. However, based on the timescales involved with this model for it to be agreed with DfT, and that the model will only provide one assessment year (2035), this model was discounted.

3.8. In contrast to the above two models, it has been identified that Bicester Transport Model (BTM) was recently used for the transport assessment work of the Heyford Park development. Based on this, BTM has been considered for further use by ADC. Having considered this, and through discussions with OCC, **AECOM agree that BTM is the most suitable tool to consider out of all tools available** (subject to further detailed checks).

3.9. ADC have also provided the LMVR for the BTM model, and based on a review of this we have the following comments to make:

- The BTM LMVR Addendum, which was prepared as part of the modelling work undertaken for Heyford Park development indicates that the model achieves good levels of validation overall in terms of modelled vs observed journey times. However, it highlights validation issues on the green route (as defined in the LMVR) in the westbound direction in both AM and PM peak periods. Having reviewed Appendix H which shows the colour coded routes, it is noted that there are two routes shaded green. As such, **ADC should confirm which route this poor validation relates to.** As one of the green routes shown in Appendix H is along the A41, if the validation issues relate to this, these issues may need to be resolved through additional validation. This is because the A41 forms one of the key access routes into Bicester off the M40

and would also determine the route choice into Bicester in future assessment years. Given that proposed development is likely to attract a significant proportion of its workers from Bicester this issue may need to be resolved.

- AECOM have reviewed the link flow validation statistics for AM and PM peak and have not noted any significant issues on the M40. However, it is noted that the link flow validation GEH statistics do not meet the required criteria on the A43 between Baynards Green roundabout and M40 J10. **This is of concern and should be considered further at future steps of modelling.**
- **Modelled vs observed journey time comparison should be undertaken for the B4100 between A4095/B4100 roundabout and Baynards Green roundabout for base AM and PM peak periods**. This is because the B4100 provides an access route into Bicester off the A43 and would determine route choice into Bicester in future assessment years.

3.10. ADC have also noted the limitations of the BTM, as it is unsuitable to consider wider reassignment impacts given its limited model extents. As such, the use of Highways England's Regional Transport Models (RTM) has been considered. Given that the proposals include for a new junction between the M40 and B4030, it will be important to understand potential wider reassignment effects that could increase the attractiveness of the B4030 as a through route for traffic not generated by OxSRFI. Based on a review of the model extents of RTMs for the South East region (SERTM), South West region (SWRTM) and Midlands region (MRTM), SERTM has been considered to be the most appropriate RTM to examine potential wider traffic reassignment effects on the SRN. This is considered acceptable.

3.11. ADC have however, noted that SERTM currently includes the layout for M40 J10 that predates the current layout which was delivered at the junction in 2015 through Highways England's Pinch Point Programme. **This will need to be rectified**. In addition, the model will also need to be updated with potential highway and development schemes at this location which may be delivered in future. **These should be confirmed with Highways England and OCC before any modelling work is commissioned.**

3.12. TN2 also outlines a 3-stage modelling approach which will include the modelling work to be undertaken in SERTM as a first step and this will inform on potential reassignment impacts. This will be followed by modelling work in BTM which will inform on the area of impact in and around Bicester. The outputs of the BTM modelling work are proposed to be analysed to identify locations which require detailed review in junction modelling packages such as LinSig, Junctions, VISSIM etc. ADC also acknowledge the need to undertaken microsimulation modelling work to study the interaction of proposed M40 J9A with the M40, however, as outlined in this note, **interaction with other SRN junctions in the area may also need to be considered through this assessment.**

***Transport Modelling Assessment Requirements***

3.13. This section of TN2 outlines the assessment requirements and includes information on assessment years, modelling scenarios for SERTM modelling, BTM modelling and local junction modelling.

3.14. 2026 and 2031 have been accepted by Highways England as the opening year and 'Review Period' assessment years and are therefore considered to be acceptable. Please note that if the proposal for a new junction were to be accepted, it would be necessary to design the junction for a later design year (potentially 15 years post opening). Hence, another future assessment year, post 2031, should be considered in addition to the 2026 and 2031.

3.15. This section of TN2 also outlines the base model network coding that will require to be undertaken to update SERTM models. It is recommended that this change is discussed with Highways England before the work is commissioned to ensure correct schemes are coded. Furthermore, forecasting

assumptions are expected to be reviewed and agreed with Highways England's TPG before any changes are made to future forecasting. This is considered acceptable.

3.16. It is noted that Para 4.25 outlines that 'Where highway mitigation is required on the SRN, then this should be designed to accommodate the forecast traffic demand in the year of opening of the development assuming that 100% of the development is in place and including for all committed development and infrastructure schemes. This is the DfT 02/2013 Circular compliant opening year scenario.' However, it is noted that Highways England no longer seek 100% of the committed development and infrastructure to be considered in opening year scenarios. Instead Highways England now expects a realistic opening year scenario where all committed developments and infrastructure schemes are considered based on their likely build out by the proposed opening year. The development proposal (OxSRFI) will however need to be considered as fully built and operational in opening year assessments.

3.17. **Based on this, we recommend that the Table in Para 4.33 outlining various assessment scenarios are revised based on discussions with Highways England.**

3.18. Notwithstanding, other assumptions regarding scenarios and outputs expected from each model are considered to be broadly acceptable at this stage, we anticipate that these requirements can be further refined as the applicant progresses.

# 4. Summary

4.1. AECOM have reviewed Technical Note 1, Technical Note 2 and the BTM LMVR, the comments provided here are intended to inform ongoing discussions in the next TWG meeting scheduled on Tuesday 2nd February 2021.

# APPENDIX B: FURTHER ACTIONS EMAILS

## Pearson, Sacha

**From:** [redacted]
**Sent:** 06 July 2021 17:16
**To:** [redacted]
**Cc:** [redacted]

**Subject:** RE: OxSRFI - BTM validation (Tetra Tech Technical Note 1)

Hi [redacted]

I hope you are well.

All of the actions that you have outlined below appear reasonable. I agree with you that Action 1 is unnecessary as you will provide a section by section comparison of the green route based on Traffic Master data.

In terms of the data requests, I will aim to share this information with you by the end of this week.

Regards
[redacted]

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**From:** [redacted]
**Sent:** 06 July 2021 15:42
**To:** [redacted]
**Subject:** [EXTERNAL] RE: OxSRFI - BTM validation (Tetra Tech Technical Note 1)

Hi [redacted]

Thanks for your comments below. I've been asked by [redacted]t to respond and get agreement on what we need to do to close out the remaining issues.

I'll take each section in turn, as you have.

### A41 (Green Route) Journey Time Validation:

**Issue raised**

An incident had occurred on the A41 on 15 June 2016, the day of the surveys.

Journey time comparisons should also presented for Section B of the green route against Trafficmaster data

**Tetra Tech response**

We've looked at the crashmap data for this accident. The accident occurred at 8:15am so could certainly have affected journey times (not sure why Tracsis said there were no incidents!). Unfortunately the report doesn't say which carriageway the accident was on, although if it blocked one direction and vehicles had to overtake the stationary cars then it could affect both directions of flow anyway. We could always get data from OCC which may be a bit more detailed. While this accident could therefore account for the greater observed journey times in the AM, it wouldn't have affected the PM which also had observed journey times that were too long.

Despite the above however, the Green route journey times were also checked against Trafficmaster journey time data. The Trafficmaster data is averaged over a whole year and so is unaffected by the incident in question. The A41 green route is shown to validate well against the Trafficmaster data.

**Suggested actions**

1) Tetra Tech to obtain full accident data from OCC to close out accident issue. [I feel this is unnecessary as we present validation based on Trafficmaster data];
2) Tetra Tech to present a sectional breakdown of the green route against Trafficmaster data.

### A43 flow validation:

**Issues raised**

Independent data, which has not been used to calibrate the model should be used to inform on the validation statistics for this link. Suggest using WebTRIS flow data and Highways England's 2016 traffic survey data for M40 J10 Interchange.

**Tetra Tech response**

There are WebTRIS count sites on the A43, however there is no data for 2016 (see attached). We don't have the HE LMVR report but we could do an additional validation calculation if it was provided. The lack of independent data on the same day, month or even year raises the issue of the observed flow data being different at different times. The likelihood is that flow data from one of these sources will not match the classified turning counts used to calibrate the model. The exercise will be one of presenting additional data, which is certainly worthwhile, rather that proving validation at this location.

**Suggested actions**

3) HE / Aecom to provide a copy of Highways England's 2016 traffic survey data for M40 J10 Interchange;
4) Tetra Tech to present A43 model validation against HE 2016 traffic survey data;
5) Tetra Tech to present A43 model validation against WebTRIS data, using closest available month / year.

## B4100 validation:

**Issue raised**

We would welcome if alternative sources of traffic data were considered for use at Baynards Green roundabout and A4095/B4100 roundabout. Highways Englands MCC data for Baynards Green roundabout which was collected in 2016, for A4095/B4100 roundabout, other sources of traffic flow data may be explored with OCC.

**Tetra Tech response**

We can look at these alternative sources of flow data, but as noted above, independent data collected on a different day, month or year raises the issue of the observed flow data being different at different times, making validation at that location much less likely. As a consequence, the exercise will also be one of presenting additional data, which is worthwhile, rather that proving validation at this location.

**Suggested actions**

6) HE / Aecom to provide a copy of Highways England's 2016 MCC survey data for Baynards Green roundabout;
7) Tetra Tech to present B4100 model validation against 2016 MCC survey data for Baynards Green roundabout;
8) Tetra Tech to identify and obtain other sources of traffic flow data for A4095/B4100 roundabout with OCC;
9) Tetra Tech to present B4100 model validation against other survey data for A4095/B4100 roundabout.

## Other matters - M40:

**Issue raised**

Include validation statistics for the M40 within the updated version of the Technical Note to inform on the suitability of the model for the M40 in the area.

We would welcome commentary on the suitability and how/if some of the risks around validation issues can be managed.

**Tetra Tech response**

These requests can be included in an updated version of the technical note.

**Suggested actions**

10) Tetra Tech to include previously published validation statistics for the M40 in an updated version of the technical note and add commentary on suitability / risks / risk management of M40 validation.

I have listed out 10 suggested actions that should address the issues you raised. I think that action 1) is unnecessary due to use of the Trafficmaster data, but in any case, **please let me know whether these actions will address the issues** and which ones will need doing. I'd like to get the requirements agreed up front if possible, to avoid too much back and forth.

If you want to discuss any of this I am available this week for a call. Please note that I will be on holiday next week though.

I look forward to your reply,

Kind regards,

[redacted]

**Tetra Tech**
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[redacted]
tetratecheurope.com

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Following Government guidance aimed at preventing the spread of COVID-19 the majority of our office based teams are working from home. We are fully enabled to work remotely so this will not impact on our service to our clients or our colleagues. However, we do require that all communications are sent to us electronically by email so that we will be in a position to receive and respond. Thank you for your co-operation.

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**From:** [redacted]
**Sent:** 29 June 2021 16:10
**To:** [redacted]
**Subject:** RE: OxSRFI - BTM validation (Tetra Tech Technical Note 1)

Hi [redacted]

Thank you for sharing the attached Technical Note 1 by Tetra Tech with responds to the issues raised by Highways England previously through AECOM's TN2 regarding the validation of the Bicester Transport Model (BTM) in the vicinity of the proposed development. Apologies for the delay sending this over to you.

In relation to the responses provided within Tetra Tech's Technical Note 1, we have following comments to make in relation to the issues that were raised:

**A41 (Green Route) Journey Time Validation:**
We note that Tetra Tech have reviewed the issues regarding journey time validated on the A41 (Green Route) in AM and PM peaks. Based on a section by section analysis, Tetra Tech report that the validation issues on this route appear to relate to the performance of Section B (A41 between A41/Graven Hill Road/A4421 roundabout and A41/B4030 Oxford Road roundabout). The comparisons of observed vs modelled journey times presented in Table 2 and Table 3 of Technical Note 1 indicate significant differences on this section in both AM and PM peaks.

In order to investigate the likely cause of these differences, Tetra Tech have reviewed the 2016 journey time data set provided by Tracsis and informed that whilst no incidents were reported on the network during the survey period on the day that the journey time data was collected (15 June 2016), there was notable variation in the journey time measurements. Based on a review of the journey time data provided by Tracsis, Tetra Tech have also identified have identified a significant journey time variability along this section which is noted to range between 1 min 41 sec to 8 min 59 sec in AM peak. Similarly, Journey time along this section ranges from 1 min 31 sec to 6 min 8 sec in the PM peak.

While the variation noted in journey time measurements may provide a plausible justification on the likely cause of journey time validation issues, based on a review on Crashmap and online news we note that an incident had

occurred on the A41 on 15 June 2016 (https://www.oxfordmail.co.uk/news/14557835.roads-re-opened-three-car-collision-a41-bicester/). However, based on our limited review, we are not aware of the timing of this incident and whether it may have had an impact on the journey time data being used for validation purposes. As such, we would welcome if Tetra Tech can confirm if this was considered during the review of the traffic survey data prior to its use in the validation exercise?

Tetra Tech have also investigated coding of the model in the area and found no issues in how the network has been coded and we welcome this confirmation. Furthermore, flow and journey time validation for the green route has also been undertaken using independent data (Trafficmaster data for the green route has been provided by OCC) and we note that the route and links validate satisfactorily. However, we would welcome if journey time comparisons were also presented for Section B of the green route against Trafficmaster data.

Based on the above, we recommend that both of these matters should be investigated further and discussed with Highways England for agreement.

**A43 flow validation:**

We note that flow validation information has been provided for the A43 link between B4100 and M40 J10. It is noted that while ATC data has initially used to informed on the link flow validation levels for the A43 in the northbound direction, due to reasons outlined in Section 3.3 of Technical Note 1, validation checks have also been informed using MCC data (also used for calibration). We recommend that independent data, which has not been used to calibrate the model is used to inform on the validation statistics for this link. Based on the information provided in Technical Note 1, it is not clear if consideration has been given to other sources of traffic flow data such as WebTRIS flow data and Highways England's 2016 traffic survey data for M40 J10 Interchange (further details provided in Highways England's LMVR for M40 10 and Baynards Green VISSIM model)

As such, we would welcome if consideration is given to additional available sources of traffic flow data to inform on the validation of the model for the A43 in the study area.

**B4100 validation:**

We welcome the provision of the validation information for B4100. We note that flow validation information is based on MCC survey data at Baynards Green roundabout, A4095/B4100, and OCCs monitoring site on the B4100 for the whole of 2016. In addition, we note that JT validation information has been provided using journey time data provided by OCC from the Trafficmaster database.

While we can confirm the suitability of the validation along this route based on the journey time statistics and flow validation information provided for OCCs monitoring site, we would welcome if alternative sources of traffic data were considered for use at Baynards Green roundabout and A4095/B4100 roundabout. As outlined above, Highways Englands MCC data for Baynards Green roundabout which was collected in 2016 can potentially be used at this location. For A4095/B4100 roundabout, other sources of traffic flow data may be explored with OCC.

**Other matters - M40:**
While we note that validation statistics are provided for the M40 within the appendices of LMVR addendum, we would appreciate if these are included within the updated version of the Technical Note to inform on the suitability of the model for the M40 in the area. Whilst we note that some of the statistics may not satisfy the validation criterion as reported in the Appendices of LMVR addendum, we would welcome commentary on the suitability and how/if some of the risks around validation issues can be managed.

I hope this is helpful but let me know if you would like to discuss.

Regards
[redacted]

**From:** [redacted]
**Sent:** 28 May 2021 20:43
**To:** [redacted]
[redacted] alidation (Tetra Tech Technical Note 1)

All,

With reference to comment TN2-2 within the comments tracker relating to validation of the Bicester Transport Model (BTM), please find attached Tetra Tech Technical Note 1 for your review and agreement.

The note considers the following points:

- A41 journey time validation
- A43 flow validation
- B4100 flow and journey time validation.

In each case, it is concluded that the BTM validates satisfactory.

Kind regards

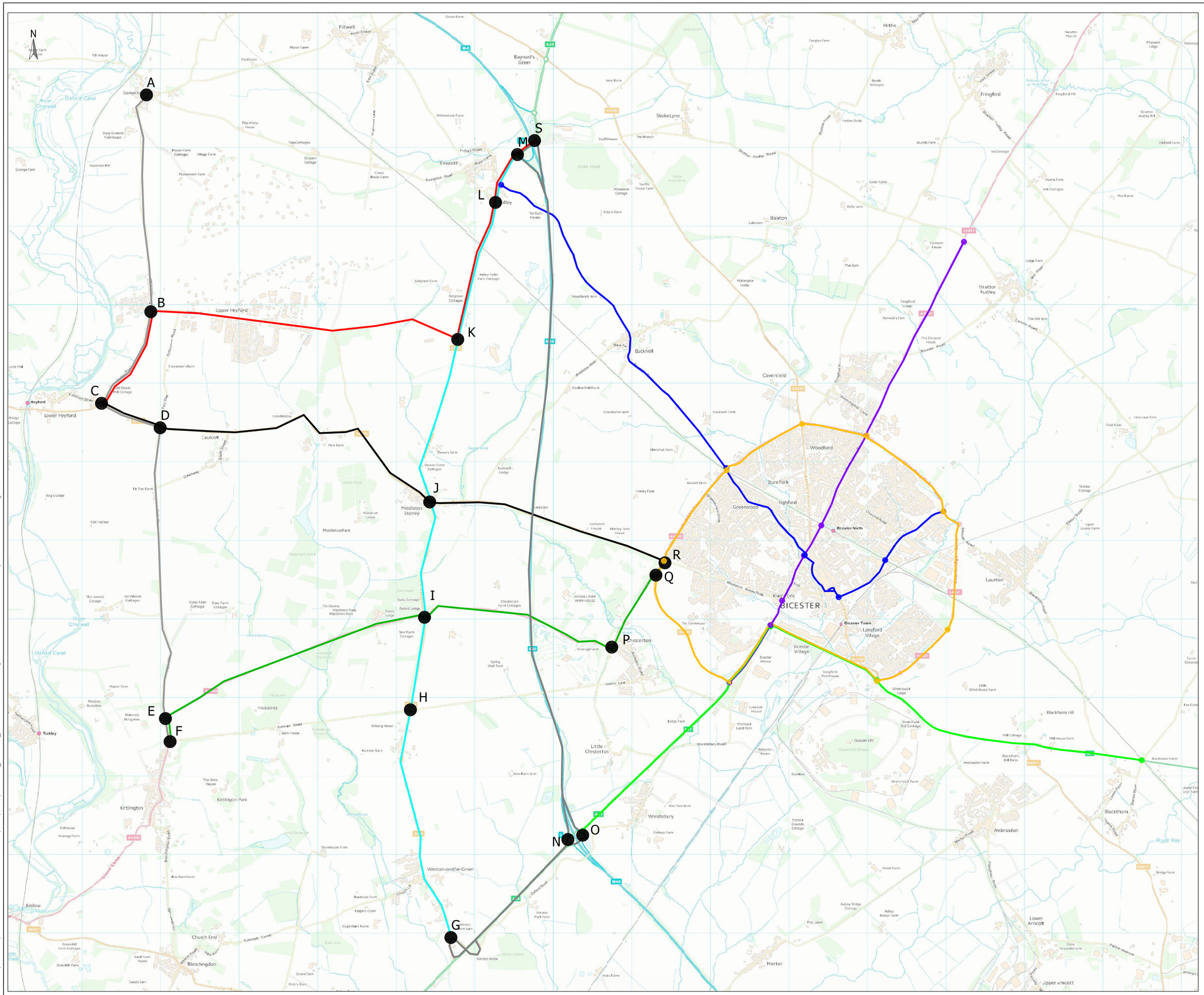
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# APPENDIX C: LMVR JOURNEY TIME VALIDATION ROUTES

DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS




| REV | DESCRIPTION | BY | CHK | APP | DATE |
|---|---|---|---|---|---|

Client:

Oxfordshire County Council
Heyford Park Settlements LP


EXECUTIVE PARK
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ANSTEY
LEICESTER
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Project:

Bicester Transport Model
Heyford Park Model Update

Drawing Title:

Figure 1
Journey Time Routes

| Scale @ ISO A1 | Drawn | Date | Checked | Date | Approved | Date |
|---|---|---|---|---|---|---|
| NTS | RW | 10.07.18 | GD | 10.07.18 | CRS | 10.07.18 |

| Project No. | Office | Type | Drawing No. | Revision |
|---|---|---|---|---|
| A099211-5 | 35 | 18 | 001 | |

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FILENAME : N:\PROJECTS\A099211-5 UPPER HEYFORD BICESTER\ACAD\DWGS\A099211-5_001 LMVR_A FIG1 JT ROUTES.DWG | PLOTTED BY : RACHAEL.WALKER | PLOTTED DATE : 07 August 2018 13:37:56

# APPENDIX D: GREEN ROUTE JOURNEY TIME DATA

| **Blue** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Northbound** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Launton Road / Skimmingdish Lane roundabout (A) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Under railway bridge Launton Road | 804 | 83 | 84 | 174 | 81 | 84 | 83 |
| 3 Stop Line Launton Road/London Road Junction | 1780 | 159 | 186 | 250 | 186 | 170 | 186 |
| 4 Left turn into Bucknell Road from Field Street | 2611 | 281 | 308 | 378 | 313 | 347 | 398 |
| 5 Under railway bridge Bucknell Road/Howes Lane Junction | 4100 | 404 | 446 | 511 | 451 | 472 | 536 |
| 6 Ardley Road /B430 Junction (B) | 8982 | 723 | 784 | 831 | 764 | 803 | 865 |

| **Blue** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Southbound** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Ardley Road /B430 Junction (B) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Under railway bridge Bucknell Road/Howes Lane Junction | 4882 | 299 | 320 | 313 | 305 | 333 | 308 |
| 3 Right turn into Field Street | 6371 | 451 | 485 | 478 | 457 | 512 | 474 |
| 4 Left turn into Launton Road | 7226 | 578 | 638 | 633 | 595 | 656 | 612 |
| 5 Under railway bridge Launton Road | 8202 | 650 | 735 | 717 | 693 | 800 | 711 |
| 6 Launton Road / Skimmingdish Lane roundabout (A) | 9006 | 741 | 823 | 877 | 782 | 916 | 809 |

| **Green** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Eastbound** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 M40/A41 Roundabout (A) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Cross stopline Vendee Drive roundabout | 2712 | 123 | 125 | 125 | 126 | 141 | 127 |
| 3 Cross stopline Esso roundabout towards Boundary Way | 3629 | 209 | 216 | 219 | 216 | 272 | 226 |
| 4 Cross stopline London Road roundabout towards A41 | 5219 | 334 | 314 | 321 | 311 | 394 | 330 |
| 5 Under railway bridge at Marsh Gibbon turning (B) | 8769 | 531 | 499 | 513 | 483 | 603 | 516 |

| **Green** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Westbound** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Under railway bridge at Marsh Gibbon turning (B) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Cross stopline London Road roundabout towards A41 | 3153 | 220 | 203 | 198 | 191 | 228 | 206 |
| 3 Cross stopline Esso roundabout towards Boundary Way | 4755 | 481 | 295 | 314 | 274 | 453 | 298 |
| 4 Cross stopline Vendee Drive roundabout | 5693 | 567 | 377 | 392 | 353 | 542 | 381 |
| 5 M40/A41 Roundabout (A) | 8381 | 714 | 539 | 549 | 484 | 707 | 518 |

| **Purple** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Northbound** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Vendee Drive roundabout (A) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Cross stopline Esso roundabout towards Oxford Road | 917 | 110 | 84 | 73 | 83 | 78 | 91 |
| 3 Cross stopline mini roundabouts with Middleton Stoney Road | 1249 | 157 | 125 | 124 | 124 | 151 | 141 |
| 4 Cross stopline St John's Street roundabout | 1892 | 229 | 193 | 204 | 193 | 273 | 216 |
| 5 Under railway bridge on Buckingham Road | 2321 | 280 | 260 | 263 | 262 | 346 | 302 |
| 6 Cross stopline Skimmingdish Lane roundabout towards A4421 | 3631 | 393 | 399 | 378 | 398 | 485 | 451 |
| 7 Right turn into Stoke Lyne Road (B) | 6390 | 559 | 530 | 538 | 527 | 671 | 602 |

| **Purple** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Southbound** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Left turn from Stoke Lyne Road (B) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Cross stopline Skimmingdish Lane roundabout towards Buckingham Road | 2759 | 166 | 165 | 160 | 131 | 175 | 134 |
| 3 Under railway bridge on Buckingham Road | 4069 | 315 | 321 | 297 | 278 | 350 | 286 |
| 4 Cross stopline St John's Street roundabout | 4508 | 421 | 413 | 359 | 343 | 420 | 359 |
| 5 Cross stopline mini roundabouts with Middleton Stoney Road | 5146 | 495 | 490 | 431 | 412 | 514 | 430 |
| 6 Cross stopline Esso roundabout towards A41 | 5478 | 542 | 532 | 476 | 452 | 581 | 477 |
| 7 Vendee Drive roundabout (A) | 6402 | 615 | 623 | 540 | 540 | 644 | 569 |

| **Yellow** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Clockwise** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Vendee Drive roundabout (A) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Cross stopline towards Howes Lane from Middleton Stoney roundabout | 1737 | 84 | 99 | 81 | 99 | 86 | 103 |
| 3 Under railway bridge Bucknell Road/Howes Lane Junction | 3169 | 174 | 186 | 169 | 185 | 176 | 195 |
| 4 Cross stopline Banbury Road roundabout towards A4095 | 4298 | 248 | 270 | 242 | 268 | 255 | 287 |
| 5 Cross stopline A4421 roundabout towards Skimmingdish Lane | 5125 | 306 | 329 | 296 | 322 | 312 | 348 |
| 6 Cross stopline Launton road roundabout towards Charbridge Lane | 6541 | 384 | 440 | 380 | 429 | 416 | 456 |
| 7 Cross stopline roundabout with Gavray Drive | 8425 | 507 | 521 | 513 | 509 | 536 | 537 |
| 8 Cross stopline roundabout with London Road towards A41 | 9593 | 603 | 601 | 603 | 586 | 616 | 616 |
| 9 Cross stopline Esso roundabout towards Oxford Road (B) | 9593 | 770 | 693 | 725 | 670 | 763 | 708 |

| **Yellow** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Anti-clockwise** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Vendee Drive roundabout (B) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Cross stopline Esso roundabout towards Boundary Way | 1499 | 00 | 00 | 00 | 00 | 00 | 00 |
| 3 Cross stopline  London Road roundabout towards A4421 | 1499 | 84 | 95 | 83 | 92 | 87 | 102 |
| 4 Cross stopline roundabout with Gavray Drive | 2705 | 169 | 171 | 159 | 168 | 160 | 179 |
| 5 Cross stopline Launton Road roundabout towards Skimmingdish Lane | 4513 | 292 | 253 | 280 | 249 | 274 | 262 |
| 6 Cross stopline A4421 roundabout towards A4095 | 5899 | 385 | 356 | 357 | 349 | 359 | 364 |
| 7 Cross stopline Banbury Road roundabout | 6717 | 445 | 417 | 407 | 403 | 419 | 425 |
| 8 Under railway bridge Bucknell Road/Howes Lane Junction | 7841 | 518 | 522 | 480 | 485 | 492 | 511 |
| 9 Cross stopline Howes Lane towards Vendee Drive at Middleton Stoney Road roundabout (A) | 9287 | 624 | 616 | 573 | 574 | 597 | 601 |
| 10 Vendee Drive roundabout | 11015 | 708 | 718 | 654 | 669 | 681 | 697 |

| **A-F** | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **SB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| A | Water St/ Ardley Rd | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| B | Somerton Rd/ Camp Rd | 877 | 183 | 145 | 187 | 145 | 182 | 145 |
| C | B4030/ Station Rd | 1891 | 261 | 210 | 265 | 210 | 258 | 210 |
| D | B4030/ Port Way | 2647 | 309 | 253 | 313 | 253 | 306 | 253 |
| E | A4095 / Port Way | 3713 | 518 | 466 | 513 | 463 | 502 | 464 |
| F | A4095/ Akeman St | 4911 | 540 | 496 | 534 | 493 | 523 | 495 |

| **F-A** | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **NB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| F | A4095/ Akeman St | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| E | A4095 / Port Way | 1541 | 21 | 30 | 21 | 30 | 21 | 32 |
| D | B4030/ Port Way | 2627 | 233 | 241 | 223 | 240 | 218 | 244 |
| C | B4030/ Station Rd | 3376 | 281 | 281 | 270 | 280 | 267 | 285 |
| B | Somerton Rd/ Camp Rd | 5072 | 358 | 346 | 349 | 345 | 342 | 350 |
| A | Water St/ Ardley Rd | 5830 | 541 | 495 | 535 | 493 | 525 | 499 |

| **C-R** | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **EB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| C | B4030/ Station Rd | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| D | B4030/ Port Way | 1650 | 48 | 40 | 48 | 39 | 48 | 40 |
| J | B430/ B4030 Middleton Stoney Crossroads | 2078 | 320 | 306 | 297 | 305 | 310 | 306 |
| R | B4030/Howes Ln | 2542 | 487 | 464 | 463 | 461 | 482 | 463 |

| **R-C** | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **WB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| R | B4030/Howes Ln | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| J | B430/ B4030 Middleton Stoney Crossroads | 1613 | 165 | 227 | 165 | 196 | 165 | 194 |
| D | B4030/ Port Way | 2898 | 437 | 449 | 414 | 417 | 427 | 416 |
| C | B4030/ Station Rd | 3386 | 485 | 488 | 461 | 456 | 476 | 456 |

| **F-R** | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **SB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| F | A4095/ Akeman St | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| E | A4095 / Port Way | 807 | 21 | 34 | 21 | 34 | 21 | 35 |
| I | A4095/ B430 | 1278 | 200 | 210 | 197 | 209 | 204 | 213 |
| P | A4095/ Unclassified | 2597 | 335 | 321 | 335 | 320 | 333 | 325 |
| Q | A4095/ Vendee Dr | 3620 | 422 | 390 | 423 | 389 | 432 | 397 |
| R | B4030/Howes Ln | 4032 | 447 | 412 | 447 | 411 | 458 | 420 |

| **R-F** | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **NB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| R | B4030/Howes Ln | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| Q | A4095/ Vendee Dr | 553 | 18 | 29 | 18 | 23 | 18 | 26 |
| P | A4095/ Unclassified | 1857 | 105 | 100 | 106 | 92 | 117 | 96 |
| I | A4095/ B430 | 2325 | 240 | 219 | 244 | 209 | 247 | 213 |
| E | A4095 / Port Way | 3476 | 431 | 389 | 426 | 378 | 438 | 383 |
| F | A4095/ Akeman St | 3896 | 452 | 420 | 447 | 408 | 459 | 413 |

| S-G (M-way) | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **SB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| S | M40 J10 Cherwell Roundabout | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| O | M40 Jn9/ A41 | 4562 | 572 | 587 | 404 | 347 | 422 | 395 |
| G | B4030/ B4030 Overbridge | 5267 | 783 | 705 | 529 | 465 | 552 | 525 |

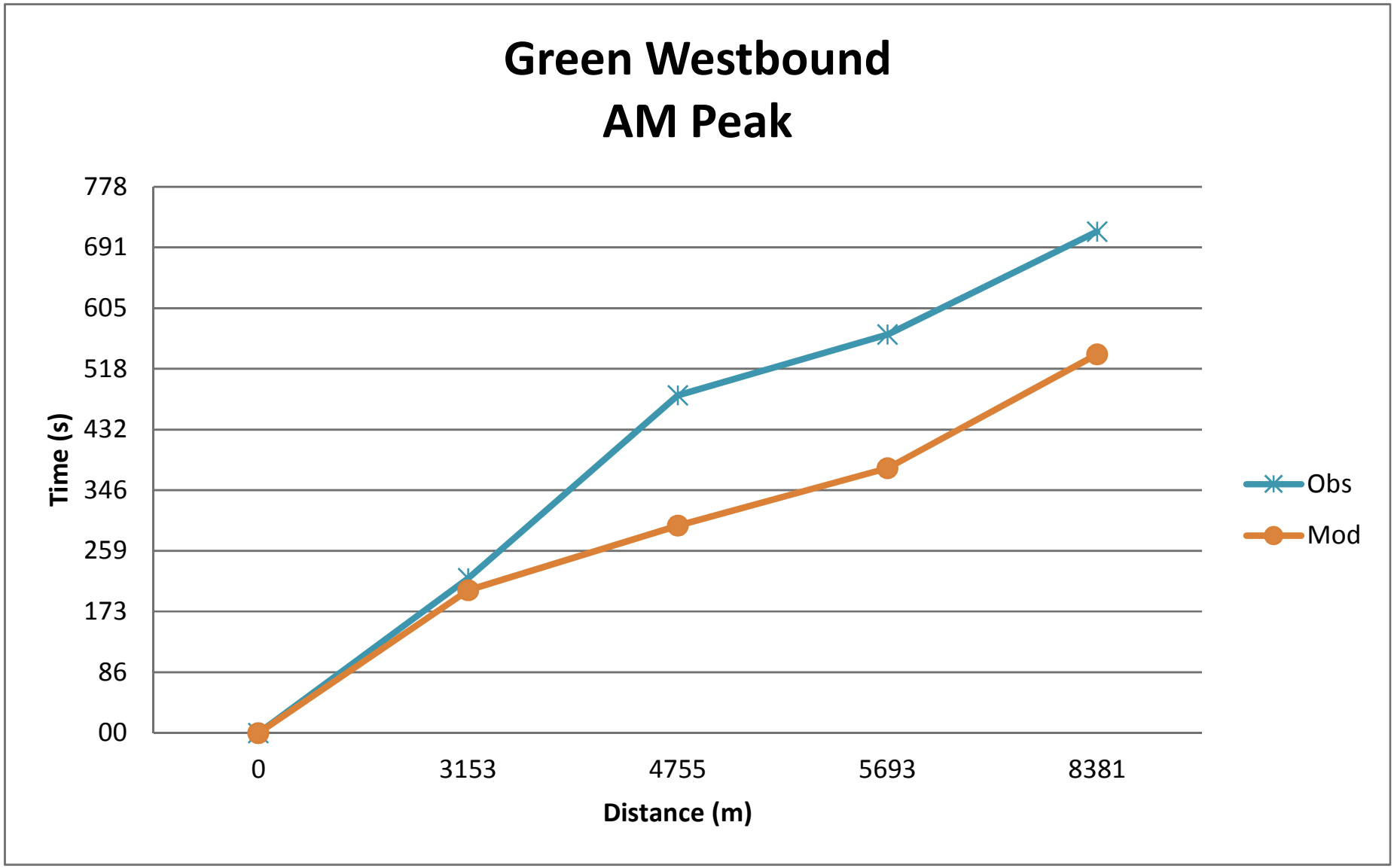
| G-S (M-way) | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **NB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| G | B4030/ B4030 Overbridge | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| N | M40 Jn9/ A34 | 1840 | 123 | 167 | 141 | 132 | 146 | 195 |
| M | Ardley Roundabout | 4575 | 449 | 482 | 496 | 451 | 525 | 581 |
| S | M40 J10 Cherwell Roundabout | 5117 | 472 | 542 | 522 | 509 | 552 | 642 |

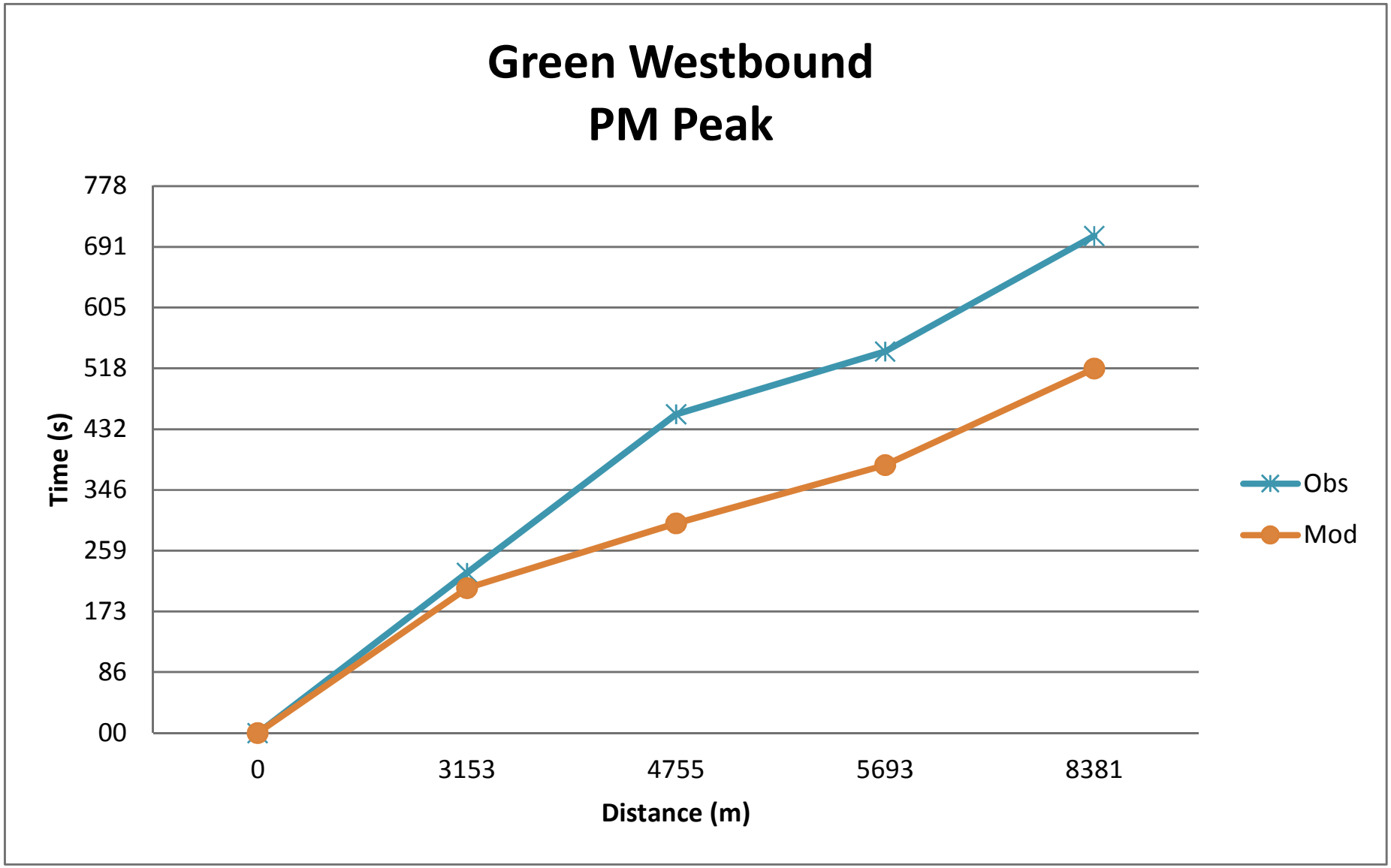
| S-G (Local) | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **SB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| S | M40 J10 Cherwell Roundabout | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| M | Ardley Roundabout | 1500 | 37 | 21 | 36 | 18 | 37 | 18 |
| L | B430/ Church Rd | 3000 | 91 | 61 | 92 | 53 | 95 | 54 |
| K | B430/ Unclassified | 4194 | 178 | 144 | 183 | 132 | 186 | 132 |
| J | B430/ B4030 Middleton Stoney Crossroads | 4776 | 343 | 285 | 312 | 257 | 316 | 263 |
| I | A4095/ B430 | 6091 | 424 | 366 | 400 | 334 | 407 | 339 |
| H | B430/Green Lane | 7406 | 476 | 421 | 456 | 387 | 464 | 392 |
| G | B4030/ B4030 Overbridge | 7975 | 647 | 569 | 627 | 531 | 630 | 536 |

| G-S (Local) | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **NB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| G | B4030/ B4030 Overbridge | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| H | B430/Green Lane | 1287 | 170 | 139 | 171 | 139 | 166 | 141 |
| I | A4095/ B430 | 2602 | 223 | 192 | 227 | 193 | 223 | 195 |
| J | B430/ B4030 Middleton Stoney Crossroads | 4147 | 303 | 293 | 315 | 291 | 314 | 311 |
| K | B430/ Unclassified | 5462 | 469 | 395 | 445 | 393 | 444 | 415 |
| L | B430/ Church Rd | 6777 | 556 | 474 | 536 | 472 | 536 | 496 |
| M | Ardley Roundabout | 9512 | 607 | 522 | 592 | 518 | 597 | 559 |
| S | M40 J10 Cherwell Roundabout | 10094 | 630 | 582 | 618 | 577 | 625 | 620 |

| C-S | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **EB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| C | B4030/ Station Rd | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| B | Somerton Rd/ Camp Rd | 818 | 77 | 69 | 78 | 68 | 76 | 68 |
| K | B430/ Unclassified | 1885 | 429 | 372 | 428 | 370 | 428 | 372 |
| L | B430/ Church Rd | 3200 | 516 | 451 | 518 | 449 | 519 | 453 |
| M | Ardley Roundabout | 5935 | 568 | 499 | 575 | 496 | 581 | 516 |
| S | M40 J10 Cherwell Roundabout | 6494 | 591 | 559 | 601 | 554 | 608 | 577 |

| S-C | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **WB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| S | M40 J10 Cherwell Roundabout | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| M | Ardley Roundabout | 1500 | 37 | 21 | 36 | 18 | 37 | 18 |
| L | B430/ Church Rd | 3000 | 91 | 61 | 92 | 53 | 95 | 54 |
| K | B430/ Unclassified | 3575 | 178 | 148 | 183 | 136 | 186 | 136 |
| B | Somerton Rd/ Camp Rd | 4727 | 528 | 474 | 532 | 460 | 536 | 461 |
| C | B4030/ Station Rd | 5266 | 606 | 539 | 611 | 525 | 612 | 526 |


Green Westbound
AM Peak
778
691
605
518
432
346
259
173
86
00
Time (s)
0
3153
4755
5693
8381
Distance (m)
Obs
Mod


Green Westbound
PM Peak
778
691
605
518
432
346
259
173
86
00
Time (s)
0
3153
4755
5693
8381
Distance (m)
Obs
Mod

# APPENDIX E: A41 WESTBOUND SURVEYED JOURNEY TIME DATA

Tracsis plc
Traffic and Data Services

| | |
|---|---|
| **Client:** | **Oxfordshire CC** |
| **Project:** | **3262-LON Bicester** |
| **Survey Date:** | **Wednesday 15 June 2016** |
| **Survey Period:** | **07:00-19:00** |
| **Route and Direction:** | **Route B Westbound** |
| **Method:** | **Journey Time Survey** |

**Incidents / Observations:**

There were no incidents reported over the survey period.

# Duration Summary



## AM (07:00 - 10:00)

6 Runs Collected

| | TP 1 - TP 2 | TP 2 - TP 3 | TP 3 - TP 4 | TP 4 - TP 5 |
|---|---|---|---|---|
| Max | 00:09:02 | 00:08:59 | 00:01:35 | 00:02:38 |
| Min | 00:03:07 | 00:01:41 | 00:01:08 | 00:02:05 |
| Average | 00:04:33 | 00:04:40 | 00:01:24 | 00:02:22 |

## Interpeak (11:00-14:00)

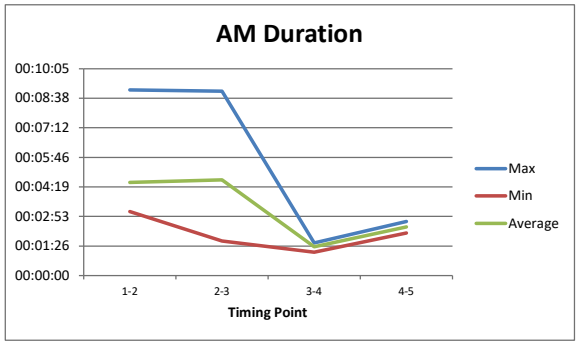
13 Runs Collected

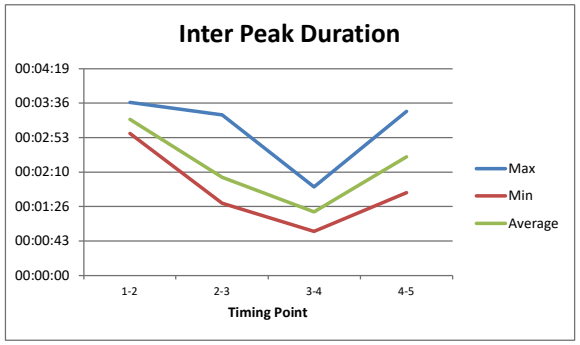
| | TP 1 - TP 2 | TP 2 - TP 3 | TP 3 - TP 4 | TP 4 - TP 5 |
|---|---|---|---|---|
| Max | 00:03:37 | 00:03:21 | 00:01:51 | 00:03:26 |
| Min | 00:02:58 | 00:01:31 | 00:00:55 | 00:01:44 |
| Average | 00:03:16 | 00:02:03 | 00:01:20 | 00:02:29 |

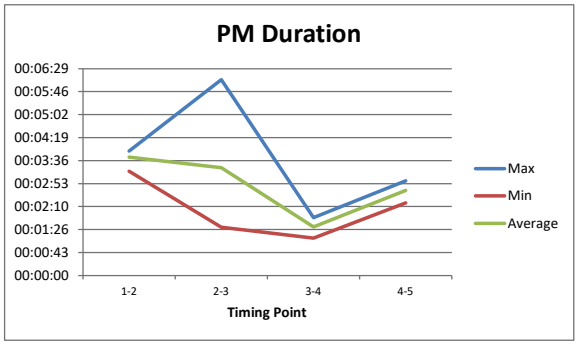
## PM (16:00-19:00)

6 Runs Collected

| | TP 1 - TP 2 | TP 2 - TP 3 | TP 3 - TP 4 | TP 4 - TP 5 |
|---|---|---|---|---|
| Max | 00:03:54 | 00:06:08 | 00:01:49 | 00:02:58 |
| Min | 00:03:16 | 00:01:31 | 00:01:11 | 00:02:17 |
| Average | 00:03:43 | 00:03:23 | 00:01:32 | 00:02:40 |



## Distance

| | TP 1 | TP 2 | TP 3 | TP 4 | TP 5 |
|---|---|---|---|---|---|
| Distance to TPs | 0.000 | 2.253 | 0.983 | 0.564 | 1.635 |
| Cumulative Distance | 0.000 | 2.253 | 3.237 | 3.801 | 5.435 |

## Timing Point Locations



## AM (07:00 - 10:00)

| | TP 1 - TP 2 | TP 2 - TP 3 | TP 3 - TP 4 | TP 4 - TP 5 | Total |
|---|---|---|---|---|---|
| **Run 1** | 00:03:13 | 00:04:36 | 00:01:22 | 00:02:37 | **00:11:48** |
| **Run 2** | 00:03:07 | 00:04:44 | 00:01:35 | 00:02:16 | **00:11:43** |
| **Run 3** | 00:03:15 | 00:04:05 | 00:01:14 | 00:02:15 | **00:10:50** |
| **Run 4** | 00:09:02 | 00:08:59 | 00:01:08 | 00:02:05 | **00:21:14** |
| **Run 5** | 00:05:07 | 00:03:56 | 00:01:35 | 00:02:38 | **00:13:15** |
| **Run 6** | 00:03:32 | 00:01:41 | 00:01:31 | 00:02:23 | **00:09:07** |
| **Average** | **00:04:33** | **00:04:40** | **00:01:24** | **00:02:22** | **00:12:59** |

## Interpeak (11:00-14:00)

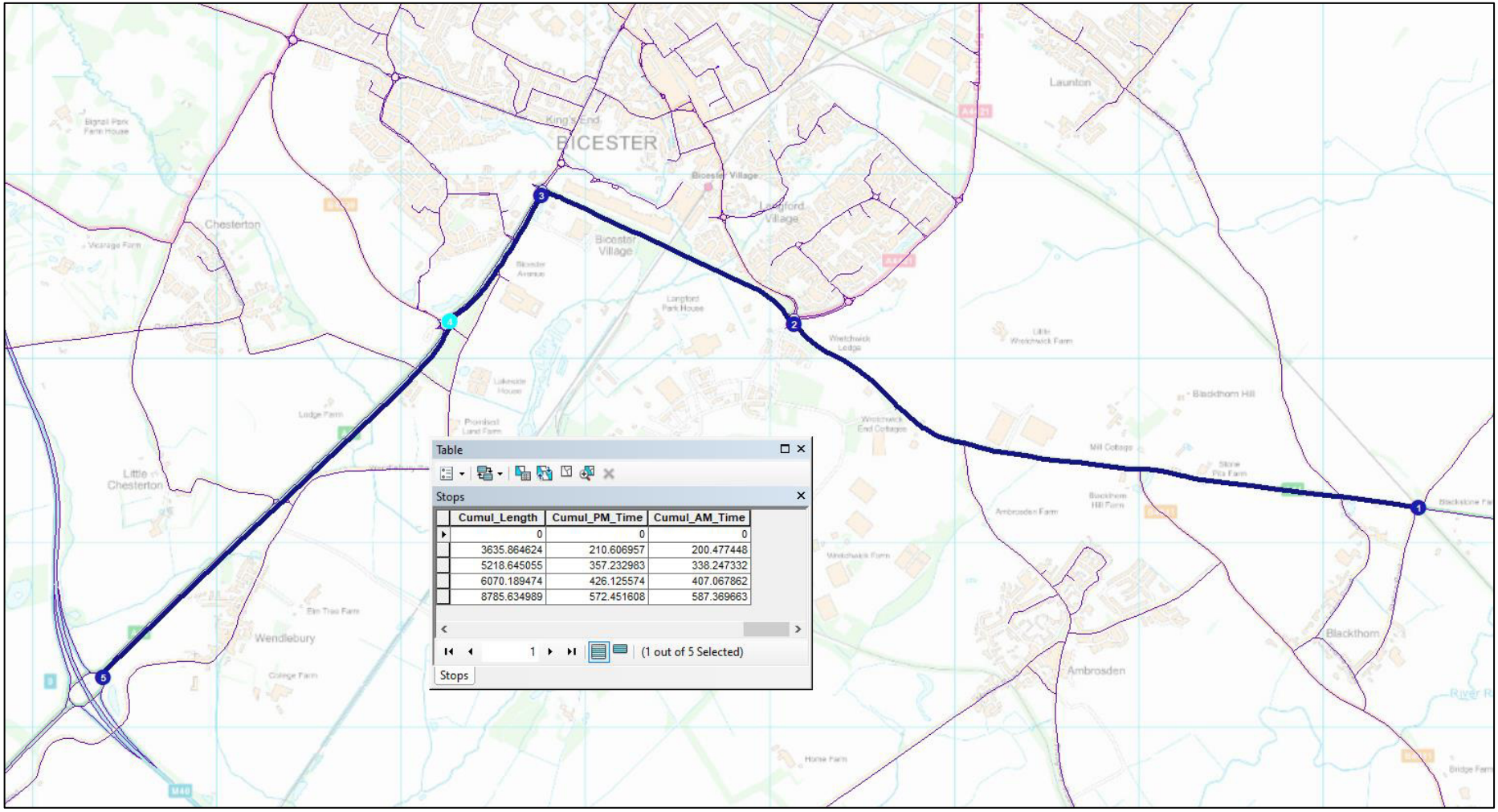
| | TP 1 - TP 2 | TP 2 - TP 3 | TP 3 - TP 4 | TP 4 - TP 5 | Total |
|---|---|---|---|---|---|
| **Run 1** | 00:03:19 | 00:01:49 | 00:00:58 | 00:02:49 | **00:08:55** |
| **Run 2** | 00:03:16 | 00:01:32 | 00:01:36 | 00:02:25 | **00:08:48** |
| **Run 3** | 00:03:23 | 00:02:01 | 00:01:26 | 00:02:13 | **00:09:03** |
| **Run 4** | 00:02:58 | 00:01:57 | 00:01:12 | 00:02:25 | **00:08:31** |
| **Run 5** | 00:03:08 | 00:02:27 | 00:00:55 | 00:02:18 | **00:08:49** |
| **Run 6** | 00:03:02 | 00:01:39 | 00:01:04 | 00:03:26 | **00:09:11** |
| **Run 7** | 00:03:14 | 00:01:54 | 00:01:00 | 00:02:40 | **00:08:48** |
| **Run 8** | 00:03:22 | 00:01:40 | 00:01:25 | 00:02:26 | **00:08:53** |
| **Run 9** | 00:03:19 | 00:01:31 | 00:01:20 | 00:02:36 | **00:08:46** |
| **Run 10** | 00:03:37 | 00:02:19 | 00:01:51 | 00:02:43 | **00:10:31** |
| **Run 11** | 00:03:37 | 00:02:02 | 00:01:30 | 00:02:40 | **00:09:49** |
| **Run 12** | 00:03:00 | 00:03:21 | 00:01:33 | 00:01:50 | **00:09:45** |
| **Run 13** | 00:03:12 | 00:02:25 | 00:01:26 | 00:01:44 | **00:08:48** |
| **Average** | **00:03:16** | **00:02:03** | **00:01:20** | **00:02:29** | **00:09:07** |

## PM (16:00-19:00)

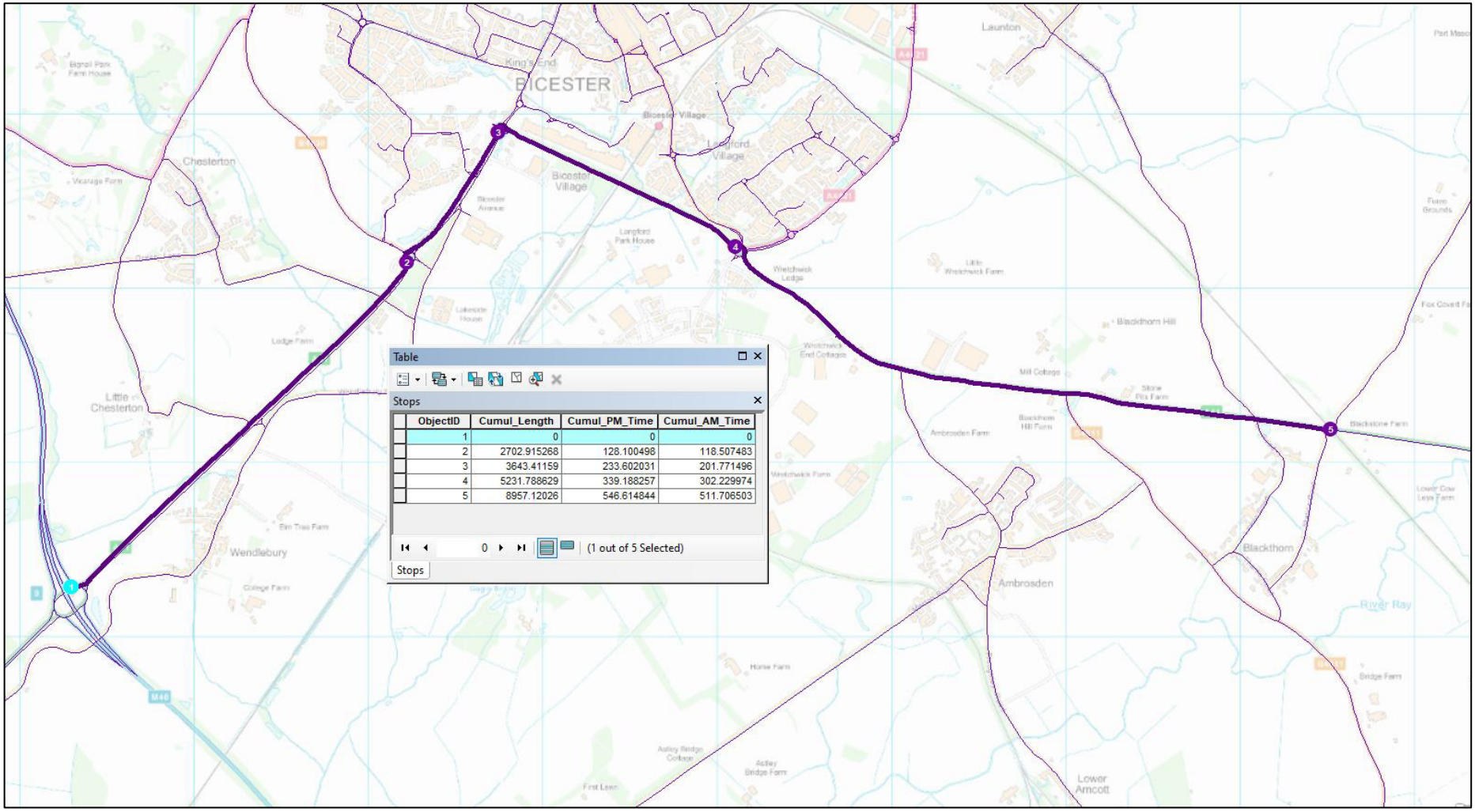
| | TP 1 - TP 2 | TP 2 - TP 3 | TP 3 - TP 4 | TP 4 - TP 5 | Total |
|---|---|---|---|---|---|
| **Run 1** | 00:03:49 | 00:02:09 | 00:01:11 | 00:02:45 | **00:09:53** |
| **Run 2** | 00:03:40 | 00:06:08 | 00:01:47 | 00:02:28 | **00:14:03** |
| **Run 3** | 00:03:49 | 00:04:46 | 00:01:49 | 00:02:56 | **00:13:20** |
| **Run 4** | 00:03:47 | 00:03:58 | 00:01:12 | 00:02:58 | **00:11:55** |
| **Run 5** | 00:03:54 | 00:01:45 | 00:01:27 | 00:02:36 | **00:09:42** |
| **Run 6** | 00:03:16 | 00:01:31 | 00:01:44 | 00:02:17 | **00:08:48** |
| **Average** | **00:03:43** | **00:03:23** | **00:01:32** | **00:02:40** | **00:11:17** |

# APPENDIX F: A41 TRAFFICMASTER JOURNEY TIME DATA

# A41 Trafficmaster Journey Time Data (Westbound)



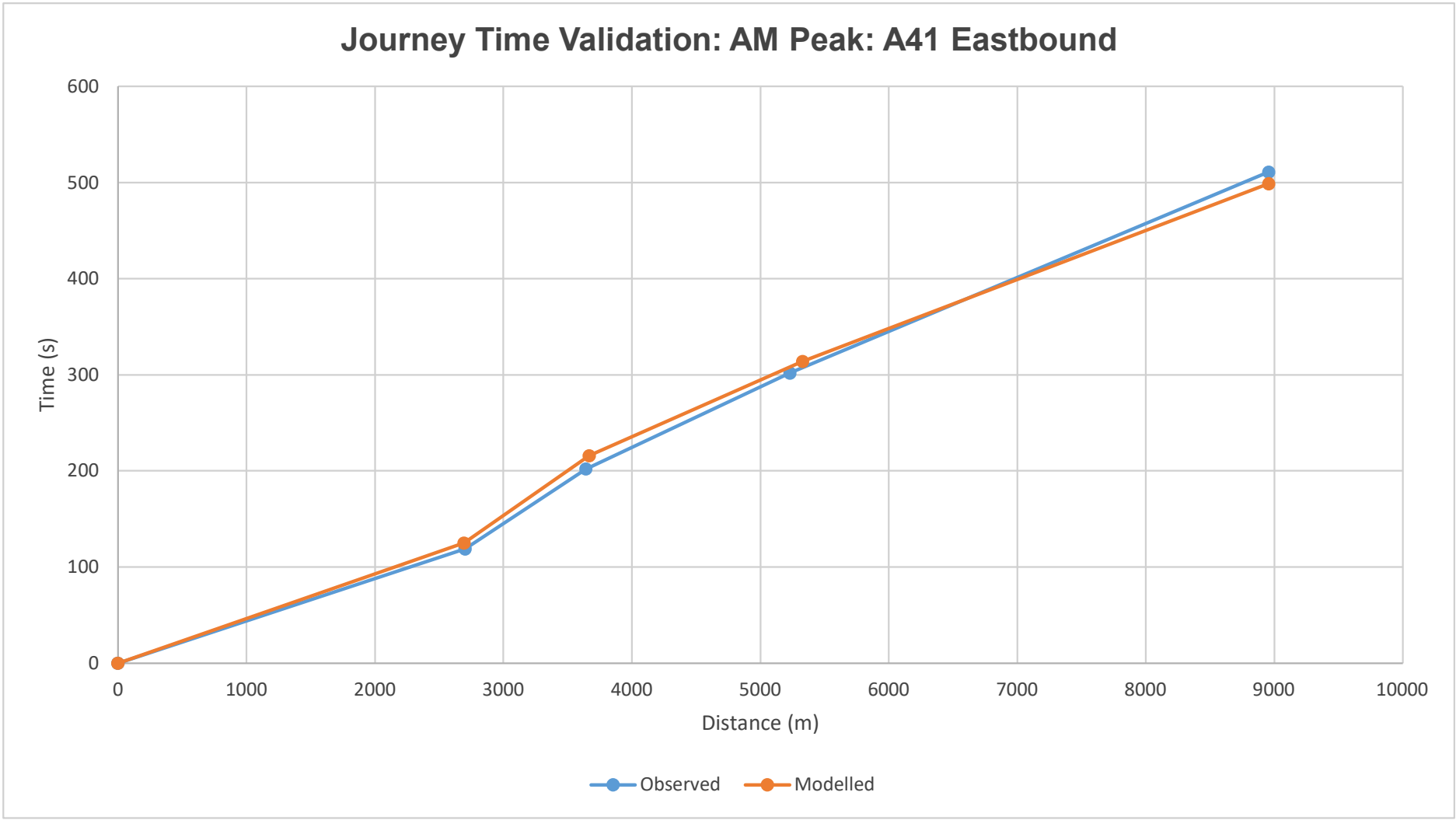
# A41 Trafficmaster Journey Time Data (Eastbound)

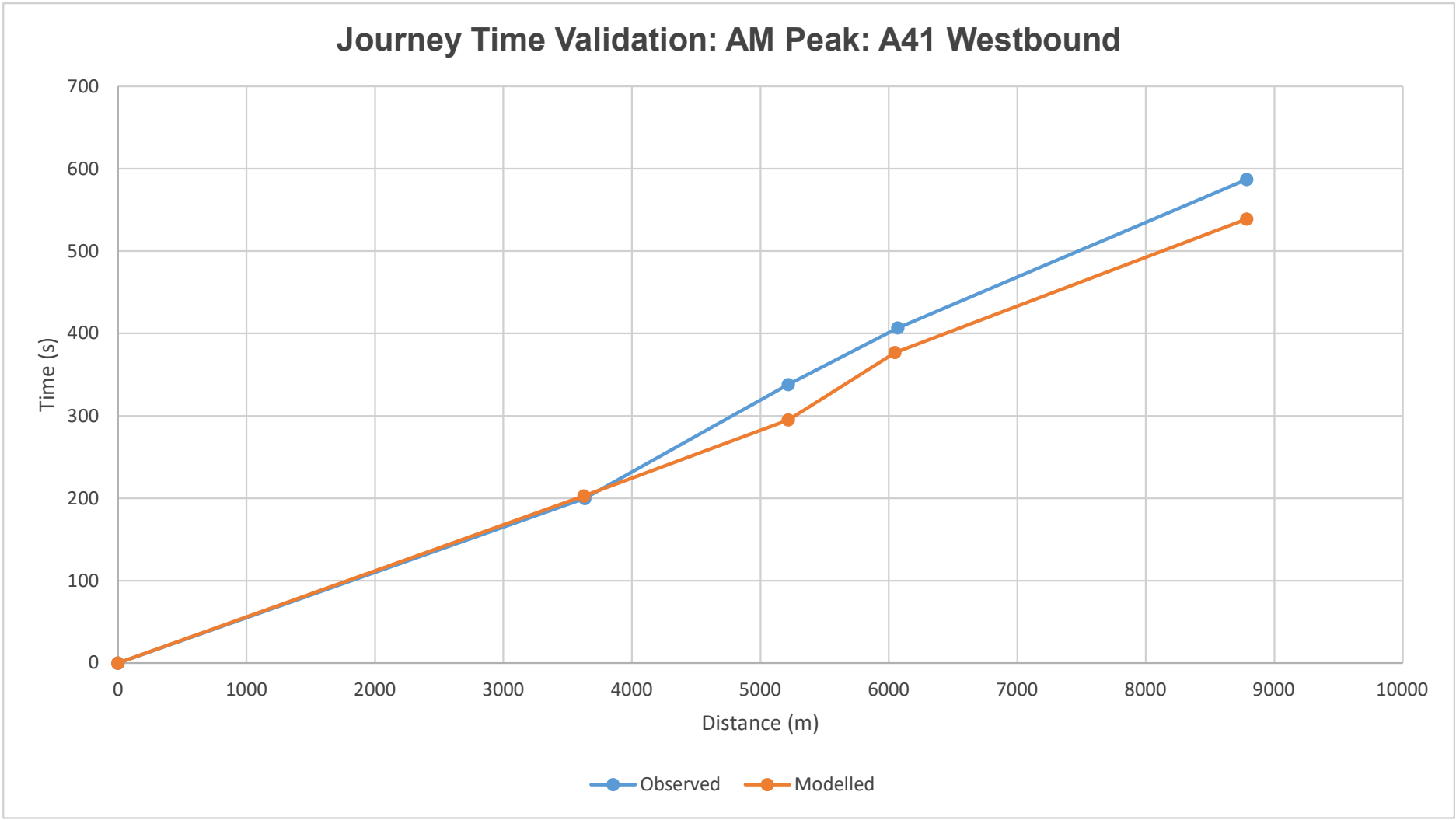


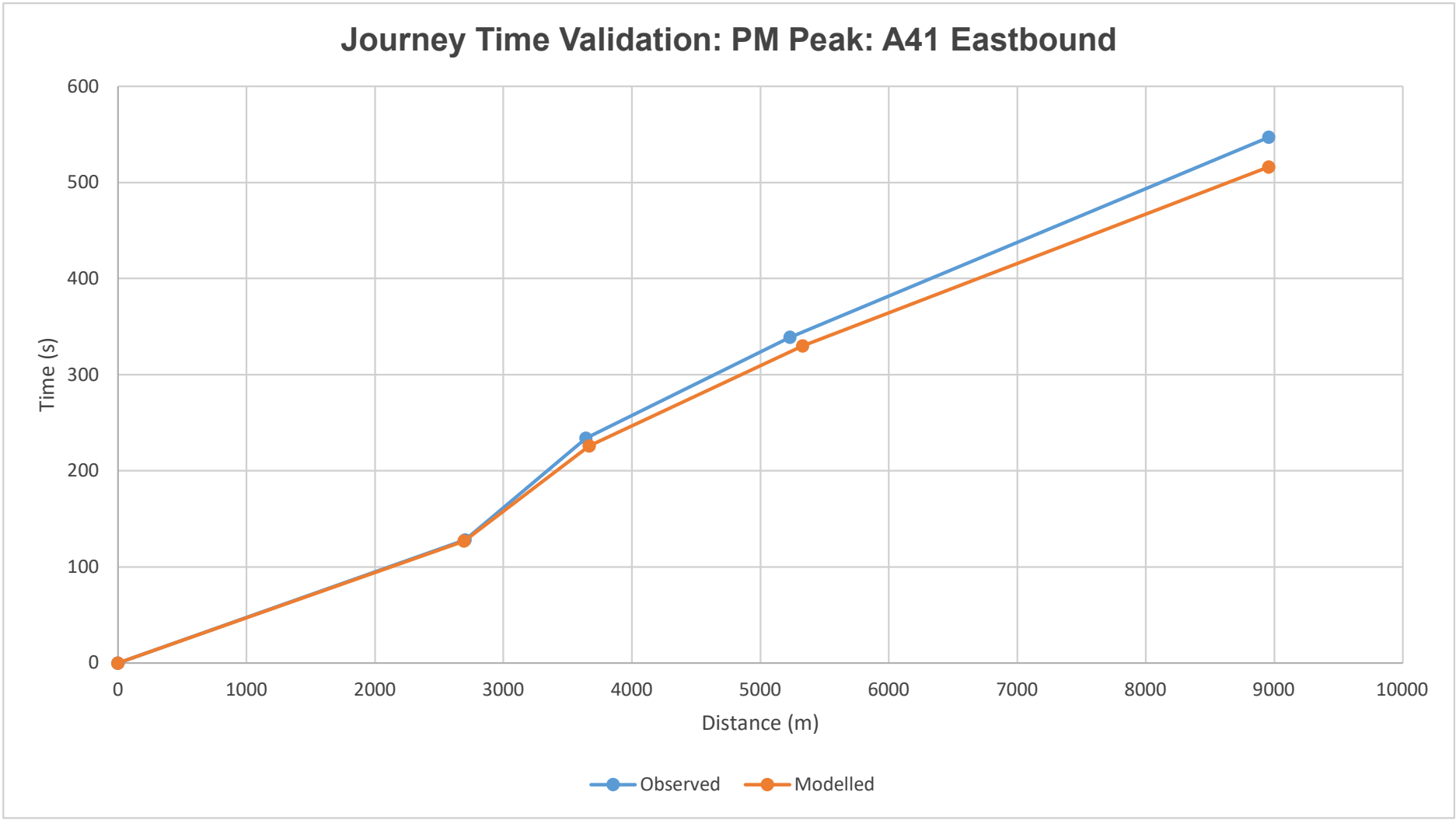
# APPENDIX G: A41 JOURNEY TIME VALIDATION CALCULATIONS

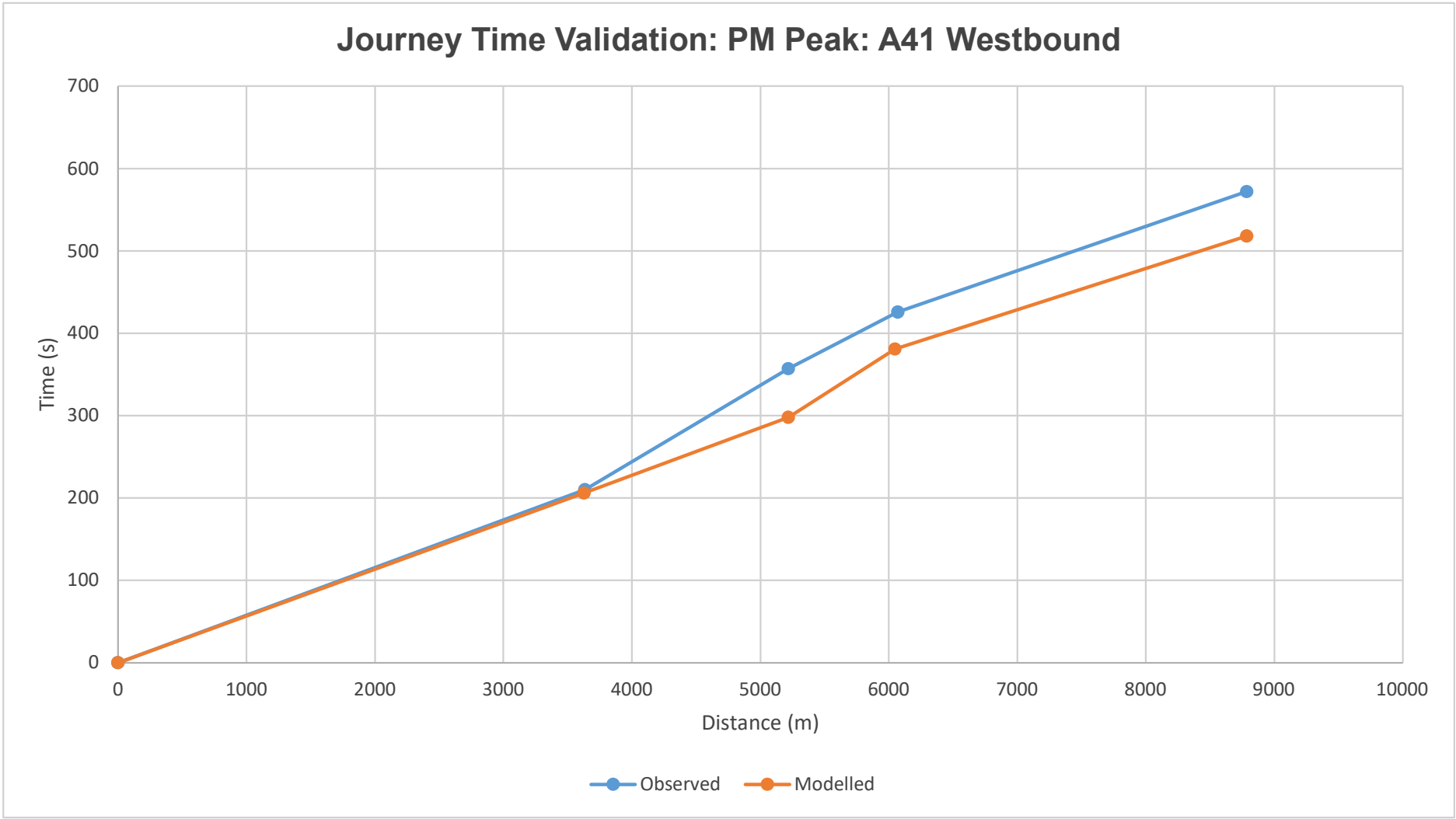
| Time Period | Direction | Distance (m) | | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Trafficmaster | Saturn | Observed | Modelled | AbsDiff | %Diff | Within 15% | Within 60s | Validate? |
| AM | Eastbound | 8957 | 8957 | 511 | 499 | -12 | -2.3% | Yes | Yes | Yes |
| | Westbound | 8786 | 8786 | 587 | 539 | -48 | -8.2% | Yes | Yes | Yes |
| PM | Eastbound | 8957 | 8957 | 547 | 516 | -31 | -5.7% | Yes | Yes | Yes |
| | Westbound | 8786 | 8786 | 572 | 518 | -54 | -9.4% | Yes | Yes | Yes |

**A41 Westbound Journey Time Validation (Trafficmaster Data)**


Journey Time Validation: AM Peak: A41 Eastbound
Time (s)
600
500
400
300
200
100
0
0
1000
2000
3000
4000
5000
6000
7000
8000
9000
10000
Distance (m)
Observed
Modelled


Journey Time Validation: AM Peak: A41 Westbound
Time (s)
700
600
500
400
300
200
100
0
0
1000
2000
3000
4000
5000
6000
7000
8000
9000
10000
Distance (m)
Observed
Modelled


Journey Time Validation: PM Peak: A41 Eastbound
Time (s)
600
500
400
300
200
100
0
0
1000
2000
3000
4000
5000
6000
7000
8000
9000
10000
Distance (m)
Observed
Modelled


Journey Time Validation: PM Peak: A41 Westbound
Time (s)
700
600
500
400
300
200
100
0
0
1000
2000
3000
4000
5000
6000
7000
8000
9000
10000
Distance (m)
Observed
Modelled

# APPENDIX H: A41 SECTIONAL JOURNEY TIME VALIDATION DATA

| Time Period | Direction | Route Section | Distance (m) | | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Trafficmaster | Saturn | Observed | Modelled | AbsDiff | %Diff | Within 15% | Within 60s | Validate? |
| AM | Eastbound | A | 2703 | 2693 | 119 | 125 | 6 | 5.0% | Yes | Yes | **Yes** |
| | | B | 940 | 976 | 83 | 91 | 8 | 9.6% | Yes | Yes | **Yes** |
| | | C | 1588 | 1660 | 100 | 98 | -2 | -2.0% | Yes | Yes | **Yes** |
| | | D | 3726 | 3628 | 209 | 185 | -24 | -11.5% | Yes | Yes | **Yes** |
| | Westbound | A | 3635 | 3628 | 200 | 203 | 3 | 1.5% | Yes | Yes | **Yes** |
| | | B | 1583 | 1590 | 138 | 92 | -46 | -33.3% | No | Yes | **Yes** |
| | | C | 852 | 830 | 69 | 82 | 13 | 18.8% | No | Yes | **Yes** |
| | | D | 2716 | 2738 | 180 | 162 | -18 | -10.0% | Yes | Yes | **Yes** |
| PM | Eastbound | A | 2703 | 2693 | 119 | 125 | 6 | 5.0% | Yes | Yes | **Yes** |
| | | B | 940 | 976 | 83 | 91 | 8 | 9.6% | Yes | Yes | **Yes** |
| | | C | 1588 | 1660 | 100 | 98 | -2 | -2.0% | Yes | Yes | **Yes** |
| | | D | 3726 | 3628 | 209 | 185 | -24 | -11.5% | Yes | Yes | **Yes** |
| | Westbound | A | 3635 | 3628 | 210 | 206 | -4 | -1.9% | Yes | Yes | **Yes** |
| | | B | 1583 | 1590 | 147 | 92 | -55 | -37.4% | No | Yes | **Yes** |
| | | C | 852 | 830 | 69 | 83 | 14 | 20.3% | No | Yes | **Yes** |
| | | D | 2716 | 2738 | 146 | 137 | -9 | -6.2% | Yes | Yes | **Yes** |

**A41 Journey Time Validation (Trafficmaster Data)**

**Calculations for each route section**

# APPENDIX I: A43 AUTOMATIC TRAFFIC COUNT DATA

| | |
|---|---|
| **Job Number** | 3262-LON |
| **Client:** | Oxfordshire County Council |
| **Project:** | Bicester - ATC Report |
| **Location:** | 51.950433, -1.204451 |
| **Site No.** | 8NB |
| **Road** | Wk1. A43 - North of M40 Junction 10 |
| **Start Date:** | 15-Jun-16 |
| **Directions** | Northbound N/A |

# Bicester - ATC Report

**Site:**

8NB. Wk1. A43 - North of M40 Junction 10 - 51.950433, -1.204451

**Incidents / Observations**

***Site 6SB Wk1*** *- Data loss, Mon 20th Jun 07:45-24:00 patched with Mon 4th Jul 07:45-24:00 data.*
***Site 8NB Wk1*** *- Data loss, Mon 20th Jun 00:00-22:15 and Wed 15th Jun 12:45 until Sun 19th Jun 24:00 patched with Mon 4th Jul 00:00-22:15 and Fri 1st Jul 00:00 until Sun 3rd Jul 24:00 data.*
***Site 8SB*** *- Bad data, both WK1 & Wk2.*

Contact: [redacted]

Tracsis plc
Unit 3 Spectrum House
32-34 Gordon House Road
London
NW5 1LP

Tel: 020 7424 8080

Tracsis plc
Traffic and Data Services

| | |
|---|---|
| **Job Number** | 3262-LON |
| **Client** | Oxfordshire County Council |
| **Project** | Bicester - ATC Report |
| **Location** | 51.950433, -1.204451 |
| **Site No.** | 8NB |
| **Road** | Wk1. A43 - North of M40 Junction 10 |
| **Start Date** | 15-Jun-16 |
| **Direction** | Northbound |

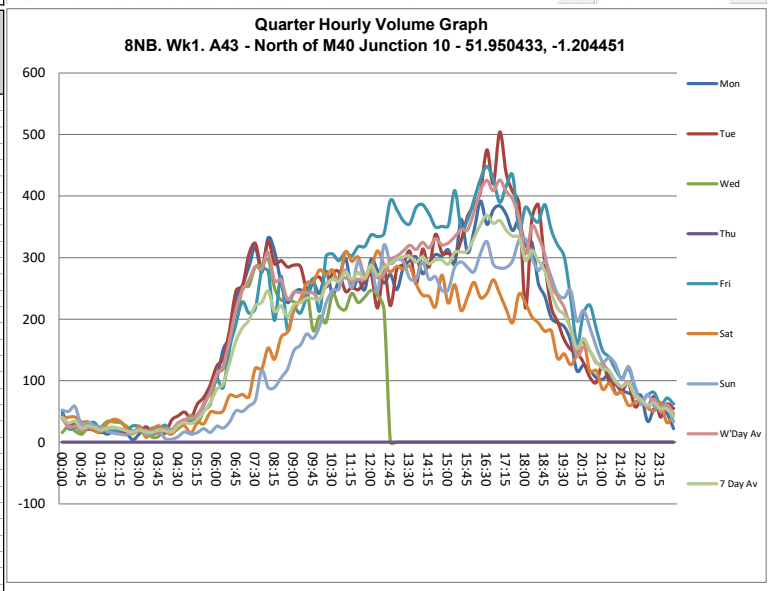
## Volume Summary

| | |
|---|---|
| **Average Weekday** | 18,444 |
| **7 Day Average** | 16,949 |

8NB. Wk1. A43 - North of M40 Junction 10 - 51.950433, -1.204451 | Northbound

| | Day of Week | | | | | | | Ave | 7 Day |
|---|---|---|---|---|---|---|---|---|---|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| Time | 20-Jun | 21-Jun | 15-Jun | 16-Jun | 01-Jul | 02-Jul | 03-Jul | W'day | Ave |
| **AM Peak** | 332 | 327 | 297 | 0 | 318 | 309 | 295 | | |
| **PM Peak** | 392 | 504 | 247 | 0 | 448 | 311 | 330 | | |
| **00:00** | 50 | 42 | 16 | 0 | 45 | 38 | 52 | 38 | 41 |
| **00:15** | 24 | 27 | 26 | 0 | 22 | 41 | 50 | 25 | 32 |
| **00:30** | 31 | 32 | 18 | 0 | 24 | 41 | 58 | 26 | 34 |
| **00:45** | 27 | 18 | 13 | 0 | 19 | 33 | 26 | 19 | 23 |
| **01:00** | 21 | 22 | 23 | 0 | 29 | 33 | 33 | 24 | 27 |
| **01:15** | 26 | 19 | 20 | 0 | 32 | 19 | 26 | 24 | 24 |
| **01:30** | 18 | 16 | 25 | 0 | 18 | 18 | 25 | 19 | 20 |
| **01:45** | 13 | 23 | 34 | 0 | 21 | 31 | 18 | 23 | 23 |
| **02:00** | 18 | 24 | 33 | 0 | 17 | 37 | 15 | 23 | 24 |
| **02:15** | 17 | 18 | 32 | 0 | 20 | 34 | 13 | 22 | 22 |
| **02:30** | 14 | 17 | 26 | 0 | 19 | 22 | 12 | 19 | 18 |
| **02:45** | 4 | 18 | 17 | 0 | 27 | 14 | 18 | 17 | 16 |
| **03:00** | 14 | 18 | 18 | 0 | 25 | 26 | 20 | 19 | 20 |
| **03:15** | 20 | 25 | 17 | 0 | 16 | 8 | 14 | 20 | 17 |
| **03:30** | 13 | 17 | 8 | 0 | 23 | 21 | 15 | 15 | 16 |
| **03:45** | 17 | 24 | 10 | 0 | 22 | 27 | 20 | 18 | 20 |
| **04:00** | 20 | 15 | 25 | 0 | 28 | 18 | 6 | 22 | 19 |
| **04:15** | 15 | 36 | 16 | 0 | 17 | 13 | 5 | 21 | 17 |
| **04:30** | 31 | 43 | 22 | 0 | 29 | 26 | 9 | 31 | 27 |
| **04:45** | 33 | 49 | 31 | 0 | 35 | 27 | 17 | 37 | 32 |
| **05:00** | 35 | 40 | 44 | 0 | 35 | 15 | 13 | 39 | 30 |
| **05:15** | 39 | 62 | 31 | 0 | 45 | 32 | 16 | 44 | 38 |
| **05:30** | 62 | 73 | 51 | 0 | 60 | 30 | 22 | 62 | 50 |
| **05:45** | 85 | 94 | 62 | 0 | 84 | 49 | 16 | 81 | 65 |
| **06:00** | 103 | 124 | 110 | 0 | 104 | 48 | 26 | 110 | 86 |
| **06:15** | 151 | 136 | 120 | 0 | 89 | 51 | 23 | 124 | 95 |
| **06:30** | 172 | 183 | 159 | 0 | 152 | 76 | 33 | 167 | 129 |
| **06:45** | 233 | 246 | 192 | 0 | 195 | 74 | 51 | 217 | 165 |
| **07:00** | 255 | 254 | 251 | 0 | 228 | 78 | 50 | 247 | 186 |
| **07:15** | 285 | 305 | 254 | 0 | 210 | 74 | 59 | 264 | 198 |
| **07:30** | 317 | 323 | 285 | 0 | 217 | 120 | 68 | 286 | 222 |
| **07:45** | 276 | 283 | 288 | 0 | 279 | 119 | 117 | 282 | 227 |
| **08:00** | 332 | 327 | 297 | 0 | 278 | 153 | 89 | 309 | 246 |
| **08:15** | 311 | 290 | 251 | 0 | 198 | 135 | 89 | 263 | 212 |
| **08:30** | 259 | 295 | 231 | 0 | 270 | 171 | 105 | 264 | 222 |
| **08:45** | 227 | 285 | 234 | 0 | 182 | 179 | 119 | 232 | 204 |
| **09:00** | 243 | 288 | 228 | 0 | 217 | 214 | 149 | 244 | 223 |
| **09:15** | 248 | 286 | 228 | 0 | 210 | 232 | 158 | 243 | 227 |
| **09:30** | 237 | 250 | 246 | 0 | 237 | 259 | 176 | 243 | 234 |
| **09:45** | 259 | 265 | 182 | 0 | 265 | 260 | 169 | 243 | 233 |
| **10:00** | 242 | 268 | 205 | 0 | 213 | 280 | 189 | 232 | 233 |
| **10:15** | 278 | 252 | 195 | 0 | 302 | 272 | 226 | 257 | 254 |
| **10:30** | 241 | 274 | 241 | 0 | 306 | 280 | 247 | 266 | 265 |
| **10:45** | 265 | 277 | 221 | 0 | 295 | 260 | 249 | 265 | 261 |
| **11:00** | 299 | 245 | 216 | 0 | 309 | 309 | 280 | 267 | 276 |
| **11:15** | 251 | 252 | 242 | 0 | 303 | 294 | 251 | 262 | 266 |
| **11:30** | 265 | 248 | 227 | 0 | 318 | 301 | 295 | 265 | 276 |
| **11:45** | 248 | 261 | 236 | 0 | 318 | 271 | 265 | 266 | 267 |
| **12:00** | 297 | 273 | 247 | 0 | 337 | 283 | 288 | 289 | 288 |
| **12:15** | 279 | 218 | 239 | 0 | 334 | 311 | 245 | 268 | 271 |
| **12:30** | 259 | 281 | 216 | 0 | 339 | 289 | 320 | 274 | 284 |
| **12:45** | 273 | 222 | 0 | 0 | 393 | 277 | 291 | 296 | 291 |
| **13:00** | 248 | 281 | 0 | 0 | 378 | 286 | 297 | 302 | 298 |
| **13:15** | 283 | 289 | 0 | 0 | 360 | 281 | 294 | 311 | 301 |
| **13:30** | 295 | 310 | 0 | 0 | 355 | 286 | 266 | 320 | 302 |
| **13:45** | 301 | 257 | 0 | 0 | 382 | 257 | 266 | 313 | 293 |
| **14:00** | 274 | 314 | 0 | 0 | 386 | 239 | 293 | 325 | 301 |
| **14:15** | 292 | 285 | 0 | 0 | 371 | 237 | 265 | 316 | 290 |
| **14:30** | 305 | 338 | 0 | 0 | 350 | 220 | 269 | 331 | 296 |
| **14:45** | 303 | 308 | 0 | 0 | 351 | 272 | 247 | 321 | 296 |
| **15:00** | 313 | 307 | 0 | 0 | 352 | 226 | 248 | 324 | 289 |
| **15:15** | 290 | 303 | 0 | 0 | 409 | 256 | 285 | 334 | 309 |
| **15:30** | 362 | 328 | 0 | 0 | 348 | 214 | 293 | 346 | 309 |
| **15:45** | 308 | 367 | 0 | 0 | 361 | 236 | 284 | 345 | 311 |
| **16:00** | 343 | 385 | 0 | 0 | 394 | 260 | 277 | 374 | 332 |
| **16:15** | 392 | 407 | 0 | 0 | 428 | 235 | 307 | 409 | 354 |
| **16:30** | 354 | 475 | 0 | 0 | 448 | 242 | 326 | 426 | 369 |
| **16:45** | 378 | 420 | 0 | 0 | 427 | 264 | 289 | 408 | 356 |
| **17:00** | 384 | 504 | 0 | 0 | 390 | 241 | 283 | 426 | 360 |
| **17:15** | 370 | 437 | 0 | 0 | 416 | 216 | 284 | 408 | 345 |
| **17:30** | 344 | 407 | 0 | 0 | 434 | 194 | 295 | 395 | 335 |
| **17:45** | 360 | 388 | 0 | 0 | 347 | 241 | 328 | 365 | 333 |
| **18:00** | 319 | 218 | 0 | 0 | 382 | 226 | 330 | 306 | 295 |
| **18:15** | 325 | 362 | 0 | 0 | 367 | 204 | 300 | 351 | 312 |
| **18:30** | 259 | 386 | 0 | 0 | 358 | 194 | 279 | 334 | 295 |
| **18:45** | 237 | 290 | 0 | 0 | 386 | 180 | 294 | 304 | 277 |
| **19:00** | 202 | 219 | 0 | 0 | 345 | 181 | 268 | 255 | 243 |
| **19:15** | 194 | 196 | 0 | 0 | 320 | 136 | 241 | 237 | 217 |
| **19:30** | 188 | 167 | 0 | 0 | 302 | 144 | 235 | 219 | 207 |
| **19:45** | 165 | 151 | 0 | 0 | 236 | 126 | 247 | 184 | 185 |
| **20:00** | 116 | 145 | 0 | 0 | 160 | 142 | 197 | 140 | 152 |
| **20:15** | 125 | 130 | 0 | 0 | 209 | 165 | 214 | 155 | 169 |
| **20:30** | 117 | 106 | 0 | 0 | 223 | 115 | 187 | 149 | 150 |
| **20:45** | 105 | 97 | 0 | 0 | 185 | 117 | 155 | 129 | 132 |
| **21:00** | 102 | 128 | 0 | 0 | 149 | 86 | 131 | 126 | 119 |
| **21:15** | 109 | 98 | 0 | 0 | 138 | 96 | 138 | 115 | 116 |
| **21:30** | 80 | 94 | 0 | 0 | 118 | 79 | 126 | 97 | 99 |
| **21:45** | 83 | 84 | 0 | 0 | 104 | 81 | 101 | 90 | 91 |
| **22:00** | 80 | 96 | 0 | 0 | 120 | 60 | 123 | 99 | 96 |
| **22:15** | 76 | 58 | 0 | 0 | 89 | 65 | 92 | 74 | 76 |
| **22:30** | 75 | 68 | 0 | 0 | 69 | 69 | 61 | 71 | 68 |
| **22:45** | 34 | 58 | 0 | 0 | 77 | 56 | 78 | 56 | 61 |
| **23:00** | 55 | 74 | 0 | 0 | 81 | 51 | 59 | 70 | 64 |
| **23:15** | 50 | 41 | 0 | 0 | 60 | 65 | 56 | 50 | 54 |
| **23:30** | 47 | 62 | 0 | 0 | 72 | 32 | 59 | 60 | 54 |
| **23:45** | 22 | 55 | 0 | 0 | 62 | 45 | 33 | 46 | 43 |
| **Total** | 17416 | 18476 | 6659 | 0 | 20109 | 13941 | 14846 | 18444 | 16949 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **07:00-19:00** | 14085 | 14888 | 5460 | 0 | 15738 | 11128 | 11393 | 14716 | 13424 |
| **06:00-22:00** | 16330 | 17192 | 6041 | 0 | 18767 | 12845 | 13766 | 17229 | 15778 |
| **06:00-24:00** | 16769 | 17704 | 6041 | 0 | 19397 | 13288 | 14327 | 17756 | 16295 |
| **00:00-24:00** | 17416 | 18476 | 6659 | 0 | 20109 | 13941 | 14846 | 18444 | 16949 |



Tracsis plc
Traffic and Data Services

| | |
|---|---|
| **Job Number** | 3262-LON |
| **Client** | Oxfordshire County Council |
| **Project** | Bicester - ATC Report |
| **Location** | 51.950433, -1.204451 |
| **Site No.** | 8NB |
| **Road** | Wk2. A43 - North of M40 Junction 10 |
| **Start Date** | 22-Jun-16 |
| **Direction** | Northbound |

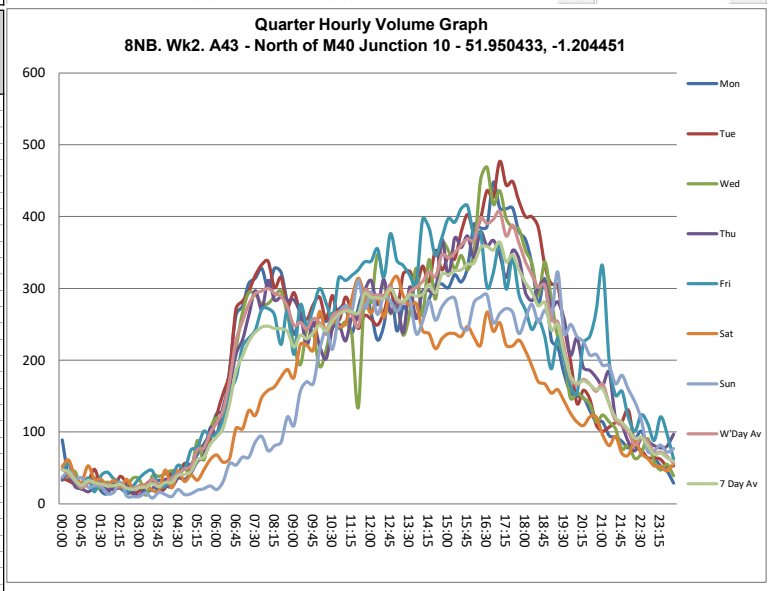
## Volume Summary

| | |
|---|---|
| **Average Weekday** | 19,064 |
| **7 Day Average** | 17,758 |

8NB. Wk2. A43 - North of M40 Junction 10 - 51.950433, -1.204451 | Northbound

| Time | Day of Week: Mon 27-Jun | Tue 28-Jun | Wed 22-Jun | Thu 23-Jun | Fri 24-Jun | Sat 25-Jun | Sun 26-Jun | Ave W'day | 7 Day Ave |
|---|---|---|---|---|---|---|---|---|---|
| **AM Peak** | 328 | 338 | 296 | 311 | 337 | 314 | 311 | | |
| **PM Peak** | 448 | 477 | 469 | 379 | 415 | 317 | 323 | | |
| **00:00** | 89 | 35 | 37 | 33 | 48 | 52 | 37 | **48** | **47** |
| **00:15** | 36 | 32 | 38 | 44 | 55 | 61 | 46 | **41** | **45** |
| **00:30** | 29 | 27 | 45 | 24 | 32 | 37 | 35 | **31** | **33** |
| **00:45** | 25 | 25 | 20 | 21 | 22 | 30 | 36 | **23** | **26** |
| **01:00** | 31 | 30 | 36 | 17 | 36 | 53 | 23 | **30** | **32** |
| **01:15** | 36 | 48 | 22 | 23 | 17 | 34 | 25 | **29** | **29** |
| **01:30** | 18 | 25 | 23 | 31 | 39 | 34 | 24 | **27** | **28** |
| **01:45** | 14 | 27 | 30 | 20 | 44 | 26 | 14 | **27** | **25** |
| **02:00** | 28 | 20 | 23 | 21 | 35 | 33 | 16 | **25** | **25** |
| **02:15** | 22 | 38 | 24 | 22 | 29 | 23 | 30 | **27** | **27** |
| **02:30** | 15 | 28 | 24 | 25 | 17 | 34 | 11 | **22** | **22** |
| **02:45** | 17 | 14 | 36 | 16 | 25 | 21 | 10 | **22** | **20** |
| **03:00** | 25 | 18 | 34 | 11 | 36 | 25 | 10 | **25** | **23** |
| **03:15** | 17 | 27 | 12 | 25 | 44 | 26 | 15 | **25** | **24** |
| **03:30** | 21 | 33 | 39 | 31 | 46 | 19 | 8 | **34** | **28** |
| **03:45** | 33 | 19 | 38 | 18 | 25 | 18 | 16 | **27** | **24** |
| **04:00** | 26 | 22 | 42 | 34 | 25 | 47 | 13 | **30** | **30** |
| **04:15** | 24 | 45 | 46 | 24 | 37 | 22 | 10 | **35** | **30** |
| **04:30** | 39 | 44 | 39 | 36 | 54 | 46 | 20 | **42** | **40** |
| **04:45** | 56 | 55 | 49 | 34 | 49 | 31 | 13 | **49** | **41** |
| **05:00** | 55 | 47 | 43 | 43 | 75 | 40 | 14 | **53** | **45** |
| **05:15** | 69 | 82 | 88 | 59 | 79 | 33 | 19 | **75** | **61** |
| **05:30** | 83 | 75 | 61 | 67 | 101 | 47 | 21 | **77** | **65** |
| **05:45** | 100 | 91 | 104 | 106 | 94 | 62 | 25 | **99** | **83** |
| **06:00** | 126 | 124 | 120 | 96 | 99 | 68 | 20 | **113** | **93** |
| **06:15** | 130 | 154 | 115 | 136 | 118 | 58 | 31 | **131** | **106** |
| **06:30** | 187 | 183 | 169 | 163 | 156 | 63 | 56 | **172** | **140** |
| **06:45** | 263 | 272 | 217 | 208 | 175 | 105 | 54 | **227** | **185** |
| **07:00** | 275 | 282 | 266 | 228 | 219 | 104 | 65 | **254** | **206** |
| **07:15** | 307 | 296 | 294 | 263 | 231 | 130 | 65 | **278** | **227** |
| **07:30** | 314 | 318 | 292 | 297 | 242 | 123 | 86 | **293** | **239** |
| **07:45** | 328 | 333 | 278 | 271 | 271 | 148 | 94 | **296** | **246** |
| **08:00** | 300 | 338 | 279 | 311 | 272 | 158 | 74 | **300** | **247** |
| **08:15** | 328 | 301 | 289 | 284 | 263 | 163 | 81 | **293** | **244** |
| **08:30** | 322 | 315 | 296 | 288 | 222 | 177 | 86 | **289** | **244** |
| **08:45** | 279 | 275 | 263 | 283 | 271 | 187 | 121 | **274** | **240** |
| **09:00** | 236 | 294 | 221 | 284 | 208 | 176 | 109 | **249** | **218** |
| **09:15** | 262 | 267 | 194 | 264 | 277 | 222 | 157 | **253** | **235** |
| **09:30** | 249 | 257 | 242 | 221 | 248 | 221 | 170 | **243** | **230** |
| **09:45** | 248 | 277 | 239 | 253 | 272 | 214 | 167 | **258** | **239** |
| **10:00** | 261 | 288 | 191 | 220 | 300 | 268 | 214 | **252** | **249** |
| **10:15** | 254 | 257 | 214 | 202 | 280 | 236 | 243 | **241** | **241** |
| **10:30** | 265 | 290 | 254 | 244 | 258 | 259 | 215 | **262** | **255** |
| **10:45** | 271 | 256 | 244 | 251 | 315 | 247 | 263 | **267** | **264** |
| **11:00** | 276 | 288 | 253 | 227 | 311 | 251 | 276 | **271** | **269** |
| **11:15** | 238 | 267 | 235 | 259 | 318 | 286 | 269 | **263** | **267** |
| **11:30** | 273 | 244 | 134 | 258 | 326 | 314 | 311 | **247** | **266** |
| **11:45** | 297 | 262 | 295 | 296 | 337 | 289 | 272 | **297** | **293** |
| **12:00** | 266 | 257 | 280 | 311 | 338 | 265 | 295 | **290** | **287** |
| **12:15** | 228 | 249 | 347 | 277 | 355 | 290 | 264 | **291** | **287** |
| **12:30** | 249 | 267 | 309 | 312 | 316 | 260 | 290 | **291** | **286** |
| **12:45** | 305 | 298 | 265 | 267 | 376 | 303 | 282 | **302** | **299** |
| **13:00** | 241 | 270 | 280 | 285 | 339 | 317 | 268 | **283** | **286** |
| **13:15** | 275 | 320 | 235 | 238 | 332 | 290 | 282 | **280** | **282** |
| **13:30** | 265 | 324 | 267 | 302 | 318 | 276 | 285 | **295** | **291** |
| **13:45** | 315 | 303 | 328 | 258 | 304 | 279 | 237 | **302** | **289** |
| **14:00** | 262 | 331 | 263 | 296 | 396 | 241 | 254 | **310** | **292** |
| **14:15** | 285 | 309 | 340 | 297 | 384 | 237 | 283 | **323** | **305** |
| **14:30** | 305 | 353 | 285 | 294 | 346 | 216 | 256 | **317** | **294** |
| **14:45** | 306 | 326 | 363 | 368 | 371 | 230 | 274 | **347** | **320** |
| **15:00** | 301 | 344 | 353 | 318 | 397 | 237 | 285 | **343** | **319** |
| **15:15** | 319 | 341 | 327 | 370 | 392 | 237 | 286 | **350** | **325** |
| **15:30** | 309 | 378 | 346 | 357 | 411 | 233 | 247 | **360** | **326** |
| **15:45** | 329 | 403 | 326 | 373 | 415 | 247 | 243 | **369** | **334** |
| **16:00** | 389 | 380 | 349 | 343 | 372 | 232 | 280 | **367** | **335** |
| **16:15** | 384 | 397 | 451 | 379 | 378 | 221 | 288 | **398** | **357** |
| **16:30** | 386 | 436 | 469 | 359 | 302 | 267 | 291 | **390** | **359** |
| **16:45** | 448 | 427 | 417 | 367 | 322 | 240 | 252 | **396** | **353** |
| **17:00** | 412 | 477 | 436 | 347 | 362 | 252 | 265 | **407** | **364** |
| **17:15** | 411 | 444 | 397 | 315 | 299 | 221 | 272 | **373** | **337** |
| **17:30** | 412 | 449 | 385 | 353 | 342 | 220 | 267 | **388** | **347** |
| **17:45** | 379 | 421 | 382 | 341 | 291 | 228 | 237 | **363** | **326** |
| **18:00** | 368 | 400 | 353 | 294 | 270 | 213 | 258 | **337** | **308** |
| **18:15** | 333 | 400 | 335 | 283 | 243 | 192 | 278 | **319** | **295** |
| **18:30** | 277 | 385 | 290 | 300 | 257 | 170 | 253 | **302** | **276** |
| **18:45** | 313 | 332 | 337 | 310 | 232 | 167 | 270 | **305** | **280** |
| **19:00** | 228 | 306 | 285 | 274 | 188 | 154 | 258 | **256** | **242** |
| **19:15** | 219 | 305 | 232 | 281 | 231 | 159 | 323 | **254** | **250** |
| **19:30** | 181 | 245 | 203 | 257 | 202 | 143 | 237 | **218** | **210** |
| **19:45** | 155 | 199 | 147 | 207 | 164 | 126 | 250 | **174** | **178** |
| **20:00** | 150 | 140 | 154 | 231 | 154 | 114 | 233 | **166** | **168** |
| **20:15** | 148 | 158 | 147 | 190 | 223 | 109 | 226 | **173** | **172** |
| **20:30** | 130 | 146 | 139 | 186 | 233 | 121 | 207 | **167** | **166** |
| **20:45** | 114 | 110 | 114 | 176 | 269 | 121 | 208 | **157** | **159** |
| **21:00** | 114 | 101 | 124 | 165 | 331 | 96 | 193 | **167** | **161** |
| **21:15** | 95 | 107 | 114 | 183 | 198 | 81 | 192 | **139** | **139** |
| **21:30** | 93 | 113 | 104 | 118 | 151 | 94 | 167 | **116** | **120** |
| **21:45** | 87 | 115 | 76 | 109 | 157 | 70 | 179 | **109** | **113** |
| **22:00** | 78 | 130 | 82 | 86 | 120 | 68 | 159 | **99** | **103** |
| **22:15** | 89 | 81 | 63 | 74 | 101 | 88 | 142 | **82** | **91** |
| **22:30** | 101 | 75 | 70 | 91 | 124 | 70 | 117 | **92** | **93** |
| **22:45** | 80 | 64 | 91 | 87 | 112 | 63 | 73 | **87** | **81** |
| **23:00** | 65 | 64 | 59 | 81 | 88 | 53 | 74 | **71** | **69** |
| **23:15** | 53 | 62 | 47 | 78 | 121 | 52 | 82 | **72** | **71** |
| **23:30** | 46 | 52 | 55 | 80 | 98 | 46 | 72 | **66** | **64** |
| **23:45** | 29 | 53 | 39 | 97 | 62 | 56 | 77 | **56** | **59** |
| **Total** | **18524** | **19992** | **18407** | **18557** | **19840** | **13986** | **15001** | **19064** | **17758** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **07:00-19:00** | 14655 | 15726 | 14488 | 14118 | 14901 | 10954 | 10880 | 14778 | 13675 |
| **06:00-22:00** | 17075 | 18504 | 16948 | 17098 | 17950 | 12636 | 13714 | 17515 | 16275 |
| **06:00-24:00** | 17616 | 19085 | 17454 | 17772 | 18776 | 13132 | 14510 | 18141 | 16906 |
| **00:00-24:00** | 18524 | 19992 | 18407 | 18557 | 19840 | 13986 | 15001 | 19064 | 17758 |



Tracsis plc
Traffic and Data Services

| | |
|---|---|
| **Job Number** | 3262-LON |
| **Client** | Oxfordshire County Council |
| **Project** | Bicester - ATC Report |
| **Location** | 51.950787, -1.204208 |
| **Site No.** | 8SB |
| **Road** | Wk1. A43 - North of M40 Junction 10 |
| **Start Date** | 15-Jun-16 |
| **Direction** | Southbound |

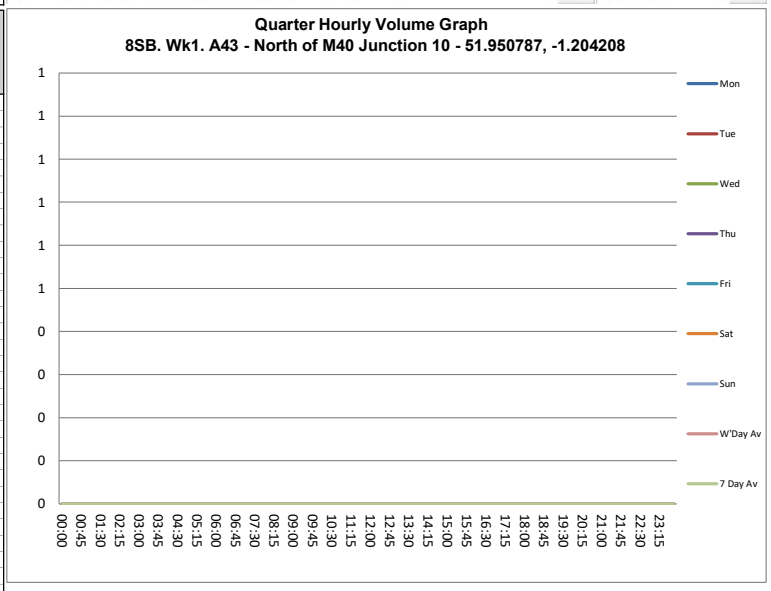
## Volume Summary

| | |
|---|---|
| **Average Weekday** | 0 |
| **7 Day Average** | 0 |

8SB. Wk1. A43 - North of M40 Junction 10 - 51.950787, -1.204208 | Southbound

| | Day of Week | | | | | | | Ave | 7 Day |
|---|---|---|---|---|---|---|---|---|---|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | W'day | Ave |
| Time | 20-Jun | 21-Jun | 15-Jun | 16-Jun | 17-Jun | 18-Jun | 19-Jun | | |
| **AM Peak** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| **PM Peak** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **07:00-19:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00-22:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00-24:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **00:00-24:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Tracsis plc
Traffic and Data Services

| | |
|---|---|
| **Job Number** | 3262-LON |
| **Client** | Oxfordshire County Council |
| **Project** | Bicester - ATC Report |
| **Location** | 51.950787, -1.204208 |
| **Site No.** | 8SB |
| **Road** | Wk2. A43 - North of M40 Junction 10 |
| **Start Date** | 22-Jun-16 |
| **Direction** | Southbound |

## Volume Summary

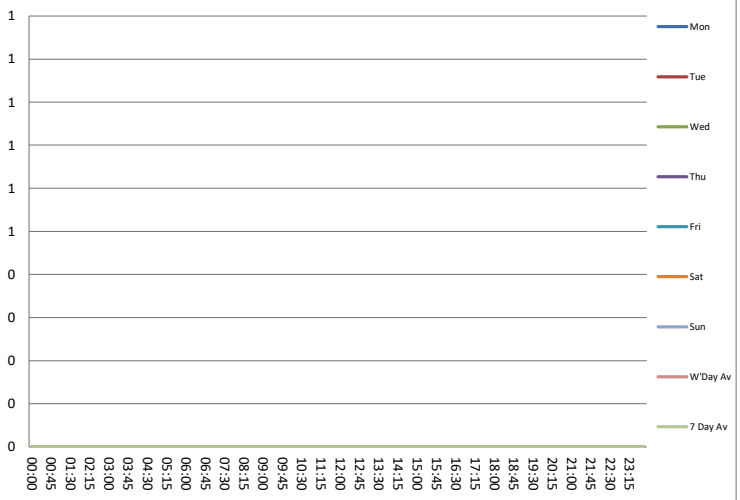
| | |
|---|---|
| **Average Weekday** | 0 |
| **7 Day Average** | 0 |

8SB. Wk2. A43 - North of M40 Junction 10 - 51.950787, -1.204208 | Southbound

| Time | Day of Week: Mon 27-Jun | Tue 28-Jun | Wed 22-Jun | Thu 23-Jun | Fri 24-Jun | Sat 25-Jun | Sun 26-Jun | Ave W'day | 7 Day Ave |
|---|---|---|---|---|---|---|---|---|---|
| **AM Peak** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| **PM Peak** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| **00:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **00:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **00:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **00:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **07:00-19:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00-22:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00-24:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **00:00-24:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Quarter Hourly Volume Graph**
**8SB. Wk2. A43 - North of M40 Junction 10 - 51.950787, -1.204208**



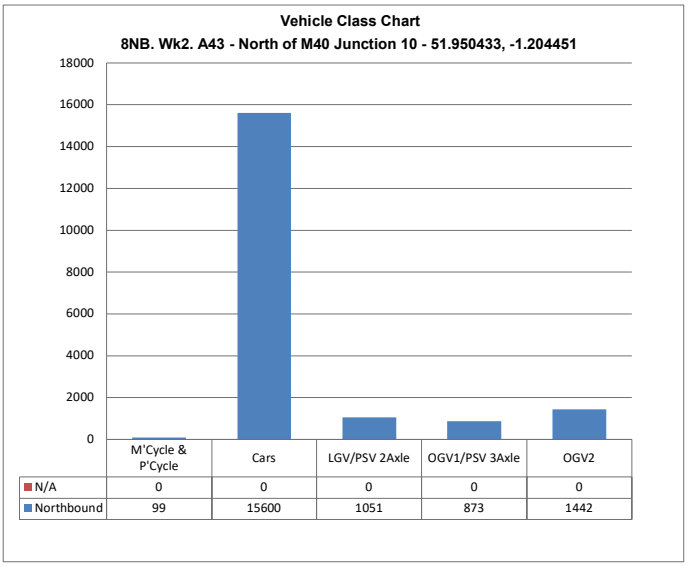
Tracsis plc
Traffic and Data Services

| | |
|---|---|
| **Job Number** | 3262-LON |
| **Client:** | Oxfordshire County Council |
| **Project:** | Bicester - ATC Report |
| **Location:** | 51.950433, -1.204451 |
| **Site No.** | 8NB |
| **Road** | Wk2. A43 - North of M40 Junction 10 |
| **Start Date** | 22-Jun-16 |
| **Direction** | Northbound N/A |

## Vehicle Class Summary

| | |
|---|---|
| **M'Cycle & P'Cycle** | 1% |
| **Cars** | 82% |
| **LGV** | 6% |
| **OGV1 & PSV** | 5% |
| **OGV2** | 8% |

8NB. Wk2. A43 - North of M40 Junction 10 - 51.950433, -1.204451 | Weekday Averag




| | Northbound | | | | | | N/A | | | | | | Combined | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M'Cycle & P'Cycle | Cars | LGV/PSV 2Axle | OGV1/PSV 3Axle | OGV2 | Total | M'Cycle & P'Cycle | Cars | LGV/PSV 2Axle | OGV1/PSV 3Axle | OGV2 | Total | M'Cycle & P'Cycle | Cars | LGV/PSV 2Axle | OGV1/PSV 3Axle | OGV2 | Total |
| 00:00 | 1 | 39 | 3 | 2 | 5 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 | 3 | 2 | 5 | 48 |
| 00:15 | 0 | 32 | 3 | 2 | 4 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 3 | 2 | 4 | 41 |
| 00:30 | 0 | 22 | 2 | 3 | 4 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 3 | 4 | 31 |
| 00:45 | 0 | 16 | 1 | 1 | 5 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 1 | 5 | 23 |
| 01:00 | 0 | 22 | 1 | 1 | 6 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 1 | 6 | 30 |
| 01:15 | 0 | 19 | 2 | 2 | 6 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 2 | 6 | 29 |
| 01:30 | 0 | 21 | 1 | 1 | 5 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 1 | 5 | 27 |
| 01:45 | 0 | 21 | 1 | 1 | 4 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 1 | 4 | 27 |
| 02:00 | 0 | 17 | 1 | 1 | 5 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 1 | 5 | 25 |
| 02:15 | 0 | 18 | 2 | 1 | 6 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 1 | 6 | 27 |
| 02:30 | 0 | 15 | 0 | 2 | 5 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 2 | 5 | 22 |
| 02:45 | 0 | 13 | 1 | 2 | 5 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 2 | 5 | 22 |
| 03:00 | 0 | 19 | 0 | 1 | 5 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 1 | 5 | 25 |
| 03:15 | 0 | 18 | 0 | 1 | 6 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 1 | 6 | 25 |
| 03:30 | 0 | 26 | 2 | 1 | 4 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 1 | 4 | 34 |
| 03:45 | 0 | 19 | 1 | 1 | 6 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 1 | 6 | 27 |
| 04:00 | 0 | 21 | 1 | 2 | 6 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 2 | 6 | 30 |
| 04:15 | 0 | 23 | 2 | 2 | 8 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 2 | 8 | 35 |
| 04:30 | 0 | 33 | 2 | 1 | 6 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 2 | 1 | 6 | 42 |
| 04:45 | 0 | 35 | 3 | 3 | 8 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 3 | 3 | 8 | 49 |
| 05:00 | 0 | 38 | 2 | 3 | 9 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 2 | 3 | 9 | 53 |
| 05:15 | 0 | 59 | 3 | 3 | 10 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 3 | 3 | 10 | 75 |
| 05:30 | 0 | 59 | 4 | 3 | 11 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 4 | 3 | 11 | 77 |
| 05:45 | 0 | 77 | 5 | 5 | 12 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 5 | 5 | 12 | 99 |
| 06:00 | 0 | 85 | 6 | 9 | 12 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 6 | 9 | 12 | 113 |
| 06:15 | 0 | 98 | 10 | 10 | 12 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 10 | 10 | 12 | 131 |
| 06:30 | 1 | 134 | 11 | 14 | 13 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 134 | 11 | 14 | 13 | 172 |
| 06:45 | 0 | 192 | 10 | 9 | 15 | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 10 | 9 | 15 | 227 |
| 07:00 | 1 | 210 | 14 | 11 | 18 | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 210 | 14 | 11 | 18 | 254 |
| 07:15 | 1 | 233 | 13 | 14 | 18 | 278 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 233 | 13 | 14 | 18 | 278 |
| 07:30 | 2 | 249 | 14 | 11 | 17 | 293 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 249 | 14 | 11 | 17 | 293 |
| 07:45 | 1 | 252 | 14 | 13 | 16 | 296 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 252 | 14 | 13 | 16 | 296 |
| 08:00 | 1 | 251 | 14 | 16 | 18 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 251 | 14 | 16 | 18 | 300 |
| 08:15 | 1 | 251 | 13 | 11 | 17 | 293 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 251 | 13 | 11 | 17 | 293 |
| 08:30 | 2 | 242 | 13 | 14 | 18 | 289 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 242 | 13 | 14 | 18 | 289 |
| 08:45 | 2 | 225 | 15 | 14 | 17 | 274 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 225 | 15 | 14 | 17 | 274 |
| 09:00 | 1 | 207 | 14 | 10 | 17 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 207 | 14 | 10 | 17 | 249 |
| 09:15 | 1 | 202 | 16 | 15 | 18 | 253 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 202 | 16 | 15 | 18 | 253 |
| 09:30 | 1 | 196 | 17 | 11 | 19 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 196 | 17 | 11 | 19 | 243 |
| 09:45 | 1 | 211 | 17 | 11 | 19 | 258 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 211 | 17 | 11 | 19 | 258 |
| 10:00 | 1 | 204 | 16 | 11 | 21 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 204 | 16 | 11 | 21 | 252 |
| 10:15 | 1 | 192 | 15 | 12 | 20 | 241 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 192 | 15 | 12 | 20 | 241 |
| 10:30 | 0 | 209 | 17 | 12 | 23 | 262 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 17 | 12 | 23 | 262 |
| 10:45 | 3 | 206 | 20 | 18 | 21 | 267 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 206 | 20 | 18 | 21 | 267 |
| 11:00 | 1 | 210 | 18 | 14 | 28 | 271 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 210 | 18 | 14 | 28 | 271 |
| 11:15 | 0 | 208 | 19 | 14 | 22 | 263 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 19 | 14 | 22 | 263 |
| 11:30 | 1 | 194 | 20 | 12 | 21 | 247 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 194 | 20 | 12 | 21 | 247 |
| 11:45 | 1 | 240 | 20 | 14 | 22 | 297 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 240 | 20 | 14 | 22 | 297 |
| 12:00 | 2 | 230 | 25 | 11 | 23 | 290 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 230 | 25 | 11 | 23 | 290 |
| 12:15 | 1 | 228 | 25 | 14 | 24 | 291 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 228 | 25 | 14 | 24 | 291 |
| 12:30 | 1 | 237 | 19 | 13 | 20 | 291 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 237 | 19 | 13 | 20 | 291 |
| 12:45 | 2 | 242 | 22 | 12 | 24 | 302 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 242 | 22 | 12 | 24 | 302 |
| 13:00 | 2 | 225 | 20 | 13 | 23 | 283 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 225 | 20 | 13 | 23 | 283 |
| 13:15 | 1 | 220 | 25 | 8 | 25 | 280 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 220 | 25 | 8 | 25 | 280 |
| 13:30 | 1 | 234 | 22 | 13 | 25 | 295 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 234 | 22 | 13 | 25 | 295 |
| 13:45 | 2 | 238 | 23 | 14 | 25 | 302 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 238 | 23 | 14 | 25 | 302 |
| 14:00 | 2 | 241 | 25 | 20 | 22 | 310 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 241 | 25 | 20 | 22 | 310 |
| 14:15 | 2 | 259 | 20 | 17 | 25 | 323 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 259 | 20 | 17 | 25 | 323 |
| 14:30 | 1 | 252 | 22 | 15 | 26 | 317 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 252 | 22 | 15 | 26 | 317 |
| 14:45 | 1 | 282 | 24 | 14 | 26 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 282 | 24 | 14 | 26 | 347 |
| 15:00 | 1 | 279 | 23 | 16 | 24 | 343 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 279 | 23 | 16 | 24 | 343 |
| 15:15 | 1 | 279 | 27 | 18 | 25 | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 279 | 27 | 18 | 25 | 350 |
| 15:30 | 1 | 297 | 24 | 16 | 23 | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 297 | 24 | 16 | 23 | 360 |
| 15:45 | 1 | 298 | 26 | 17 | 27 | 369 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 298 | 26 | 17 | 27 | 369 |
| 16:00 | 4 | 303 | 22 | 15 | 23 | 367 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 303 | 22 | 15 | 23 | 367 |
| 16:15 | 2 | 336 | 21 | 16 | 23 | 398 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 336 | 21 | 16 | 23 | 398 |
| 16:30 | 2 | 322 | 21 | 20 | 26 | 390 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 322 | 21 | 20 | 26 | 390 |
| 16:45 | 2 | 339 | 15 | 15 | 25 | 396 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 339 | 15 | 15 | 25 | 396 |
| 17:00 | 3 | 343 | 18 | 15 | 28 | 407 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 343 | 18 | 15 | 28 | 407 |
| 17:15 | 3 | 314 | 19 | 13 | 24 | 373 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 314 | 19 | 13 | 24 | 373 |
| 17:30 | 4 | 330 | 16 | 14 | 24 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 330 | 16 | 14 | 24 | 388 |
| 17:45 | 2 | 315 | 14 | 11 | 21 | 363 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 315 | 14 | 11 | 21 | 363 |
| 18:00 | 3 | 288 | 14 | 13 | 20 | 337 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 288 | 14 | 13 | 20 | 337 |
| 18:15 | 3 | 273 | 12 | 13 | 18 | 319 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 273 | 12 | 13 | 18 | 319 |
| 18:30 | 3 | 259 | 12 | 16 | 13 | 302 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 259 | 12 | 16 | 13 | 302 |
| 18:45 | 1 | 270 | 8 | 10 | 15 | 305 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 270 | 8 | 10 | 15 | 305 |
| 19:00 | 1 | 218 | 13 | 7 | 16 | 256 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 218 | 13 | 7 | 16 | 256 |
| 19:15 | 1 | 223 | 7 | 10 | 13 | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 223 | 7 | 10 | 13 | 254 |
| 19:30 | 2 | 183 | 9 | 8 | 15 | 218 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 183 | 9 | 8 | 15 | 218 |
| 19:45 | 2 | 146 | 7 | 8 | 12 | 174 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 146 | 7 | 8 | 12 | 174 |
| 20:00 | 1 | 142 | 5 | 7 | 11 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 142 | 5 | 7 | 11 | 166 |
| 20:15 | 1 | 149 | 5 | 7 | 11 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 149 | 5 | 7 | 11 | 173 |
| 20:30 | 1 | 142 | 5 | 7 | 12 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 142 | 5 | 7 | 12 | 167 |
| 20:45 | 2 | 132 | 4 | 8 | 11 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 132 | 4 | 8 | 11 | 157 |
| 21:00 | 3 | 138 | 3 | 10 | 13 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 138 | 3 | 10 | 13 | 167 |
| 21:15 | 2 | 117 | 4 | 7 | 9 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 117 | 4 | 7 | 9 | 139 |
| 21:30 | 2 | 97 | 3 | 5 | 9 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 97 | 3 | 5 | 9 | 116 |
| 21:45 | 1 | 91 | 3 | 5 | 10 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 91 | 3 | 5 | 10 | 109 |
| 22:00 | 0 | 83 | 2 | 5 | 8 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 2 | 5 | 8 | 99 |
| 22:15 | 1 | 64 | 3 | 6 | 8 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 64 | 3 | 6 | 8 | 82 |
| 22:30 | 1 | 76 | 3 | 3 | 10 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 76 | 3 | 3 | 10 | 92 |
| 22:45 | 1 | 68 | 4 | 5 | 9 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 68 | 4 | 5 | 9 | 87 |
| 23:00 | 0 | 57 | 4 | 5 | 6 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 4 | 5 | 6 | 71 |
| 23:15 | 0 | 57 | 3 | 4 | 7 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 3 | 4 | 7 | 72 |
| 23:30 | 0 | 54 | 2 | 4 | 6 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 2 | 4 | 6 | 66 |
| 23:45 | 0 | 46 | 1 | 2 | 6 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 2 | 6 | 56 |
| Total | 99 | 15600 | 1051 | 873 | 1442 | 19064 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 15600 | 1051 | 873 | 1442 | 19064 |

# APPENDIX J: A43 FLOW VALIDATION CALCULATIONS

| AM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,004 | 1,182 | 1,047 | 1,353 | 1.33 | 4.81 | 171 | 14.5% | - | Yes | - | Yes |

| PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,303 | 1,531 | 1,418 | 1,759 | 3.13 | 5.63 | 228 | 14.9% | - | Yes | - | Yes |

Note: Total observed data includes motorbikes and pedal cycles

## A43 Northbound (ATC Data - Week 2)

| AM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled (Vehicles) | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 944 | 1,251 | 1,047 | 1,353 | 3.3 | 2.8 | 102 | 8% | - | Yes | - | Yes |

| PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,459 | 1,749 | 1,418 | 1,759 | 1.1 | 0.2 | 10 | 1% | - | Yes | - | Yes |

## A43 Flow Validation (Northbound)

| AM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled (Vehicles) | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,211 | 1,665 | 1,144 | 1,534 | 2.0 | 3.3 | -131 | -8% | - | Yes | - | Yes |

| PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,072 | 1,299 | 1,045 | 1,312 | 0.8 | 0.4 | 13 | 1% | - | Yes | - | Yes |

## A43 Flow Validation (Southbound)

**Note: Observed data from MCC at Baynards Green roundabout**

| AM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled (Vehicles) | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 965 | 1,271 | 1,047 | 1,353 | 2.6 | 2.3 | 82 | 6% | - | Yes | - | Yes |

| PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,475 | 1,762 | 1,418 | 1,759 | 1.5 | 0.1 | -3 | 0% | - | Yes | - | Yes |

## A43 Flow Validation (Northbound)

| AM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled (Vehicles) | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,224 | 1,671 | 1,144 | 1,534 | 2.3 | 3.4 | -137 | -8% | - | Yes | - | Yes |

| PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,066 | 1,289 | 1,045 | 1,312 | 0.6 | 0.6 | 23 | 2% | - | Yes | - | Yes |

## A43 Flow Validation (Southbound)

**Note: Observed data from MCC at M40 Junction 10**

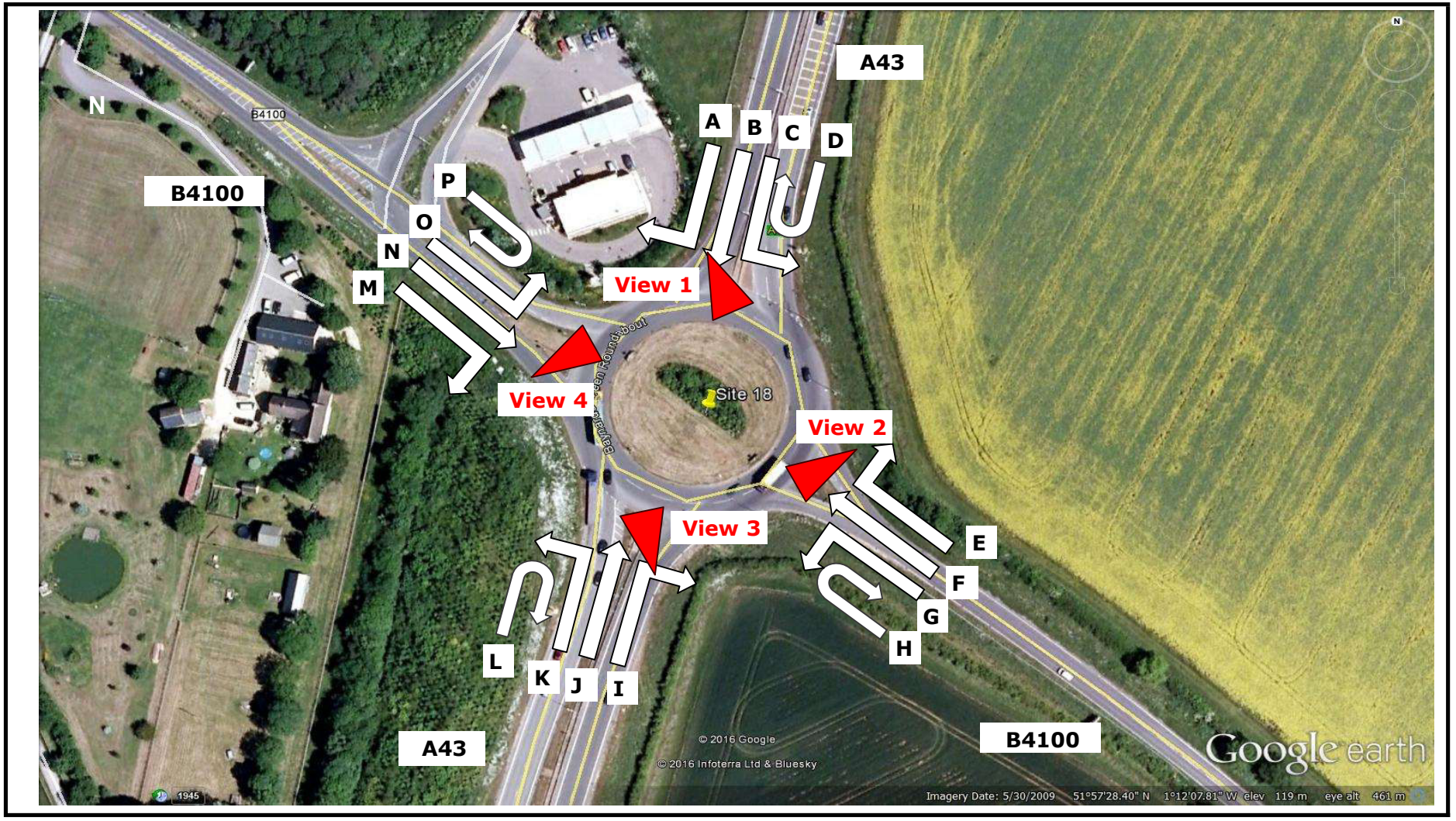
# APPENDIX K: A43 MANUAL CLASSIFIED COUNT DATA

advanced transport research

| | |
|---|---|
| *Job Number & Name:* | 12602 Heyford Park |
| *Site Number/Name:* | Site 18 - A43/ B4100 |
| *Client:* | [redacted] |
| *Date:* | 03/11/2016 |
| *Weather:* | Cloudy, Dry |
| *Comments:* | None |

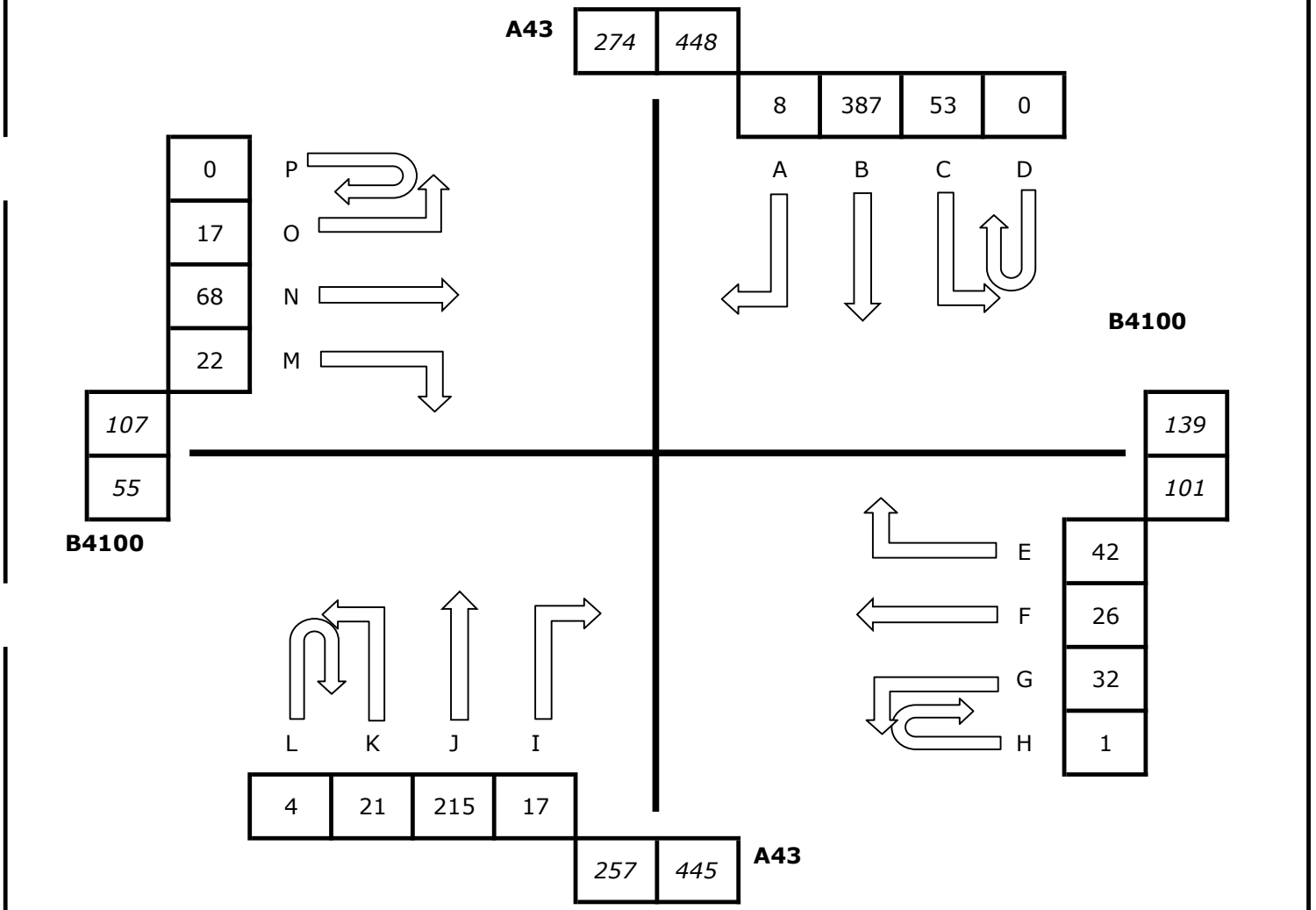
| Advanced Transport Research | Job Number & Name: | 12602 Heyford Park |
|---|---|---|
| Site 18 - A43/ B4100 | Date: | Thursday 03 Nov 2016 |

| Job Type: | Junction Count | | | | |
|---|---|---|---|---|---|
| Co-ordinates: | 51°57'28.34"N,1°12'8.29"W | Postcode: | OX27 7SS | Times: | 0700-1000<br>1600-1900 |



| | | |
|---|---|---|
| **Advanced Transport Research** | *Job Number & Name:* | **12602 Heyford Park** |
| **Site 18 - A43/ B4100** | *Client:* | [redacted] |
| **Flow Diagram** | *Date:* | **Thursday 03 Nov 2016** |

*Select Period* **07:00**



**Advanced Transport Research**

**Site 18 - A43/ B4100**

**Classified Counts**

| | Movement A | | | | | | | Movement B | | | | | | | Movement C | | | | | | | Movement D | | | | | | | Movement E | | | | | | | Movement F | | | | | | | Movement G | | | | | | | Movement H | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Times** | **Cars** | **LGV** | **OGV 1** | **OGV 2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV 1** | **OGV 2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV 1** | **OGV 2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV 1** | **OGV 2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV 1** | **OGV 2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV 1** | **OGV 2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV 1** | **OGV 2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV 1** | **OGV 2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** |
| **07:00 - 07:15** | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 263 | 83 | 9 | 31 | 0 | 1 | 0 | 38 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 4 | 0 | 2 | 1 | 0 | 0 | 16 | 7 | 0 | 1 | 2 | 0 | 0 | 24 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 7 |
| **07:15 - 07:30** | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 247 | 63 | 17 | 32 | 0 | 1 | 0 | 60 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 2 | 3 | 2 | 2 | 0 | 0 | 28 | 11 | 1 | 0 | 2 | 0 | 0 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 |
| **07:30 - 07:45** | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 253 | 53 | 10 | 35 | 0 | 3 | 0 | 51 | 10 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 4 | 1 | 0 | 0 | 0 | 0 | 40 | 11 | 1 | 0 | 2 | 0 | 0 | 23 | 4 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 7 |
| **07:45 - 08:00** | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 274 | 59 | 11 | 34 | 0 | 1 | 0 | 61 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 4 | 0 | 5 | 0 | 0 | 0 | 38 | 7 | 1 | 1 | 0 | 0 | 0 | 21 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 5 |
| **Hourly Total** | **31** | **9** | **1** | **3** | **0** | **0** | **0** | **1037** | **258** | **47** | **132** | **0** | **6** | **0** | **210** | **42** | **2** | **8** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **198** | **14** | **4** | **9** | **3** | **0** | **0** | **122** | **36** | **3** | **2** | **6** | **0** | **0** | **86** | **21** | **2** | **3** | **2** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **60** | **21** |
| **08:00 - 08:15** | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 253 | 44 | 16 | 37 | 0 | 1 | 0 | 61 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 6 | 2 | 1 | 1 | 0 | 0 | 40 | 8 | 2 | 0 | 1 | 0 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 7 |
| **08:15 - 08:30** | 13 | 5 | 3 | 2 | 0 | 0 | 0 | 253 | 61 | 15 | 29 | 0 | 0 | 0 | 64 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 2 | 1 | 1 | 0 | 1 | 0 | 42 | 10 | 1 | 0 | 0 | 0 | 0 | 21 | 6 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 6 |
| **08:30 - 08:45** | 10 | 1 | 0 | 2 | 0 | 0 | 0 | 210 | 32 | 15 | 23 | 0 | 1 | 0 | 56 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 3 | 0 | 2 | 0 | 0 | 0 | 38 | 3 | 1 | 0 | 0 | 1 | 0 | 17 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 |
| **08:45 - 09:00** | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 185 | 42 | 8 | 31 | 1 | 1 | 0 | 56 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 3 | 1 | 3 | 0 | 0 | 0 | 32 | 3 | 2 | 0 | 0 | 0 | 0 | 11 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 |
| **Hourly Total** | **36** | **13** | **5** | **4** | **0** | **0** | **0** | **901** | **179** | **54** | **120** | **1** | **3** | **0** | **237** | **21** | **7** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **166** | **14** | **4** | **7** | **1** | **1** | **0** | **152** | **24** | **6** | **0** | **1** | **1** | **0** | **61** | **14** | **4** | **9** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **60** | **19** |
| **09:00 - 09:15** | 14 | 4 | 2 | 3 | 0 | 0 | 0 | 218 | 44 | 12 | 26 | 1 | 0 | 0 | 30 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 6 | 1 | 2 | 0 | 0 | 0 | 23 | 6 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 4 |
| **09:15 - 09:30** | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 168 | 51 | 14 | 31 | 0 | 0 | 0 | 31 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 5 | 0 | 2 | 0 | 0 | 0 | 35 | 7 | 2 | 0 | 0 | 0 | 0 | 18 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 |
| **09:30 - 09:45** | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 186 | 37 | 11 | 39 | 0 | 0 | 0 | 25 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 5 | 2 | 1 | 0 | 0 | 0 | 25 | 7 | 3 | 1 | 0 | 0 | 0 | 16 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 2 |
| **09:45 - 10:00** | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 196 | 39 | 23 | 38 | 0 | 0 | 0 | 21 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 1 | 1 | 0 | 0 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 |
| **Hourly Total** | **40** | **14** | **2** | **6** | **0** | **0** | **0** | **768** | **171** | **60** | **134** | **1** | **0** | **0** | **107** | **33** | **9** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **73** | **18** | **4** | **6** | **0** | **0** | **0** | **102** | **26** | **6** | **1** | **0** | **0** | **0** | **53** | **4** | **6** | **8** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **43** | **9** |
| **16:00 - 16:15** | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 188 | 35 | 13 | 20 | 0 | 1 | 0 | 30 | 6 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 10 | 2 | 1 | 0 | 0 | 0 | 48 | 8 | 1 | 0 | 0 | 0 | 1 | 27 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 |
| **16:15 - 16:30** | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 235 | 26 | 4 | 25 | 0 | 0 | 0 | 30 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 8 | 2 | 1 | 0 | 0 | 0 | 44 | 5 | 1 | 0 | 0 | 0 | 0 | 27 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 3 |
| **16:30 - 16:45** | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 222 | 39 | 4 | 19 | 0 | 0 | 0 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 7 | 1 | 0 | 0 | 0 | 0 | 56 | 7 | 1 | 0 | 0 | 0 | 0 | 33 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 |
| **16:45 - 17:00** | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 35 | 3 | 26 | 1 | 1 | 0 | 45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 8 | 2 | 2 | 0 | 0 | 0 | 45 | 7 | 0 | 0 | 0 | 0 | 0 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 5 |
| **Hourly Total** | **35** | **1** | **1** | **3** | **0** | **0** | **0** | **846** | **135** | **24** | **90** | **1** | **2** | **0** | **142** | **19** | **4** | **2** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **238** | **33** | **7** | **4** | **0** | **0** | **0** | **193** | **27** | **3** | **0** | **0** | **0** | **1** | **107** | **13** | **4** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **62** | **14** |
| **17:00 - 17:15** | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 224 | 16 | 3 | 22 | 0 | 0 | 0 | 52 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 10 | 0 | 0 | 0 | 0 | 0 | 48 | 7 | 2 | 0 | 0 | 0 | 0 | 27 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 |
| **17:15 - 17:30** | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 221 | 21 | 5 | 18 | 0 | 0 | 0 | 47 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 7 | 0 | 1 | 0 | 1 | 0 | 67 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 |
| **17:30 - 17:45** | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 232 | 14 | 5 | 26 | 0 | 1 | 0 | 61 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 3 | 0 | 0 | 0 | 0 | 0 | 54 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 7 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 |
| **17:45 - 18:00** | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 10 | 8 | 18 | 0 | 0 | 0 | 49 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 1 | 0 | 0 | 0 | 0 | 0 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 5 |
| **Hourly Total** | **43** | **8** | **1** | **1** | **0** | **0** | **0** | **893** | **61** | **21** | **84** | **0** | **1** | **0** | **209** | **19** | **1** | **2** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **277** | **21** | **0** | **1** | **0** | **1** | **0** | **217** | **12** | **2** | **0** | **0** | **0** | **0** | **102** | **24** | **1** | **3** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **64** | **10** |
| **18:00 - 18:15** | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 185 | 22 | 5 | 23 | 0 | 0 | 0 | 32 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 3 | 0 | 1 | 0 | 0 | 0 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 |
| **18:15 - 18:30** | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 240 | 9 | 6 | 11 | 0 | 0 | 0 | 54 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 2 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 |
| **18:30 - 18:45** | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 13 | 4 | 18 | 0 | 0 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 2 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 5 |
| **18:45 - 19:00** | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 12 | 10 | 17 | 1 | 1 | 0 | 37 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 2 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 |
| **Hourly Total** | **32** | **1** | **1** | **1** | **0** | **0** | **0** | **805** | **56** | **25** | **69** | **1** | **1** | **0** | **154** | **5** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **200** | **7** | **0** | **1** | **0** | **0** | **0** | **152** | **5** | **3** | **0** | **0** | **0** | **0** | **39** | **3** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **62** | **10** |

| | |
|---|---|
| *Job Number & Name:* | **12602 Heyford Park** |
| *Client:* | **Peter Brett** |
| *Date:* | **Thursday 03 November 2016** |

| Movement I | | | | | Movement J | | | | | | | Movement K | | | | | | | Movement L | | | | | | | Movement M | | | | | | | Movement N | | | | | | | Movement O | | | | | | | Movement P | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OGV 1 | OGV 2 | PSV | M/B | Cyc | Cars | LGV | OGV 1 | OGV 2 | PSV | M/B | Cyc | Cars | LGV | OGV 1 | OGV 2 | PSV | M/B | Cyc | Cars | LGV | OGV 1 | OGV 2 | PSV | M/B | Cyc | Cars | LGV | OGV 1 | OGV 2 | PSV | M/B | Cyc | Cars | LGV | OGV 1 | OGV 2 | PSV | M/B | Cyc | Cars | LGV | OGV 1 | OGV 2 | PSV | M/B | Cyc | Cars | LGV | OGV 1 | OGV 2 | PSV | M/B | Cyc |
| 1 | 0 | 0 | 0 | 0 | 152 | 27 | 11 | 25 | 0 | 0 | 0 | 6 | 11 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 53 | 13 | 0 | 1 | 0 | 1 | 0 | 9 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0 | 0 | 169 | 28 | 14 | 25 | 0 | 0 | 0 | 12 | 8 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 7 | 6 | 0 | 0 | 0 | 0 | 69 | 1 | 0 | 3 | 0 | 0 | 0 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 2 | 0 | 0 | 0 | 206 | 24 | 8 | 21 | 0 | 2 | 0 | 9 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 3 | 2 | 1 | 0 | 0 | 0 | 71 | 14 | 1 | 0 | 0 | 0 | 1 | 14 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 196 | 30 | 8 | 27 | 0 | 1 | 0 | 9 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 6 | 2 | 0 | 0 | 0 | 0 | 62 | 12 | 3 | 2 | 0 | 0 | 0 | 10 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7** | **3** | **0** | **0** | **0** | **723** | **109** | **41** | **98** | **0** | **3** | **0** | **36** | **29** | **10** | **3** | **1** | **0** | **0** | **2** | **2** | **0** | **1** | **0** | **0** | **0** | **102** | **18** | **12** | **1** | **0** | **0** | **0** | **255** | **40** | **4** | **6** | **0** | **1** | **1** | **41** | **13** | **9** | **3** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** |
| 3 | 2 | 0 | 0 | 0 | 220 | 27 | 6 | 20 | 0 | 1 | 0 | 19 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 13 | 2 | 1 | 0 | 0 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0 | 0 | 209 | 27 | 6 | 26 | 0 | 1 | 0 | 12 | 6 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 4 | 1 | 0 | 0 | 0 | 58 | 12 | 4 | 0 | 0 | 0 | 0 | 22 | 2 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 1 | 0 | 220 | 32 | 7 | 22 | 0 | 0 | 0 | 19 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 6 | 4 | 1 | 0 | 0 | 0 | 40 | 10 | 0 | 1 | 2 | 1 | 0 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 1 | 0 | 0 | 0 | 185 | 36 | 7 | 17 | 0 | 1 | 0 | 26 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 51 | 11 | 0 | 1 | 3 | 0 | 0 | 13 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **8** | **5** | **0** | **1** | **0** | **834** | **122** | **26** | **85** | **0** | **3** | **0** | **76** | **20** | **6** | **6** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **98** | **6** | **11** | **2** | **0** | **0** | **0** | **220** | **46** | **6** | **3** | **5** | **1** | **0** | **58** | **12** | **2** | **8** | **0** | **0** | **0** | **3** | **0** | **2** | **0** | **0** | **0** | **0** |
| 2 | 0 | 0 | 0 | 0 | 155 | 22 | 6 | 28 | 0 | 0 | 0 | 21 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 | 3 | 2 | 3 | 0 | 0 | 0 | 45 | 10 | 2 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 149 | 22 | 7 | 33 | 1 | 0 | 0 | 17 | 4 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 23 | 6 | 0 | 1 | 0 | 0 | 0 | 36 | 7 | 5 | 0 | 1 | 0 | 0 | 6 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 166 | 36 | 14 | 34 | 0 | 0 | 0 | 13 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 20 | 0 | 3 | 1 | 1 | 0 | 0 | 32 | 7 | 2 | 1 | 0 | 0 | 0 | 13 | 7 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 155 | 27 | 9 | 29 | 0 | 0 | 0 | 18 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 1 | 2 | 0 | 0 | 0 | 28 | 5 | 2 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **6** | **2** | **1** | **0** | **0** | **625** | **107** | **36** | **124** | **1** | **0** | **0** | **69** | **18** | **5** | **4** | **1** | **0** | **0** | **1** | **1** | **1** | **2** | **0** | **0** | **0** | **85** | **17** | **6** | **7** | **1** | **0** | **0** | **141** | **29** | **11** | **1** | **1** | **0** | **0** | **36** | **11** | **4** | **6** | **0** | **0** | **0** | **3** | **1** | **0** | **0** | **1** | **0** | **0** |
| 0 | 1 | 1 | 0 | 0 | 277 | 53 | 13 | 42 | 0 | 0 | 0 | 20 | 4 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 33 | 7 | 3 | 1 | 5 | 0 | 0 | 13 | 1 | 3 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 2 | 0 | 0 | 290 | 69 | 14 | 29 | 0 | 1 | 0 | 25 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 8 | 1 | 1 | 0 | 0 | 0 | 46 | 5 | 1 | 2 | 0 | 0 | 1 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 3 | 0 | 0 | 0 | 322 | 64 | 8 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 2 | 1 | 0 | 0 | 0 | 51 | 11 | 1 | 0 | 0 | 0 | 0 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 0 | 262 | 49 | 8 | 21 | 0 | 1 | 0 | 21 | 4 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 0 | 1 | 0 | 0 | 0 | 39 | 9 | 0 | 0 | 0 | 2 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **0** | **6** | **3** | **0** | **0** | **1151** | **235** | **43** | **117** | **0** | **2** | **0** | **85** | **11** | **6** | **1** | **0** | **0** | **0** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **74** | **12** | **5** | **3** | **0** | **0** | **0** | **169** | **32** | **5** | **3** | **5** | **2** | **1** | **45** | **10** | **6** | **2** | **0** | **1** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** |
| 0 | 0 | 0 | 0 | 0 | 303 | 39 | 4 | 27 | 0 | 0 | 0 | 28 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 9 | 0 | 0 | 0 | 0 | 0 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 310 | 31 | 5 | 24 | 0 | 0 | 0 | 23 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 6 | 0 | 3 | 0 | 0 | 0 | 59 | 6 | 3 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 2 | 0 | 0 | 0 | 325 | 35 | 6 | 21 | 0 | 3 | 0 | 23 | 6 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 2 | 1 | 0 | 0 | 0 | 48 | 1 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 348 | 39 | 6 | 21 | 0 | 0 | 0 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 7 | 0 | 1 | 0 | 0 | 0 | 42 | 5 | 1 | 0 | 2 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **0** | **2** | **0** | **0** | **0** | **1286** | **144** | **21** | **93** | **0** | **3** | **0** | **103** | **13** | **3** | **1** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **71** | **24** | **2** | **5** | **0** | **0** | **0** | **191** | **13** | **4** | **0** | **3** | **1** | **0** | **39** | **2** | **1** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** |
| 0 | 1 | 0 | 0 | 0 | 321 | 32 | 7 | 23 | 0 | 5 | 0 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 32 | 2 | 0 | 1 | 1 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 0 | 328 | 39 | 11 | 23 | 0 | 2 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 9 | 0 | 2 | 0 | 0 | 0 | 42 | 0 | 1 | 0 | 0 | 1 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 285 | 32 | 2 | 25 | 2 | 1 | 0 | 19 | 2 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 267 | 21 | 6 | 11 | 0 | 0 | 0 | 24 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **0** | **2** | **0** | **0** | **0** | **1201** | **124** | **26** | **82** | **2** | **8** | **0** | **107** | **11** | **2** | **1** | **0** | **1** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **33** | **13** | **2** | **3** | **0** | **0** | **0** | **157** | **7** | **3** | **1** | **1** | **1** | **0** | **31** | **6** | **0** | **0** | **0** | **0** | **0** | **2** | **1** | **0** | **0** | **0** | **0** | **0** |

advanced transport research

*Job Number & Name:* 12602 Heyford Park

*Site Number/Name:* Site 1a - M40 Junction 10/A43

*Client:* [redacted]

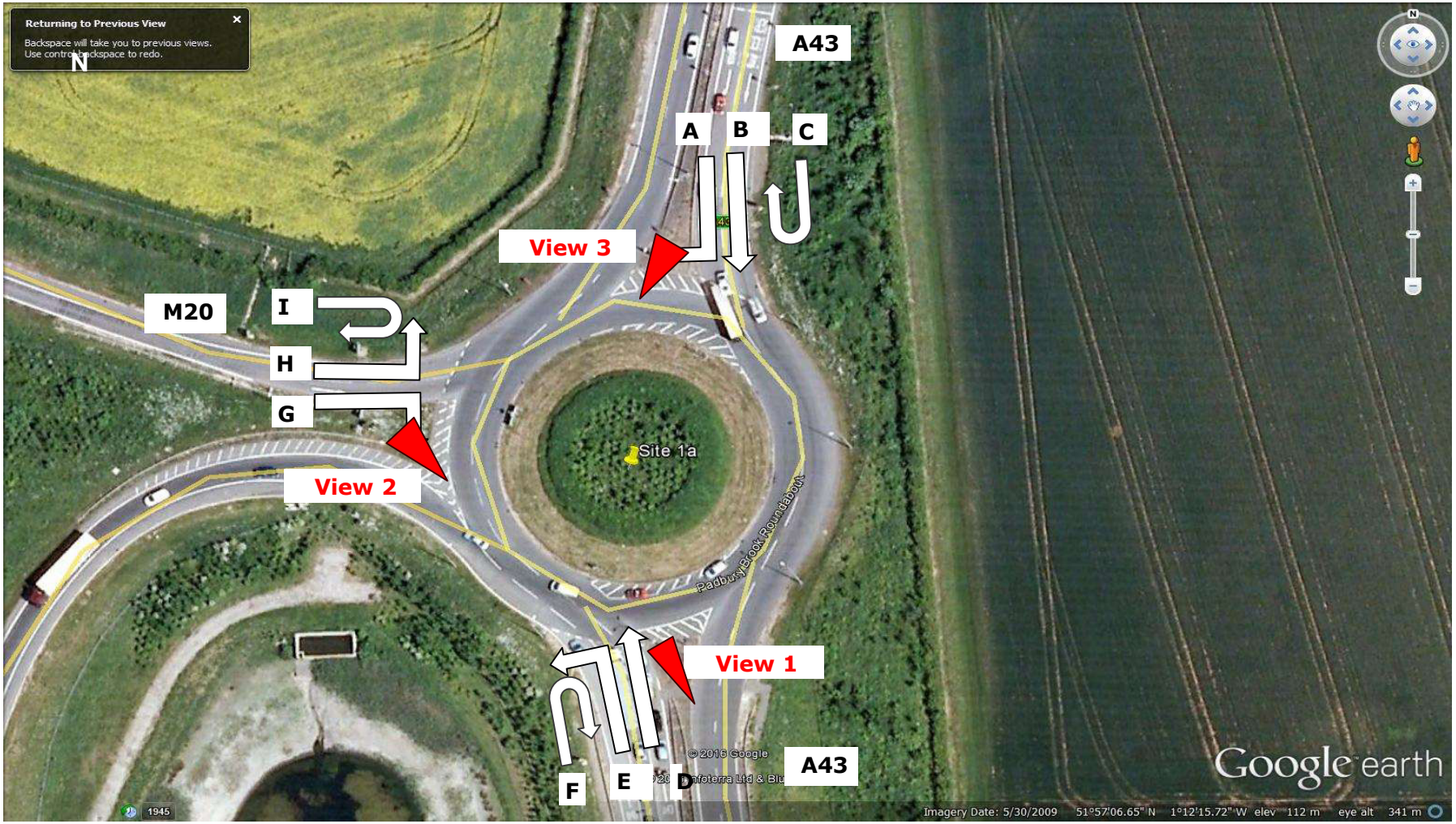
*Date:* 03/11/2016

*Weather:* Cloudy, Dry

*Comments:* None

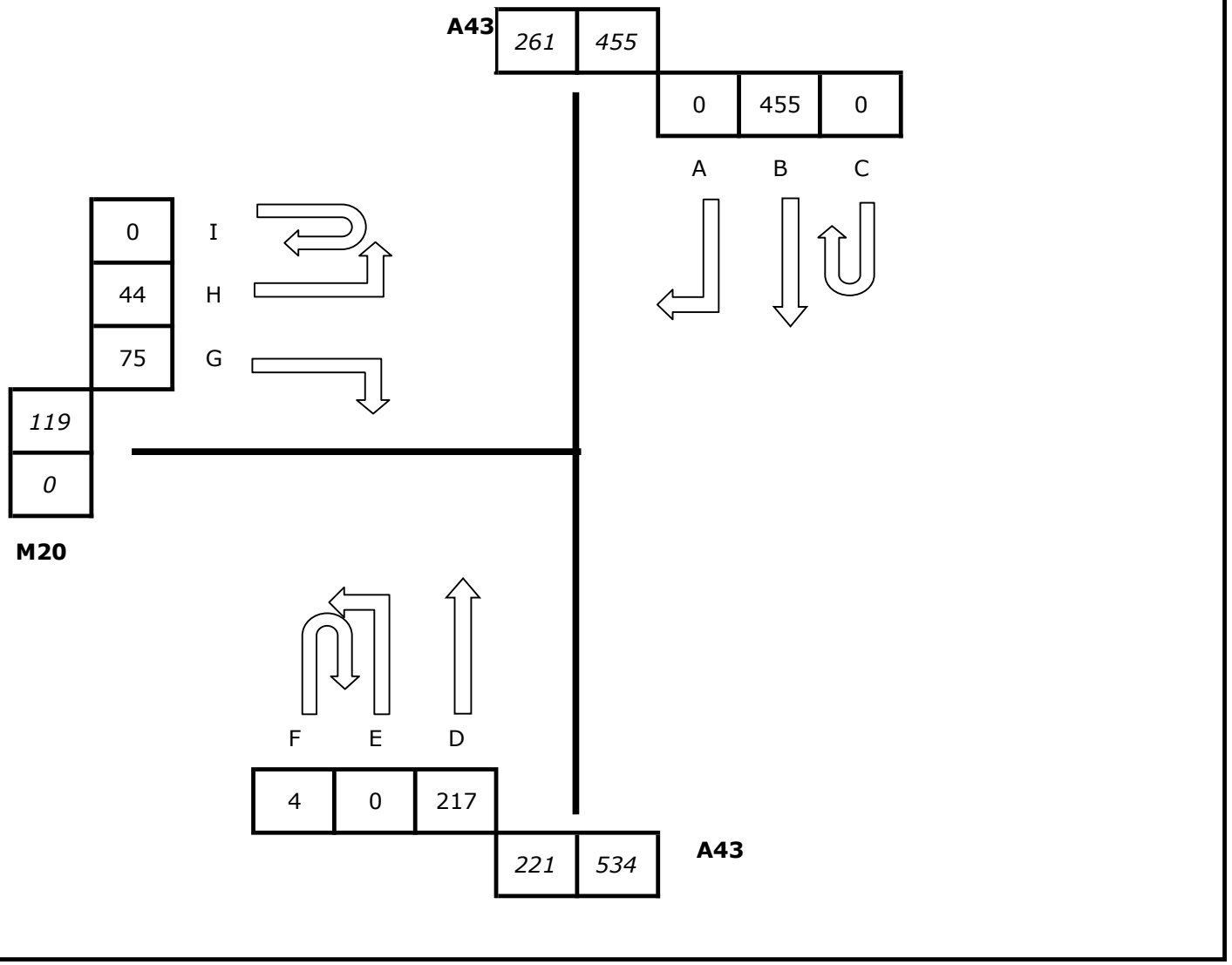
| Advanced Transport Research | Job Number & Name: | 12602 Heyford Park |
|---|---|---|
| Site 1a - M40 Junction 10/A43 | Date: | Thursday 03 Nov 2016 |

| Job Type: | Junction Count | | | | |
|---|---|---|---|---|---|
| Co-ordinates: | 51°57'6.27"N, 1°12'16.69"W | Postcode: | OX27 7RD | Times: | 0700-1000<br>1600-1900 |



| | | |
|---|---|---|
| **Advanced Transport Research** | *Job Number & Name:* | **12602 Heyford Park** |
| **Site 1a - M40 Junction 10/A43** | *Client:* | [redacted] |
| **Flow Diagram** | *Date:* | **Thursday 03 Nov 2016** |

*Select Period* **07:00**



**Advanced Transport Research**

**Site 1a - M40 Junction 10/A43**

**Classified Counts**

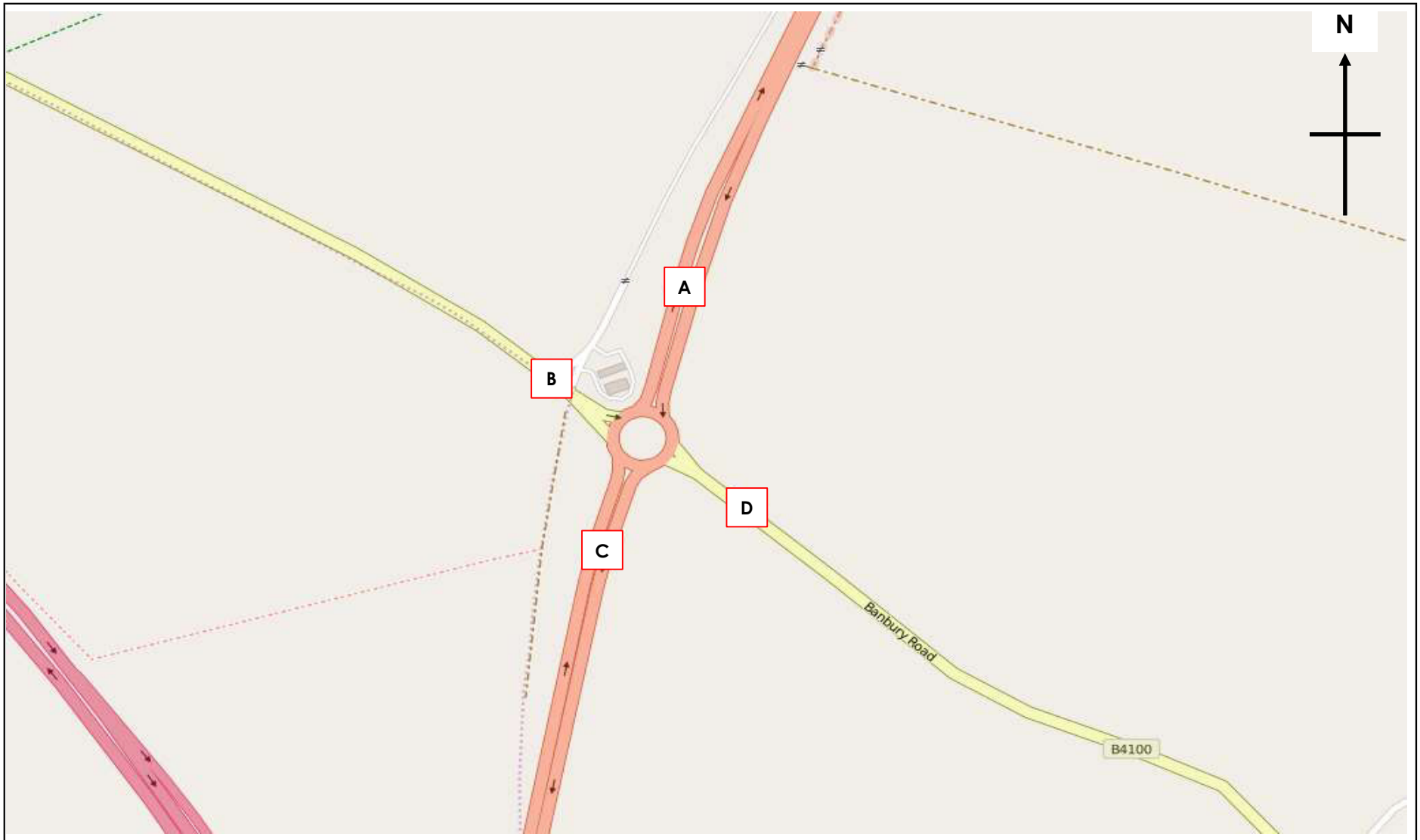
| | Movement A | | | | | | | Movement B | | | | | | | Movement C | | | | | | | Movement D | | | | | | | Movement E | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Times** | **Cars** | **LGV** | **OGV1** | **OGV2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV1** | **OGV2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV1** | **OGV2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV1** | **OGV2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV1** | **OGV2** | **PSV** |
| **07:00 - 07:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 | 91 | 13 | 31 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 36 | 9 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 - 07:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 299 | 80 | 21 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 32 | 11 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 - 07:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 | 59 | 12 | 35 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 29 | 10 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 - 08:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 | 69 | 14 | 36 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 29 | 8 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1246** | **299** | **60** | **134** | **2** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **698** | **126** | **38** | **98** | **1** | **3** | **0** | **0** | **0** | **0** | **0** | **0** |
| **08:00 - 08:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 | 47 | 17 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 23 | 10 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 - 08:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 307 | 64 | 18 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 | 28 | 7 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 - 08:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 45 | 20 | 29 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 35 | 9 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 - 09:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 46 | 12 | 33 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 35 | 7 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1077** | **202** | **67** | **132** | **1** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **841** | **121** | **33** | **90** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** |
| **09:00 - 09:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 46 | 16 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 24 | 7 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 - 09:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 61 | 14 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 26 | 10 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 - 09:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 35 | 18 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 37 | 18 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 - 10:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 48 | 26 | 43 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 33 | 12 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **924** | **190** | **74** | **152** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **645** | **120** | **47** | **127** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **16:00 - 16:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 | 36 | 14 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 291 | 59 | 14 | 40 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:15 - 16:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 286 | 38 | 9 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 | 69 | 14 | 30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:30 - 16:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 43 | 5 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 | 62 | 7 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:45 - 17:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 40 | 3 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 | 50 | 11 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1032** | **157** | **31** | **95** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1185** | **240** | **46** | **118** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** |
| **17:00 - 17:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 32 | 5 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 | 36 | 3 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:15 - 17:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 34 | 4 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 328 | 32 | 7 | 22 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:30 - 17:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 26 | 6 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 340 | 37 | 5 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:45 - 18:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 | 20 | 6 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 356 | 46 | 4 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1066** | **112** | **21** | **89** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1351** | **151** | **19** | **85** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** |
| **18:00 - 18:15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 27 | 6 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 340 | 35 | 6 | 21 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:15 - 18:30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 18 | 7 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 323 | 41 | 10 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:30 - 18:45** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 20 | 6 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 29 | 3 | 23 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:45 - 19:00** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 14 | 12 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 | 27 | 5 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **895** | **79** | **31** | **71** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1217** | **132** | **24** | **78** | **2** | **9** | **0** | **0** | **0** | **0** | **0** | **0** |

| | |
|---|---|
| *Job Number & Name:* | **12602 Heyford Park** |
| *Client:* | **Peter Brett** |
| *Date:* | **Thursday 03 November 2016** |

| | | Movement F | | | | | | | Movement G | | | | | | | Movement H | | | | | | | Movement I | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **M/B** | **Cyc** | **Cars** | **LGV** | **OGV1** | **OGV2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV1** | **OGV2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV1** | **OGV2** | **PSV** | **M/B** | **Cyc** | **Cars** | **LGV** | **OGV1** | **OGV2** | **PSV** | **M/B** | **Cyc** |
| 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 53 | 16 | 1 | 5 | 0 | 0 | 0 | 25 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 56 | 26 | 3 | 2 | 0 | 0 | 0 | 32 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 58 | 20 | 1 | 9 | 0 | 0 | 0 | 38 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 51 | 19 | 1 | 4 | 1 | 0 | 0 | 41 | 7 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **0** | **0** | **2** | **4** | **1** | **0** | **0** | **0** | **0** | **218** | **81** | **6** | **20** | **1** | **0** | **0** | **136** | **37** | **15** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 15 | 5 | 7 | 0 | 0 | 0 | 44 | 13 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 9 | 3 | 7 | 0 | 0 | 0 | 25 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 13 | 2 | 4 | 0 | 1 | 0 | 24 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 12 | 1 | 4 | 0 | 0 | 0 | 43 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **219** | **49** | **11** | **22** | **0** | **1** | **0** | **136** | **42** | **9** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 8 | 2 | 6 | 0 | 0 | 0 | 37 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 5 | 4 | 6 | 0 | 1 | 0 | 29 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 7 | 4 | 3 | 0 | 0 | 0 | 24 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 7 | 1 | 4 | 1 | 0 | 0 | 17 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **156** | **27** | **11** | **19** | **1** | **1** | **0** | **107** | **18** | **6** | **9** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 5 | 3 | 3 | 0 | 0 | 0 | 21 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 4 | 1 | 8 | 0 | 0 | 0 | 32 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 51 | 7 | 1 | 9 | 0 | 0 | 0 | 40 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 55 | 4 | 2 | 1 | 0 | 0 | 0 | 36 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **0** | **0** | **8** | **3** | **0** | **0** | **0** | **0** | **0** | **208** | **20** | **7** | **21** | **0** | **0** | **0** | **129** | **17** | **4** | **9** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 7 | 0 | 7 | 0 | 0 | 0 | 28 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 6 | 1 | 10 | 0 | 1 | 0 | 23 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 10 | 1 | 6 | 0 | 0 | 0 | 26 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 2 | 1 | 8 | 0 | 0 | 0 | 47 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **224** | **25** | **3** | **31** | **0** | **1** | **0** | **124** | **15** | **4** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 56 | 3 | 2 | 7 | 0 | 1 | 0 | 38 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 5 | 0 | 4 | 1 | 0 | 0 | 47 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 55 | 7 | 1 | 4 | 0 | 0 | 0 | 37 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 0 | 4 | 0 | 0 | 0 | 28 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **0** | **0** | **4** | **1** | **1** | **1** | **0** | **0** | **0** | **191** | **16** | **3** | **19** | **1** | **1** | **0** | **150** | **14** | **2** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

# APPENDIX L: A43 TRAFFIC COUNT DATA (FROM AECOM)




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| NDC NATIONWIDE DATA COLLECTION | **Site / Location:** | Site 1 - A43/B4100 | **Project No:** | 6102 | **Drawing No:** | 6102/01 | **Drawn By:** CW |
| | **Survey Date:** | Thursday 17th March 2016 | **Project Name:** | M40 Jct 10 | | | |
| | **Survey Times:** | 0600 - 1900 | **Drawing Title:** | Site Layout and Observed Movements | | | |




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| NDC NATIONWIDE DATA COLLECTION | **Site / Location:** | Sites 3 to 4 | **Project No:** | 6102 | **Drawing No:** | 6102/02 | **Drawn By:** CW |
| | **Survey Date:** | Thursday 17th March 2016 | **Project Name:** | M40 Jct 10 | | | |
| | **Survey Times:** | 0600 - 1900 | **Drawing Title:** | Site Layout and Observed Movements | | | |

**6102/ M40 JUNCTION 10**
**MARCH 2016**
**CLASSIFIED TURNING COUNT**

SITE: 1 DATE: 17/03/2016

LOCATION: A43/B4100 DAY: Thursday

| | A - D | | | | | | | | A - C | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TIME** | **CAR** | **LGV** | **OGV1** | **OGV2** | **PSV** | **MCL** | **PCL** | **TOT** | **CAR** | **LGV** | **OGV1** | **OGV2** | **PSV** | **MCL** | **PCL** | **TOT** |
| 06:00 | 15 | 2 | 0 | 3 | 0 | 0 | 0 | 20 | 95 | 45 | 21 | 41 | 0 | 0 | 0 | 202 |
| 06:15 | 35 | 4 | 3 | 1 | 0 | 0 | 0 | 43 | 195 | 51 | 23 | 39 | 0 | 1 | 0 | 309 |
| 06:30 | 54 | 13 | 2 | 2 | 0 | 0 | 0 | 71 | 253 | 74 | 29 | 41 | 0 | 0 | 0 | 397 |
| 06:45 | 48 | 10 | 1 | 1 | 0 | 0 | 0 | 60 | 274 | 90 | 27 | 50 | 0 | 4 | 0 | 445 |
| **H/TOT** | 152 | 29 | 6 | 7 | 0 | 0 | 0 | 194 | 817 | 260 | 100 | 171 | 0 | 5 | 0 | 1353 |
| 07:00 | 51 | 12 | 4 | 1 | 0 | 1 | 0 | 69 | 286 | 62 | 24 | 42 | 0 | 2 | 0 | 416 |
| 07:15 | 54 | 18 | 1 | 2 | 0 | 0 | 0 | 75 | 266 | 68 | 18 | 36 | 0 | 2 | 0 | 390 |
| 07:30 | 29 | 3 | 1 | 2 | 0 | 0 | 0 | 35 | 198 | 36 | 22 | 22 | 1 | 1 | 0 | 280 |
| 07:45 | 48 | 18 | 7 | 3 | 0 | 0 | 0 | 76 | 269 | 46 | 26 | 40 | 0 | 1 | 0 | 382 |
| **H/TOT** | 182 | 51 | 13 | 8 | 0 | 1 | 0 | 255 | 1019 | 212 | 90 | 140 | 1 | 6 | 0 | 1468 |
| 08:00 | 39 | 5 | 2 | 1 | 0 | 0 | 0 | 47 | 251 | 46 | 27 | 41 | 1 | 1 | 0 | 367 |
| 08:15 | 45 | 4 | 2 | 5 | 0 | 0 | 0 | 56 | 259 | 42 | 19 | 52 | 0 | 0 | 0 | 372 |
| 08:30 | 43 | 5 | 2 | 0 | 0 | 0 | 0 | 50 | 232 | 31 | 17 | 39 | 0 | 0 | 0 | 319 |
| 08:45 | 39 | 3 | 2 | 2 | 0 | 0 | 0 | 46 | 235 | 46 | 24 | 26 | 0 | 2 | 0 | 333 |
| **H/TOT** | 166 | 17 | 8 | 8 | 0 | 0 | 0 | 199 | 977 | 165 | 87 | 158 | 1 | 3 | 0 | 1391 |
| 09:00 | 25 | 9 | 5 | 2 | 0 | 0 | 0 | 41 | 247 | 42 | 18 | 39 | 2 | 0 | 0 | 348 |
| 09:15 | 48 | 4 | 0 | 0 | 0 | 0 | 0 | 52 | 236 | 38 | 18 | 37 | 3 | 0 | 0 | 332 |
| 09:30 | 35 | 10 | 1 | 4 | 0 | 0 | 0 | 50 | 166 | 29 | 7 | 35 | 2 | 0 | 0 | 239 |
| 09:45 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 34 | 192 | 44 | 20 | 33 | 0 | 0 | 0 | 289 |
| **H/TOT** | 137 | 28 | 6 | 6 | 0 | 0 | 0 | 177 | 841 | 153 | 63 | 144 | 7 | 0 | 0 | 1208 |
| 10:00 | 30 | 7 | 5 | 0 | 0 | 0 | 0 | 42 | 148 | 23 | 14 | 20 | 2 | 0 | 0 | 207 |
| 10:15 | 13 | 5 | 4 | 0 | 0 | 1 | 0 | 23 | 131 | 17 | 8 | 20 | 0 | 0 | 0 | 176 |
| 10:30 | 23 | 4 | 3 | 1 | 0 | 1 | 0 | 32 | 142 | 30 | 14 | 24 | 1 | 0 | 0 | 211 |
| 10:45 | 13 | 3 | 4 | 1 | 0 | 0 | 0 | 21 | 151 | 24 | 12 | 28 | 0 | 0 | 0 | 215 |
| **H/TOT** | 79 | 19 | 16 | 2 | 0 | 2 | 0 | 118 | 572 | 94 | 48 | 92 | 3 | 0 | 0 | 809 |
| 11:00 | 13 | 3 | 3 | 2 | 0 | 0 | 0 | 21 | 124 | 22 | 9 | 33 | 0 | 0 | 0 | 188 |
| 11:15 | 19 | 5 | 4 | 0 | 0 | 0 | 0 | 28 | 120 | 27 | 11 | 29 | 0 | 0 | 0 | 187 |
| 11:30 | 29 | 3 | 1 | 2 | 0 | 0 | 0 | 35 | 136 | 29 | 12 | 30 | 2 | 0 | 0 | 209 |
| 11:45 | 25 | 3 | 4 | 0 | 0 | 0 | 0 | 32 | 140 | 31 | 14 | 36 | 0 | 0 | 0 | 221 |
| **H/TOT** | 86 | 14 | 12 | 4 | 0 | 0 | 0 | 116 | 520 | 109 | 46 | 128 | 2 | 0 | 0 | 805 |
| 12:00 | 19 | 1 | 3 | 0 | 0 | 0 | 0 | 23 | 126 | 24 | 16 | 36 | 0 | 0 | 0 | 202 |
| 12:15 | 16 | 0 | 2 | 1 | 0 | 0 | 0 | 19 | 137 | 29 | 6 | 30 | 0 | 0 | 0 | 202 |
| 12:30 | 22 | 3 | 1 | 2 | 0 | 0 | 0 | 28 | 125 | 23 | 10 | 32 | 0 | 0 | 0 | 190 |
| 12:45 | 15 | 1 | 3 | 0 | 0 | 0 | 0 | 19 | 148 | 23 | 12 | 23 | 0 | 0 | 0 | 206 |
| **H/TOT** | 72 | 5 | 9 | 3 | 0 | 0 | 0 | 89 | 536 | 99 | 44 | 121 | 0 | 0 | 0 | 800 |
| 13:00 | 25 | 2 | 3 | 0 | 0 | 0 | 0 | 30 | 165 | 18 | 8 | 28 | 0 | 0 | 0 | 219 |
| 13:15 | 17 | 4 | 1 | 1 | 0 | 0 | 0 | 23 | 144 | 33 | 15 | 28 | 0 | 0 | 0 | 220 |
| 13:30 | 22 | 3 | 2 | 0 | 0 | 1 | 0 | 28 | 126 | 29 | 15 | 28 | 0 | 3 | 0 | 201 |
| 13:45 | 20 | 8 | 2 | 4 | 0 | 1 | 0 | 35 | 160 | 25 | 10 | 27 | 0 | 0 | 0 | 222 |
| **H/TOT** | 84 | 17 | 8 | 5 | 0 | 2 | 0 | 116 | 595 | 105 | 48 | 111 | 0 | 3 | 0 | 862 |
| 14:00 | 27 | 2 | 1 | 1 | 0 | 0 | 0 | 31 | 127 | 25 | 14 | 32 | 0 | 1 | 0 | 199 |
| 14:15 | 11 | 2 | 0 | 3 | 0 | 1 | 0 | 17 | 148 | 19 | 11 | 46 | 1 | 2 | 0 | 227 |
| 14:30 | 24 | 5 | 2 | 1 | 0 | 0 | 0 | 32 | 167 | 25 | 4 | 24 | 0 | 0 | 0 | 220 |
| 14:45 | 20 | 0 | 5 | 1 | 0 | 0 | 0 | 26 | 158 | 20 | 11 | 24 | 2 | 2 | 0 | 217 |
| **H/TOT** | 82 | 9 | 8 | 6 | 0 | 1 | 0 | 106 | 600 | 89 | 40 | 126 | 3 | 5 | 0 | 863 |
| 15:00 | 16 | 3 | 0 | 2 | 1 | 0 | 0 | 22 | 167 | 24 | 10 | 41 | 0 | 0 | 0 | 242 |
| 15:15 | 21 | 2 | 1 | 0 | 0 | 1 | 0 | 25 | 171 | 28 | 13 | 29 | 0 | 0 | 0 | 241 |
| 15:30 | 27 | 5 | 2 | 0 | 0 | 0 | 0 | 34 | 211 | 26 | 16 | 34 | 0 | 1 | 0 | 288 |
| 15:45 | 31 | 1 | 0 | 2 | 0 | 0 | 0 | 34 | 212 | 35 | 9 | 28 | 0 | 4 | 0 | 288 |
| **H/TOT** | 95 | 11 | 3 | 4 | 1 | 1 | 0 | 115 | 761 | 113 | 48 | 132 | 0 | 5 | 0 | 1059 |
| 16:00 | 35 | 2 | 1 | 1 | 0 | 0 | 0 | 39 | 221 | 27 | 8 | 27 | 0 | 0 | 0 | 283 |
| 16:15 | 26 | 6 | 0 | 1 | 0 | 0 | 0 | 33 | 217 | 21 | 10 | 17 | 0 | 0 | 0 | 265 |
| 16:30 | 55 | 3 | 1 | 0 | 0 | 0 | 0 | 59 | 221 | 23 | 6 | 18 | 0 | 0 | 0 | 268 |
| 16:45 | 59 | 4 | 2 | 0 | 0 | 0 | 0 | 65 | 236 | 33 | 8 | 18 | 1 | 2 | 0 | 298 |
| **H/TOT** | 175 | 15 | 4 | 2 | 0 | 0 | 0 | 196 | 895 | 104 | 32 | 80 | 1 | 2 | 0 | 1114 |
| 17:00 | 62 | 6 | 1 | 3 | 0 | 1 | 0 | 73 | 258 | 30 | 8 | 19 | 1 | 1 | 0 | 317 |
| 17:15 | 53 | 6 | 1 | 0 | 1 | 0 | 0 | 61 | 265 | 13 | 9 | 21 | 0 | 0 | 0 | 308 |
| 17:30 | 49 | 2 | 0 | 1 | 0 | 0 | 0 | 52 | 216 | 10 | 3 | 22 | 0 | 0 | 0 | 251 |
| 17:45 | 63 | 3 | 1 | 1 | 1 | 0 | 0 | 69 | 243 | 23 | 5 | 26 | 0 | 0 | 0 | 297 |
| **H/TOT** | 227 | 17 | 3 | 5 | 2 | 1 | 0 | 255 | 982 | 76 | 25 | 88 | 1 | 1 | 0 | 1173 |
| 18:00 | 36 | 3 | 0 | 0 | 0 | 1 | 0 | 40 | 204 | 12 | 2 | 17 | 0 | 0 | 0 | 235 |
| 18:15 | 45 | 3 | 1 | 2 | 0 | 0 | 0 | 51 | 237 | 19 | 6 | 32 | 0 | 1 | 0 | 295 |
| 18:30 | 45 | 4 | 0 | 1 | 0 | 1 | 0 | 51 | 188 | 16 | 5 | 23 | 0 | 1 | 0 | 233 |
| 18:45 | 31 | 3 | 0 | 2 | 0 | 0 | 0 | 36 | 172 | 10 | 5 | 10 | 0 | 1 | 0 | 198 |
| **H/TOT** | 157 | 13 | 1 | 5 | 0 | 2 | 0 | 178 | 801 | 57 | 18 | 82 | 0 | 3 | 0 | 961 |
| **P/TOT** | 1694 | 245 | 97 | 65 | 3 | 10 | 0 | 2114 | 9916 | 1636 | 689 | 1573 | 19 | 33 | 0 | 13866 |

SITE: 1 DATE: 17/03/2016

LOCATION: A43/B4100 DAY: Thursday

| | A - B | | | | | | | | A - A | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:15 | 8 | 4 | 0 | 2 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 26 | 8 | 2 | 2 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 13 | 7 | 2 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 40 | 13 | 4 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 11 | 5 | 4 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 15 | 3 | 3 | 1 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 44 | 12 | 9 | 3 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 6 | 0 | 2 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 26 | 5 | 7 | 2 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 21 | 6 | 1 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 15 | 5 | 2 | 1 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 22 | 1 | 2 | 1 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 18 | 6 | 8 | 2 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 9 | 2 | 2 | 3 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 36 | 4 | 6 | 3 | 0 | 0 | 0 | 49 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 35 | 7 | 5 | 2 | 0 | 0 | 0 | 49 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **P/TOT** | 340 | 77 | 48 | 16 | 0 | 0 | 0 | 481 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |

SITE: 1 DATE: 17/03/2016

LOCATION: A43/B4100 DAY: Thursday

| | B - A | | | | | | | | B - D | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 8 | 13 | 5 | 0 | 3 | 0 | 0 | 0 | 21 |
| 06:15 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 5 | 13 | 0 | 2 | 3 | 0 | 1 | 0 | 19 |
| 06:30 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 8 | 29 | 11 | 2 | 0 | 0 | 0 | 0 | 42 |
| 06:45 | 6 | 2 | 0 | 2 | 0 | 1 | 0 | 11 | 34 | 6 | 1 | 0 | 1 | 0 | 0 | 42 |
| **H/TOT** | 19 | 7 | 0 | 5 | 0 | 1 | 0 | 32 | 89 | 22 | 5 | 6 | 1 | 1 | 0 | 124 |
| 07:00 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 41 |
| 07:15 | 21 | 4 | 2 | 0 | 0 | 0 | 0 | 27 | 45 | 8 | 2 | 1 | 0 | 0 | 0 | 56 |
| 07:30 | 17 | 3 | 3 | 1 | 0 | 0 | 0 | 24 | 55 | 6 | 2 | 0 | 1 | 0 | 0 | 64 |
| 07:45 | 18 | 3 | 0 | 1 | 0 | 0 | 0 | 22 | 47 | 4 | 2 | 2 | 0 | 0 | 0 | 55 |
| **H/TOT** | 59 | 13 | 5 | 2 | 0 | 0 | 0 | 79 | 184 | 22 | 6 | 3 | 1 | 0 | 0 | 216 |
| 08:00 | 24 | 3 | 3 | 1 | 0 | 0 | 0 | 31 | 73 | 12 | 11 | 1 | 0 | 0 | 0 | 97 |
| 08:15 | 20 | 1 | 4 | 1 | 0 | 0 | 0 | 26 | 45 | 5 | 0 | 1 | 0 | 0 | 0 | 51 |
| 08:30 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 15 | 59 | 9 | 2 | 0 | 3 | 0 | 0 | 73 |
| 08:45 | 17 | 1 | 2 | 1 | 0 | 0 | 0 | 21 | 48 | 6 | 3 | 2 | 4 | 0 | 0 | 63 |
| **H/TOT** | 71 | 9 | 10 | 3 | 0 | 0 | 0 | 93 | 225 | 32 | 16 | 4 | 7 | 0 | 0 | 284 |
| 09:00 | 10 | 2 | 0 | 1 | 1 | 0 | 0 | 14 | 41 | 5 | 4 | 1 | 1 | 0 | 0 | 52 |
| 09:15 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 10 | 22 | 9 | 3 | 3 | 0 | 0 | 0 | 37 |
| 09:30 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 8 | 28 | 4 | 1 | 2 | 0 | 0 | 0 | 35 |
| 09:45 | 11 | 3 | 3 | 1 | 0 | 0 | 0 | 18 | 24 | 4 | 3 | 0 | 0 | 0 | 0 | 31 |
| **H/TOT** | 31 | 9 | 7 | 2 | 1 | 0 | 0 | 50 | 115 | 22 | 11 | 6 | 1 | 0 | 0 | 155 |
| 10:00 | 9 | 2 | 2 | 1 | 0 | 0 | 0 | 14 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 23 | 7 | 3 | 1 | 0 | 0 | 0 | 34 |
| 10:30 | 11 | 3 | 2 | 1 | 0 | 0 | 0 | 17 | 20 | 2 | 2 | 1 | 0 | 0 | 0 | 25 |
| 10:45 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 22 | 9 | 0 | 2 | 0 | 0 | 0 | 33 |
| **H/TOT** | 25 | 5 | 5 | 4 | 0 | 0 | 0 | 39 | 89 | 22 | 5 | 4 | 0 | 0 | 0 | 120 |
| 11:00 | 2 | 5 | 1 | 1 | 0 | 0 | 0 | 9 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:15 | 6 | 1 | 2 | 0 | 0 | 1 | 0 | 10 | 23 | 6 | 1 | 0 | 0 | 0 | 0 | 30 |
| 11:30 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 18 | 11 | 0 | 0 | 0 | 0 | 0 | 29 |
| 11:45 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 13 | 30 | 10 | 2 | 0 | 0 | 0 | 0 | 42 |
| **H/TOT** | 18 | 14 | 6 | 1 | 0 | 1 | 0 | 40 | 86 | 29 | 3 | 0 | 0 | 0 | 0 | 118 |
| 12:00 | 14 | 3 | 2 | 0 | 0 | 1 | 0 | 20 | 21 | 10 | 3 | 0 | 0 | 0 | 0 | 34 |
| 12:15 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 10 | 13 | 7 | 0 | 0 | 0 | 1 | 0 | 21 |
| 12:30 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 13 | 23 | 7 | 1 | 0 | 0 | 0 | 0 | 31 |
| 12:45 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 10 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 39 |
| **H/TOT** | 28 | 15 | 7 | 2 | 0 | 1 | 0 | 53 | 91 | 29 | 4 | 0 | 0 | 1 | 0 | 125 |
| 13:00 | 11 | 4 | 1 | 1 | 0 | 0 | 0 | 17 | 25 | 3 | 0 | 1 | 0 | 0 | 0 | 29 |
| 13:15 | 7 | 5 | 2 | 2 | 0 | 0 | 0 | 16 | 17 | 4 | 5 | 1 | 0 | 0 | 0 | 27 |
| 13:30 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 8 | 16 | 7 | 0 | 2 | 0 | 2 | 0 | 27 |
| 13:45 | 13 | 4 | 3 | 2 | 0 | 0 | 0 | 22 | 29 | 0 | 1 | 1 | 0 | 0 | 0 | 31 |
| **H/TOT** | 35 | 15 | 8 | 5 | 0 | 0 | 0 | 63 | 87 | 14 | 6 | 5 | 0 | 2 | 0 | 114 |
| 14:00 | 7 | 2 | 0 | 3 | 0 | 0 | 0 | 12 | 21 | 8 | 1 | 0 | 0 | 0 | 0 | 30 |
| 14:15 | 7 | 5 | 2 | 1 | 0 | 1 | 0 | 16 | 31 | 3 | 2 | 0 | 0 | 0 | 0 | 36 |
| 14:30 | 9 | 3 | 1 | 1 | 0 | 1 | 0 | 15 | 25 | 6 | 1 | 1 | 0 | 0 | 0 | 33 |
| 14:45 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 26 | 1 | 2 | 0 | 0 | 3 | 0 | 32 |
| **H/TOT** | 32 | 12 | 3 | 5 | 0 | 2 | 0 | 54 | 103 | 18 | 6 | 1 | 0 | 3 | 0 | 131 |
| 15:00 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 10 | 31 | 5 | 3 | 1 | 0 | 2 | 0 | 42 |
| 15:15 | 10 | 3 | 3 | 0 | 0 | 1 | 0 | 17 | 29 | 3 | 1 | 0 | 0 | 0 | 0 | 33 |
| 15:30 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 15 | 29 | 8 | 1 | 2 | 1 | 0 | 0 | 41 |
| 15:45 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 16 | 44 | 6 | 4 | 0 | 1 | 0 | 0 | 55 |
| **H/TOT** | 37 | 12 | 6 | 2 | 0 | 1 | 0 | 58 | 133 | 22 | 9 | 3 | 2 | 2 | 0 | 171 |
| 16:00 | 13 | 2 | 1 | 1 | 0 | 0 | 0 | 17 | 49 | 9 | 2 | 1 | 4 | 0 | 0 | 65 |
| 16:15 | 13 | 3 | 0 | 1 | 0 | 1 | 0 | 18 | 46 | 7 | 2 | 0 | 0 | 1 | 0 | 56 |
| 16:30 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 14 | 48 | 8 | 2 | 0 | 0 | 0 | 0 | 58 |
| 16:45 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 14 | 39 | 11 | 2 | 0 | 1 | 0 | 0 | 53 |
| **H/TOT** | 45 | 11 | 4 | 2 | 0 | 1 | 0 | 63 | 182 | 35 | 8 | 1 | 5 | 1 | 0 | 232 |
| 17:00 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 14 | 48 | 6 | 2 | 0 | 0 | 2 | 0 | 58 |
| 17:15 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 59 | 8 | 1 | 1 | 0 | 0 | 0 | 69 |
| 17:30 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 17:45 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 14 | 50 | 5 | 1 | 0 | 0 | 0 | 0 | 56 |
| **H/TOT** | 47 | 10 | 2 | 0 | 0 | 0 | 0 | 59 | 222 | 19 | 4 | 1 | 0 | 2 | 0 | 248 |
| 18:00 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 15 | 46 | 0 | 0 | 2 | 0 | 0 | 0 | 48 |
| 18:15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 45 | 6 | 0 | 0 | 0 | 0 | 0 | 51 |
| 18:30 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 15 | 41 | 2 | 1 | 0 | 0 | 0 | 0 | 44 |
| 18:45 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 26 |
| **H/TOT** | 39 | 10 | 0 | 2 | 0 | 0 | 0 | 51 | 155 | 11 | 1 | 2 | 0 | 0 | 0 | 169 |
| **P/TOT** | 486 | 142 | 63 | 35 | 1 | 7 | 0 | 734 | 1761 | 297 | 84 | 36 | 17 | 12 | 0 | 2207 |

SITE: 1 DATE: 17/03/2016

LOCATION: A43/B4100 DAY: Thursday

| | B - C | | | | | | | | B - B | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 11 | 2 | 2 | 2 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:15 | 25 | 12 | 3 | 0 | 1 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 | 27 | 7 | 2 | 2 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 16 | 3 | 5 | 2 | 0 | 0 | 0 | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 79 | 24 | 12 | 6 | 1 | 0 | 0 | 122 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 07:00 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 27 | 6 | 1 | 1 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 46 | 4 | 3 | 0 | 0 | 0 | 0 | 53 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 36 | 7 | 1 | 0 | 0 | 0 | 0 | 44 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 123 | 21 | 5 | 2 | 0 | 0 | 0 | 151 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | 36 | 1 | 1 | 1 | 0 | 0 | 0 | 39 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 28 | 2 | 7 | 1 | 0 | 0 | 0 | 38 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 | 23 | 5 | 0 | 1 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 20 | 7 | 1 | 1 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 107 | 15 | 9 | 4 | 0 | 0 | 0 | 135 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:00 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:15 | 34 | 0 | 2 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 28 | 10 | 2 | 0 | 0 | 0 | 0 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 | 17 | 2 | 4 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 106 | 16 | 8 | 0 | 0 | 0 | 0 | 130 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 13 | 4 | 3 | 0 | 0 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 | 12 | 6 | 4 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 | 14 | 1 | 3 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 10:45 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 60 | 15 | 10 | 0 | 0 | 0 | 0 | 85 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | 16 | 2 | 0 | 2 | 0 | 0 | 0 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:15 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 | 18 | 4 | 5 | 1 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 15 | 7 | 0 | 1 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 68 | 17 | 5 | 4 | 0 | 0 | 0 | 94 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:00 | 15 | 3 | 2 | 2 | 0 | 0 | 0 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 12:45 | 13 | 4 | 2 | 2 | 0 | 0 | 0 | 21 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| H/TOT | 60 | 13 | 6 | 4 | 0 | 0 | 0 | 83 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 7 |
| 13:00 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:15 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:30 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 12 | 2 | 3 | 0 | 0 | 0 | 0 | 17 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| H/TOT | 57 | 13 | 5 | 0 | 0 | 0 | 0 | 75 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:00 | 12 | 2 | 1 | 3 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 12 | 2 | 1 | 1 | 0 | 0 | 0 | 16 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 14:30 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 14:45 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 49 | 6 | 5 | 4 | 0 | 0 | 0 | 64 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 15 | 1 | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| H/TOT | 51 | 17 | 3 | 1 | 1 | 0 | 0 | 73 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 5 |
| 16:00 | 16 | 0 | 1 | 1 | 1 | 1 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 16:30 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| H/TOT | 59 | 7 | 3 | 1 | 1 | 1 | 0 | 72 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 17:00 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 10 | 3 | 3 | 1 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 13 | 5 | 2 | 0 | 0 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 36 | 10 | 7 | 1 | 0 | 0 | 0 | 54 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 33 | 7 | 0 | 1 | 0 | 0 | 0 | 41 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| P/TOT | 888 | 181 | 78 | 28 | 3 | 1 | 0 | 1179 | 36 | 22 | 8 | 2 | 2 | 0 | 0 | 70 |

SITE: 1 DATE: 17/03/2016

LOCATION: A43/B4100 DAY: Thursday

| | C - B | | | | | | | | C - A | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 9 | 32 | 13 | 5 | 22 | 0 | 0 | 0 | 72 |
| 06:15 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 5 | 46 | 26 | 9 | 28 | 0 | 1 | 0 | 110 |
| 06:30 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 12 | 85 | 26 | 14 | 29 | 0 | 0 | 0 | 154 |
| 06:45 | 4 | 7 | 2 | 2 | 0 | 0 | 0 | 15 | 118 | 20 | 14 | 25 | 0 | 1 | 0 | 178 |
| H/TOT | 15 | 15 | 4 | 7 | 0 | 0 | 0 | 41 | 281 | 85 | 42 | 104 | 0 | 2 | 0 | 514 |
| 07:00 | 15 | 10 | 2 | 0 | 1 | 0 | 0 | 28 | 150 | 23 | 15 | 28 | 0 | 0 | 0 | 216 |
| 07:15 | 12 | 7 | 2 | 2 | 0 | 0 | 0 | 23 | 192 | 22 | 14 | 29 | 1 | 0 | 0 | 258 |
| 07:30 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 23 | 186 | 19 | 14 | 30 | 0 | 0 | 0 | 249 |
| 07:45 | 14 | 6 | 4 | 2 | 0 | 0 | 0 | 26 | 212 | 24 | 10 | 23 | 0 | 2 | 0 | 271 |
| H/TOT | 57 | 28 | 10 | 4 | 1 | 0 | 0 | 100 | 740 | 88 | 53 | 110 | 1 | 2 | 0 | 994 |
| 08:00 | 16 | 5 | 5 | 2 | 1 | 0 | 0 | 29 | 233 | 26 | 12 | 23 | 0 | 0 | 0 | 294 |
| 08:15 | 19 | 3 | 0 | 2 | 0 | 0 | 0 | 24 | 185 | 16 | 12 | 27 | 0 | 0 | 0 | 240 |
| 08:30 | 31 | 6 | 0 | 3 | 0 | 0 | 0 | 40 | 189 | 19 | 14 | 20 | 0 | 2 | 0 | 244 |
| 08:45 | 19 | 0 | 0 | 2 | 0 | 0 | 0 | 21 | 146 | 17 | 13 | 30 | 0 | 0 | 0 | 206 |
| H/TOT | 85 | 14 | 5 | 9 | 1 | 0 | 0 | 114 | 753 | 78 | 51 | 100 | 0 | 2 | 0 | 984 |
| 09:00 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 17 | 130 | 22 | 15 | 31 | 0 | 0 | 0 | 198 |
| 09:15 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17 | 144 | 18 | 11 | 21 | 0 | 0 | 0 | 194 |
| 09:30 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 12 | 134 | 26 | 11 | 23 | 0 | 0 | 0 | 194 |
| 09:45 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 10 | 142 | 20 | 16 | 34 | 0 | 0 | 0 | 212 |
| H/TOT | 38 | 14 | 4 | 0 | 0 | 0 | 0 | 56 | 550 | 86 | 53 | 109 | 0 | 0 | 0 | 798 |
| 10:00 | 15 | 3 | 2 | 4 | 0 | 0 | 0 | 24 | 126 | 34 | 5 | 34 | 1 | 0 | 0 | 200 |
| 10:15 | 11 | 0 | 3 | 1 | 0 | 0 | 0 | 15 | 151 | 26 | 15 | 39 | 0 | 0 | 0 | 231 |
| 10:30 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 19 | 108 | 29 | 18 | 38 | 0 | 0 | 0 | 193 |
| 10:45 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 17 | 137 | 19 | 15 | 34 | 0 | 0 | 0 | 205 |
| H/TOT | 50 | 14 | 6 | 5 | 0 | 0 | 0 | 75 | 522 | 108 | 53 | 145 | 1 | 0 | 0 | 829 |
| 11:00 | 10 | 3 | 1 | 0 | 0 | 1 | 0 | 15 | 116 | 28 | 23 | 41 | 0 | 0 | 0 | 208 |
| 11:15 | 9 | 1 | 1 | 1 | 0 | 1 | 0 | 13 | 130 | 30 | 22 | 44 | 0 | 0 | 0 | 226 |
| 11:30 | 5 | 7 | 2 | 1 | 0 | 0 | 0 | 15 | 138 | 34 | 15 | 22 | 0 | 0 | 0 | 209 |
| 11:45 | 5 | 3 | 2 | 1 | 0 | 1 | 0 | 12 | 130 | 35 | 14 | 41 | 0 | 0 | 0 | 220 |
| H/TOT | 29 | 14 | 6 | 3 | 0 | 3 | 0 | 55 | 514 | 127 | 74 | 148 | 0 | 0 | 0 | 863 |
| 12:00 | 23 | 3 | 3 | 1 | 1 | 0 | 0 | 31 | 140 | 32 | 26 | 30 | 0 | 0 | 0 | 228 |
| 12:15 | 13 | 3 | 1 | 1 | 0 | 0 | 0 | 18 | 129 | 24 | 17 | 29 | 0 | 1 | 0 | 200 |
| 12:30 | 14 | 8 | 2 | 2 | 0 | 0 | 0 | 26 | 124 | 27 | 16 | 34 | 0 | 2 | 0 | 203 |
| 12:45 | 17 | 5 | 2 | 1 | 0 | 0 | 0 | 25 | 129 | 32 | 16 | 38 | 6 | 0 | 0 | 221 |
| H/TOT | 67 | 19 | 8 | 5 | 1 | 0 | 0 | 100 | 522 | 115 | 75 | 131 | 6 | 3 | 0 | 852 |
| 13:00 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 24 | 146 | 35 | 20 | 27 | 0 | 0 | 0 | 228 |
| 13:15 | 10 | 5 | 4 | 2 | 0 | 0 | 0 | 21 | 157 | 31 | 28 | 39 | 0 | 0 | 0 | 255 |
| 13:30 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 17 | 154 | 38 | 17 | 39 | 0 | 0 | 0 | 248 |
| 13:45 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 24 | 164 | 44 | 17 | 43 | 2 | 1 | 0 | 271 |
| H/TOT | 57 | 20 | 5 | 4 | 0 | 0 | 0 | 86 | 621 | 148 | 82 | 148 | 2 | 1 | 0 | 1002 |
| 14:00 | 19 | 5 | 2 | 1 | 0 | 0 | 0 | 27 | 196 | 38 | 8 | 33 | 0 | 0 | 0 | 275 |
| 14:15 | 9 | 2 | 2 | 1 | 0 | 0 | 0 | 14 | 181 | 41 | 26 | 38 | 0 | 0 | 0 | 286 |
| 14:30 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 200 | 41 | 18 | 36 | 0 | 0 | 0 | 295 |
| 14:45 | 19 | 2 | 2 | 0 | 0 | 0 | 0 | 23 | 206 | 33 | 11 | 47 | 0 | 1 | 0 | 298 |
| H/TOT | 63 | 10 | 6 | 2 | 0 | 0 | 0 | 81 | 783 | 153 | 63 | 154 | 0 | 1 | 0 | 1154 |
| 15:00 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 13 | 209 | 52 | 15 | 37 | 0 | 0 | 0 | 313 |
| 15:15 | 16 | 4 | 3 | 0 | 0 | 1 | 0 | 24 | 191 | 40 | 22 | 30 | 0 | 1 | 0 | 284 |
| 15:30 | 23 | 7 | 1 | 1 | 0 | 0 | 0 | 32 | 221 | 41 | 13 | 40 | 0 | 1 | 0 | 316 |
| 15:45 | 20 | 10 | 2 | 2 | 0 | 0 | 0 | 34 | 258 | 45 | 20 | 35 | 0 | 2 | 0 | 360 |
| H/TOT | 68 | 23 | 8 | 3 | 0 | 1 | 0 | 103 | 879 | 178 | 70 | 142 | 0 | 4 | 0 | 1273 |
| 16:00 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 17 | 254 | 52 | 27 | 36 | 0 | 1 | 0 | 370 |
| 16:15 | 16 | 3 | 2 | 0 | 0 | 0 | 0 | 21 | 297 | 56 | 12 | 41 | 1 | 2 | 0 | 409 |
| 16:30 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 327 | 49 | 5 | 27 | 1 | 0 | 0 | 409 |
| 16:45 | 12 | 5 | 4 | 0 | 0 | 0 | 0 | 21 | 346 | 51 | 7 | 23 | 0 | 2 | 0 | 429 |
| H/TOT | 61 | 14 | 6 | 1 | 0 | 0 | 0 | 82 | 1224 | 208 | 51 | 127 | 2 | 5 | 0 | 1617 |
| 17:00 | 28 | 2 | 1 | 0 | 0 | 0 | 0 | 31 | 349 | 66 | 13 | 22 | 0 | 0 | 0 | 450 |
| 17:15 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 28 | 352 | 43 | 7 | 28 | 0 | 1 | 0 | 431 |
| 17:30 | 25 | 3 | 1 | 0 | 0 | 0 | 0 | 29 | 344 | 52 | 12 | 29 | 0 | 7 | 0 | 444 |
| 17:45 | 29 | 6 | 1 | 1 | 0 | 0 | 0 | 37 | 336 | 35 | 8 | 27 | 1 | 4 | 0 | 411 |
| H/TOT | 106 | 14 | 4 | 1 | 0 | 0 | 0 | 125 | 1381 | 196 | 40 | 106 | 1 | 12 | 0 | 1736 |
| 18:00 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 375 | 46 | 16 | 20 | 0 | 2 | 0 | 459 |
| 18:15 | 19 | 1 | 1 | 1 | 0 | 0 | 0 | 22 | 359 | 25 | 14 | 29 | 0 | 0 | 0 | 427 |
| 18:30 | 20 | 2 | 0 | 0 | 1 | 0 | 0 | 23 | 319 | 23 | 12 | 17 | 0 | 2 | 0 | 373 |
| 18:45 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 262 | 19 | 11 | 23 | 0 | 0 | 0 | 315 |
| H/TOT | 82 | 6 | 1 | 1 | 1 | 0 | 0 | 91 | 1315 | 113 | 53 | 89 | 0 | 4 | 0 | 1574 |
| P/TOT | 778 | 205 | 73 | 45 | 4 | 4 | 0 | 1109 | 10085 | 1683 | 760 | 1613 | 13 | 36 | 0 | 14190 |

SITE: 1 DATE: 17/03/2016

LOCATION: A43/B4100 DAY: Thursday

| | C - D | | | | | | | | C - C | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 06:15 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 06:30 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:45 | 24 | 8 | 1 | 4 | 0 | 0 | 0 | 37 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| **H/TOT** | 60 | 11 | 1 | 4 | 0 | 0 | 0 | 76 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 19 |
| 07:00 | 31 | 11 | 3 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 29 | 9 | 0 | 1 | 0 | 0 | 0 | 39 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:30 | 36 | 8 | 1 | 2 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 23 | 13 | 0 | 3 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 119 | 41 | 4 | 6 | 0 | 0 | 0 | 170 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 08:00 | 21 | 7 | 2 | 2 | 0 | 0 | 0 | 32 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 30 | 11 | 4 | 3 | 0 | 0 | 0 | 48 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 08:30 | 25 | 3 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 18 | 7 | 0 | 2 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 94 | 28 | 7 | 7 | 0 | 0 | 0 | 136 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 7 |
| 09:00 | 18 | 2 | 1 | 2 | 0 | 0 | 0 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:15 | 15 | 4 | 1 | 1 | 0 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:30 | 21 | 6 | 2 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 16 | 4 | 2 | 2 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 70 | 16 | 6 | 5 | 0 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 15 | 2 | 3 | 2 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 17 | 5 | 2 | 1 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 14 | 3 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 57 | 10 | 7 | 6 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 11:15 | 10 | 0 | 0 | 3 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| 11:45 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 59 | 2 | 1 | 5 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 12:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 12:15 | 16 | 3 | 2 | 2 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 12:30 | 14 | 0 | 2 | 1 | 0 | 0 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:45 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **H/TOT** | 66 | 3 | 4 | 3 | 0 | 0 | 0 | 76 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 9 |
| 13:00 | 25 | 5 | 3 | 1 | 0 | 0 | 0 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:15 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 20 | 1 | 2 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| **H/TOT** | 75 | 12 | 6 | 1 | 0 | 0 | 0 | 94 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 18 | 4 | 1 | 2 | 0 | 0 | 0 | 25 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 5 |
| 14:30 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 24 | 1 | 1 | 1 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 82 | 7 | 2 | 3 | 0 | 0 | 0 | 94 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 5 |
| 15:00 | 15 | 8 | 2 | 2 | 0 | 0 | 0 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:30 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 |
| 15:45 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 51 | 17 | 4 | 3 | 0 | 0 | 0 | 75 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 6 |
| 16:00 | 13 | 1 | 0 | 1 | 1 | 0 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 15 | 4 | 3 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 25 | 3 | 0 | 3 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 78 | 8 | 3 | 4 | 2 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **H/TOT** | 93 | 2 | 1 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **H/TOT** | 68 | 6 | 0 | 0 | 0 | 0 | 0 | 74 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **P/TOT** | 972 | 163 | 46 | 47 | 2 | 0 | 0 | 1230 | 43 | 16 | 5 | 11 | 0 | 0 | 0 | 75 |

SITE: 1 DATE: 17/03/2016

LOCATION: A43/B4100 DAY: Thursday

| | D - C | | | | | | | | D - B | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 13 | 1 | 2 | 1 | 1 | 0 | 0 | 18 | 18 | 3 | 0 | 0 | 0 | 1 | 0 | 22 |
| 06:15 | 10 | 1 | 2 | 2 | 0 | 0 | 0 | 15 | 14 | 4 | 0 | 1 | 0 | 1 | 0 | 20 |
| 06:30 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 25 | 2 | 0 | 0 | 1 | 0 | 0 | 28 |
| 06:45 | 24 | 1 | 1 | 0 | 0 | 0 | 0 | 26 | 18 | 6 | 0 | 0 | 0 | 1 | 0 | 25 |
| H/TOT | 57 | 6 | 5 | 3 | 1 | 0 | 0 | 72 | 75 | 15 | 0 | 1 | 1 | 3 | 0 | 95 |
| 07:00 | 20 | 2 | 1 | 1 | 0 | 0 | 0 | 24 | 27 | 11 | 3 | 0 | 2 | 0 | 0 | 43 |
| 07:15 | 22 | 2 | 0 | 2 | 0 | 0 | 0 | 26 | 37 | 4 | 1 | 0 | 1 | 0 | 0 | 43 |
| 07:30 | 17 | 3 | 0 | 2 | 0 | 0 | 0 | 22 | 48 | 7 | 2 | 2 | 1 | 0 | 0 | 60 |
| 07:45 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 21 | 46 | 9 | 0 | 2 | 0 | 0 | 0 | 57 |
| H/TOT | 77 | 9 | 1 | 5 | 1 | 0 | 0 | 93 | 158 | 31 | 6 | 4 | 4 | 0 | 0 | 203 |
| 08:00 | 37 | 0 | 1 | 0 | 0 | 0 | 0 | 38 | 54 | 8 | 0 | 2 | 1 | 0 | 0 | 65 |
| 08:15 | 19 | 1 | 2 | 1 | 0 | 0 | 0 | 23 | 45 | 5 | 2 | 0 | 0 | 0 | 0 | 52 |
| 08:30 | 15 | 1 | 2 | 1 | 0 | 0 | 0 | 19 | 51 | 5 | 1 | 1 | 0 | 0 | 1 | 59 |
| 08:45 | 17 | 2 | 1 | 2 | 0 | 0 | 0 | 22 | 30 | 7 | 2 | 0 | 0 | 0 | 0 | 39 |
| H/TOT | 88 | 4 | 6 | 4 | 0 | 0 | 0 | 102 | 180 | 25 | 5 | 3 | 1 | 0 | 1 | 215 |
| 09:00 | 13 | 1 | 0 | 2 | 0 | 0 | 0 | 16 | 35 | 3 | 0 | 1 | 0 | 0 | 0 | 39 |
| 09:15 | 16 | 2 | 2 | 0 | 0 | 0 | 0 | 20 | 28 | 8 | 3 | 0 | 0 | 0 | 0 | 39 |
| 09:30 | 12 | 1 | 2 | 2 | 0 | 0 | 0 | 17 | 22 | 3 | 3 | 1 | 0 | 0 | 0 | 29 |
| 09:45 | 15 | 3 | 1 | 1 | 0 | 0 | 0 | 20 | 22 | 4 | 0 | 2 | 0 | 0 | 0 | 28 |
| H/TOT | 56 | 7 | 5 | 5 | 0 | 0 | 0 | 73 | 107 | 18 | 6 | 4 | 0 | 0 | 0 | 135 |
| 10:00 | 14 | 0 | 1 | 1 | 0 | 0 | 0 | 16 | 23 | 7 | 3 | 2 | 0 | 0 | 0 | 35 |
| 10:15 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 12 | 26 | 4 | 1 | 1 | 0 | 2 | 0 | 34 |
| 10:30 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 13 | 17 | 4 | 1 | 1 | 0 | 3 | 0 | 26 |
| 10:45 | 6 | 3 | 2 | 2 | 0 | 0 | 0 | 13 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 25 |
| H/TOT | 35 | 9 | 5 | 5 | 0 | 0 | 0 | 54 | 88 | 17 | 6 | 4 | 0 | 5 | 0 | 120 |
| 11:00 | 8 | 4 | 2 | 2 | 0 | 0 | 0 | 16 | 28 | 3 | 2 | 1 | 0 | 1 | 0 | 35 |
| 11:15 | 10 | 5 | 2 | 1 | 0 | 0 | 0 | 18 | 28 | 8 | 2 | 1 | 0 | 2 | 0 | 41 |
| 11:30 | 10 | 2 | 2 | 1 | 0 | 0 | 0 | 15 | 32 | 4 | 0 | 0 | 0 | 1 | 0 | 37 |
| 11:45 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 11 | 25 | 7 | 3 | 0 | 1 | 0 | 0 | 36 |
| H/TOT | 33 | 14 | 8 | 5 | 0 | 0 | 0 | 60 | 113 | 22 | 7 | 2 | 1 | 4 | 0 | 149 |
| 12:00 | 13 | 3 | 2 | 1 | 0 | 0 | 0 | 19 | 33 | 7 | 2 | 0 | 0 | 0 | 0 | 42 |
| 12:15 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 8 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12:30 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 34 | 5 | 1 | 4 | 0 | 0 | 0 | 44 |
| 12:45 | 7 | 1 | 2 | 1 | 0 | 0 | 0 | 11 | 34 | 4 | 0 | 1 | 0 | 0 | 0 | 39 |
| H/TOT | 28 | 6 | 5 | 5 | 0 | 0 | 0 | 44 | 127 | 22 | 3 | 5 | 0 | 0 | 0 | 157 |
| 13:00 | 11 | 3 | 0 | 2 | 0 | 0 | 0 | 16 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 24 |
| 13:15 | 6 | 3 | 1 | 3 | 0 | 0 | 0 | 13 | 39 | 7 | 0 | 0 | 0 | 0 | 0 | 46 |
| 13:30 | 10 | 1 | 0 | 3 | 0 | 0 | 0 | 14 | 25 | 7 | 4 | 2 | 0 | 0 | 0 | 38 |
| 13:45 | 9 | 2 | 3 | 1 | 0 | 0 | 0 | 15 | 23 | 7 | 0 | 2 | 0 | 0 | 0 | 32 |
| H/TOT | 36 | 9 | 4 | 9 | 0 | 0 | 0 | 58 | 106 | 25 | 4 | 5 | 0 | 0 | 0 | 140 |
| 14:00 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 17 | 29 | 5 | 6 | 0 | 0 | 0 | 0 | 40 |
| 14:15 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 11 | 17 | 4 | 2 | 1 | 3 | 2 | 0 | 29 |
| 14:30 | 13 | 4 | 2 | 0 | 0 | 0 | 0 | 19 | 31 | 7 | 0 | 2 | 2 | 0 | 0 | 42 |
| 14:45 | 15 | 6 | 2 | 0 | 0 | 0 | 0 | 23 | 37 | 9 | 5 | 1 | 2 | 0 | 2 | 56 |
| H/TOT | 46 | 19 | 4 | 1 | 0 | 0 | 0 | 70 | 114 | 25 | 13 | 4 | 7 | 2 | 2 | 167 |
| 15:00 | 16 | 9 | 0 | 2 | 0 | 0 | 0 | 27 | 34 | 5 | 0 | 0 | 0 | 2 | 0 | 41 |
| 15:15 | 15 | 2 | 1 | 1 | 1 | 0 | 0 | 20 | 34 | 3 | 2 | 0 | 1 | 0 | 0 | 40 |
| 15:30 | 14 | 3 | 1 | 1 | 0 | 1 | 0 | 20 | 49 | 7 | 5 | 2 | 0 | 0 | 0 | 63 |
| 15:45 | 15 | 6 | 0 | 3 | 0 | 0 | 0 | 24 | 47 | 7 | 0 | 0 | 0 | 0 | 0 | 54 |
| H/TOT | 60 | 20 | 2 | 7 | 1 | 1 | 0 | 91 | 164 | 22 | 7 | 2 | 1 | 2 | 0 | 198 |
| 16:00 | 17 | 3 | 0 | 2 | 0 | 0 | 0 | 22 | 34 | 10 | 1 | 2 | 0 | 0 | 0 | 47 |
| 16:15 | 21 | 4 | 3 | 2 | 0 | 0 | 0 | 30 | 54 | 6 | 2 | 0 | 0 | 0 | 0 | 62 |
| 16:30 | 25 | 3 | 1 | 1 | 0 | 0 | 0 | 30 | 52 | 10 | 1 | 0 | 0 | 0 | 0 | 63 |
| 16:45 | 18 | 1 | 1 | 1 | 0 | 0 | 0 | 21 | 62 | 16 | 0 | 0 | 0 | 0 | 0 | 78 |
| H/TOT | 81 | 11 | 5 | 6 | 0 | 0 | 0 | 103 | 202 | 42 | 4 | 2 | 0 | 0 | 0 | 250 |
| 17:00 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 24 | 53 | 4 | 1 | 0 | 0 | 0 | 0 | 58 |
| 17:15 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 31 | 68 | 11 | 0 | 0 | 0 | 1 | 0 | 80 |
| 17:30 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 22 | 58 | 8 | 2 | 1 | 0 | 0 | 0 | 69 |
| 17:45 | 22 | 0 | 0 | 1 | 0 | 1 | 0 | 24 | 51 | 5 | 1 | 0 | 0 | 0 | 0 | 57 |
| H/TOT | 89 | 9 | 1 | 1 | 0 | 1 | 0 | 101 | 230 | 28 | 4 | 1 | 0 | 1 | 0 | 264 |
| 18:00 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 53 | 4 | 1 | 0 | 0 | 1 | 0 | 59 |
| 18:15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 37 | 2 | 0 | 0 | 0 | 1 | 0 | 40 |
| 18:30 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 13 | 39 | 9 | 0 | 0 | 0 | 0 | 0 | 48 |
| 18:45 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 15 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| H/TOT | 59 | 5 | 1 | 1 | 0 | 0 | 0 | 66 | 166 | 15 | 1 | 0 | 0 | 2 | 0 | 184 |
| P/TOT | 745 | 128 | 52 | 57 | 3 | 2 | 0 | 987 | 1830 | 307 | 66 | 37 | 15 | 19 | 3 | 2277 |

SITE: 1 DATE: 17/03/2016

LOCATION: A43/B4100 DAY: Thursday

| | D - A | | | | | | | | D - D | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:15 | 12 | 2 | 0 | 2 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 36 | 5 | 3 | 1 | 1 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 68 | 13 | 6 | 3 | 1 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 54 | 2 | 0 | 2 | 1 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 49 | 1 | 2 | 0 | 2 | 1 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 63 | 4 | 4 | 0 | 0 | 1 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 210 | 11 | 6 | 2 | 3 | 2 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 45 | 5 | 3 | 0 | 1 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 28 | 3 | 0 | 3 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 25 | 3 | 2 | 1 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 19 | 3 | 5 | 3 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 117 | 14 | 10 | 7 | 1 | 0 | 0 | 149 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 36 | 3 | 2 | 4 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 18 | 1 | 3 | 3 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 86 | 9 | 7 | 7 | 0 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 9 | 2 | 0 | 4 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 13 | 1 | 0 | 2 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 14 | 3 | 6 | 2 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 43 | 8 | 7 | 9 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 23 | 3 | 5 | 3 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 16 | 1 | 1 | 2 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 18 | 6 | 2 | 2 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 73 | 14 | 9 | 7 | 0 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 21 | 6 | 0 | 4 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 24 | 1 | 4 | 4 | 0 | 1 | 0 | 34 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 12:30 | 19 | 7 | 4 | 1 | 0 | 1 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 15 | 3 | 1 | 3 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 79 | 17 | 9 | 12 | 0 | 2 | 0 | 119 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 13:00 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 20 | 1 | 2 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:30 | 14 | 6 | 4 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 27 | 2 | 2 | 2 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 90 | 10 | 8 | 2 | 0 | 0 | 0 | 110 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:00 | 19 | 4 | 3 | 1 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 34 | 4 | 2 | 2 | 3 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 23 | 2 | 4 | 1 | 2 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 93 | 11 | 9 | 4 | 5 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 22 | 4 | 3 | 3 | 0 | 1 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 40 | 6 | 0 | 1 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 34 | 8 | 2 | 1 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 124 | 24 | 5 | 5 | 0 | 1 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 48 | 6 | 3 | 1 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 55 | 8 | 0 | 2 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 61 | 8 | 4 | 1 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 65 | 14 | 1 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 229 | 36 | 8 | 4 | 0 | 0 | 0 | 277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 74 | 14 | 0 | 1 | 0 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 73 | 2 | 1 | 1 | 0 | 1 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 54 | 6 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 63 | 3 | 2 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 264 | 25 | 3 | 2 | 0 | 1 | 0 | 295 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 41 | 9 | 2 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 34 | 2 | 2 | 1 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 39 | 2 | 0 | 1 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 29 | 0 | 1 | 0 | 0 | 1 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 143 | 13 | 5 | 2 | 0 | 1 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 1619 | 205 | 92 | 66 | 10 | 7 | 0 | 1999 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |

SITE: 1 DATE: 17/03/2016

LOCATION: A43/B4100 DAY: Thursday

| | TO ARM A | | | | | | | | FROM ARM A | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 46 | 15 | 6 | 23 | 0 | 0 | 0 | 90 | 118 | 47 | 21 | 44 | 0 | 0 | 0 | 230 |
| 06:15 | 60 | 30 | 9 | 31 | 0 | 1 | 0 | 131 | 238 | 59 | 26 | 42 | 0 | 1 | 0 | 366 |
| 06:30 | 102 | 33 | 16 | 30 | 0 | 0 | 0 | 181 | 309 | 91 | 32 | 43 | 0 | 0 | 0 | 475 |
| 06:45 | 160 | 27 | 17 | 28 | 1 | 2 | 0 | 235 | 330 | 100 | 29 | 51 | 0 | 4 | 0 | 514 |
| H/TOT | 368 | 105 | 48 | 112 | 1 | 3 | 0 | 637 | 995 | 297 | 108 | 180 | 0 | 5 | 0 | 1585 |
| 07:00 | 207 | 28 | 15 | 30 | 1 | 0 | 0 | 281 | 347 | 74 | 30 | 43 | 0 | 3 | 0 | 497 |
| 07:15 | 262 | 27 | 18 | 29 | 3 | 1 | 0 | 340 | 333 | 93 | 21 | 38 | 0 | 2 | 0 | 487 |
| 07:30 | 247 | 26 | 17 | 31 | 0 | 0 | 0 | 321 | 235 | 42 | 23 | 24 | 1 | 1 | 0 | 326 |
| 07:45 | 293 | 31 | 14 | 24 | 0 | 3 | 0 | 365 | 326 | 67 | 33 | 43 | 0 | 1 | 0 | 470 |
| H/TOT | 1009 | 112 | 64 | 114 | 4 | 4 | 0 | 1307 | 1241 | 276 | 107 | 148 | 1 | 7 | 0 | 1780 |
| 08:00 | 302 | 34 | 18 | 24 | 1 | 0 | 0 | 379 | 301 | 56 | 33 | 42 | 1 | 1 | 0 | 434 |
| 08:15 | 233 | 20 | 16 | 31 | 0 | 0 | 0 | 300 | 319 | 49 | 24 | 58 | 0 | 0 | 0 | 450 |
| 08:30 | 224 | 26 | 17 | 21 | 0 | 2 | 0 | 290 | 279 | 40 | 21 | 41 | 0 | 0 | 0 | 381 |
| 08:45 | 182 | 21 | 20 | 34 | 0 | 0 | 0 | 257 | 288 | 49 | 26 | 28 | 0 | 2 | 0 | 393 |
| H/TOT | 941 | 101 | 71 | 110 | 1 | 2 | 0 | 1226 | 1187 | 194 | 104 | 169 | 1 | 3 | 0 | 1658 |
| 09:00 | 176 | 27 | 17 | 36 | 1 | 0 | 0 | 257 | 278 | 51 | 25 | 42 | 2 | 0 | 0 | 398 |
| 09:15 | 168 | 21 | 16 | 24 | 0 | 0 | 0 | 229 | 292 | 43 | 22 | 37 | 3 | 0 | 0 | 397 |
| 09:30 | 152 | 32 | 14 | 23 | 0 | 0 | 0 | 221 | 207 | 40 | 8 | 39 | 2 | 0 | 0 | 296 |
| 09:45 | 171 | 24 | 20 | 35 | 0 | 0 | 0 | 250 | 227 | 52 | 21 | 34 | 0 | 0 | 0 | 334 |
| H/TOT | 667 | 104 | 67 | 118 | 1 | 0 | 0 | 957 | 1004 | 186 | 76 | 152 | 7 | 0 | 0 | 1425 |
| 10:00 | 144 | 38 | 7 | 39 | 1 | 0 | 0 | 229 | 184 | 31 | 19 | 20 | 2 | 0 | 0 | 256 |
| 10:15 | 162 | 28 | 17 | 40 | 0 | 0 | 0 | 247 | 146 | 24 | 12 | 20 | 0 | 1 | 0 | 203 |
| 10:30 | 132 | 33 | 20 | 41 | 0 | 0 | 0 | 226 | 175 | 35 | 17 | 25 | 1 | 1 | 0 | 254 |
| 10:45 | 152 | 22 | 21 | 38 | 0 | 0 | 0 | 233 | 167 | 29 | 17 | 29 | 0 | 0 | 0 | 242 |
| H/TOT | 590 | 121 | 65 | 158 | 1 | 0 | 0 | 935 | 672 | 119 | 65 | 94 | 3 | 2 | 0 | 955 |
| 11:00 | 141 | 36 | 29 | 45 | 0 | 0 | 0 | 251 | 141 | 25 | 12 | 35 | 0 | 0 | 0 | 213 |
| 11:15 | 152 | 35 | 25 | 44 | 0 | 1 | 0 | 257 | 142 | 32 | 15 | 29 | 0 | 0 | 0 | 218 |
| 11:30 | 159 | 38 | 16 | 24 | 0 | 0 | 0 | 237 | 171 | 32 | 14 | 33 | 2 | 0 | 0 | 252 |
| 11:45 | 153 | 46 | 19 | 43 | 0 | 0 | 0 | 261 | 167 | 39 | 19 | 36 | 0 | 0 | 0 | 261 |
| H/TOT | 605 | 155 | 89 | 156 | 0 | 1 | 0 | 1006 | 621 | 128 | 60 | 133 | 2 | 0 | 0 | 944 |
| 12:00 | 175 | 41 | 28 | 34 | 0 | 1 | 0 | 279 | 149 | 26 | 19 | 36 | 0 | 0 | 0 | 230 |
| 12:15 | 158 | 28 | 22 | 34 | 0 | 2 | 0 | 244 | 160 | 29 | 8 | 31 | 0 | 0 | 0 | 228 |
| 12:30 | 148 | 40 | 22 | 36 | 0 | 3 | 0 | 249 | 155 | 26 | 11 | 34 | 0 | 0 | 0 | 226 |
| 12:45 | 149 | 38 | 19 | 41 | 6 | 0 | 0 | 253 | 172 | 26 | 15 | 23 | 0 | 0 | 0 | 236 |
| H/TOT | 630 | 147 | 91 | 145 | 6 | 6 | 0 | 1025 | 636 | 107 | 53 | 124 | 0 | 0 | 0 | 920 |
| 13:00 | 186 | 40 | 21 | 28 | 0 | 0 | 0 | 275 | 190 | 24 | 11 | 28 | 0 | 0 | 0 | 253 |
| 13:15 | 184 | 37 | 32 | 41 | 0 | 0 | 0 | 294 | 166 | 37 | 16 | 29 | 0 | 0 | 0 | 248 |
| 13:30 | 172 | 46 | 23 | 39 | 0 | 0 | 0 | 280 | 152 | 33 | 19 | 28 | 0 | 4 | 0 | 236 |
| 13:45 | 204 | 50 | 22 | 47 | 2 | 1 | 0 | 326 | 182 | 33 | 12 | 31 | 0 | 1 | 0 | 259 |
| H/TOT | 746 | 173 | 98 | 155 | 2 | 1 | 0 | 1175 | 690 | 127 | 58 | 116 | 0 | 5 | 0 | 996 |
| 14:00 | 222 | 44 | 11 | 37 | 0 | 0 | 0 | 314 | 160 | 28 | 15 | 33 | 0 | 1 | 0 | 237 |
| 14:15 | 222 | 50 | 30 | 41 | 3 | 1 | 0 | 347 | 167 | 21 | 13 | 49 | 1 | 3 | 0 | 254 |
| 14:30 | 232 | 46 | 23 | 38 | 2 | 1 | 0 | 342 | 196 | 30 | 6 | 25 | 0 | 0 | 0 | 257 |
| 14:45 | 232 | 36 | 11 | 47 | 0 | 1 | 0 | 327 | 181 | 20 | 16 | 26 | 2 | 2 | 0 | 247 |
| H/TOT | 908 | 176 | 75 | 163 | 5 | 3 | 0 | 1330 | 704 | 99 | 50 | 133 | 3 | 6 | 0 | 995 |
| 15:00 | 239 | 57 | 18 | 41 | 0 | 1 | 0 | 356 | 186 | 32 | 13 | 43 | 1 | 0 | 0 | 275 |
| 15:15 | 229 | 49 | 25 | 30 | 0 | 2 | 0 | 335 | 197 | 31 | 15 | 31 | 0 | 1 | 0 | 275 |
| 15:30 | 271 | 50 | 14 | 42 | 0 | 1 | 0 | 378 | 246 | 31 | 19 | 34 | 0 | 1 | 0 | 331 |
| 15:45 | 301 | 58 | 24 | 36 | 0 | 2 | 0 | 421 | 245 | 36 | 12 | 30 | 0 | 4 | 0 | 327 |
| H/TOT | 1040 | 214 | 81 | 149 | 0 | 6 | 0 | 1490 | 874 | 130 | 59 | 138 | 1 | 6 | 0 | 1208 |
| 16:00 | 315 | 60 | 31 | 38 | 0 | 1 | 0 | 445 | 267 | 29 | 10 | 28 | 0 | 0 | 0 | 334 |
| 16:15 | 365 | 67 | 12 | 44 | 1 | 3 | 0 | 492 | 250 | 28 | 13 | 18 | 0 | 0 | 0 | 309 |
| 16:30 | 397 | 61 | 11 | 28 | 1 | 0 | 0 | 498 | 285 | 28 | 7 | 18 | 0 | 0 | 0 | 338 |
| 16:45 | 421 | 68 | 9 | 23 | 0 | 2 | 0 | 523 | 304 | 39 | 12 | 21 | 1 | 2 | 0 | 379 |
| H/TOT | 1498 | 256 | 63 | 133 | 2 | 6 | 0 | 1958 | 1106 | 124 | 42 | 85 | 1 | 2 | 0 | 1360 |
| 17:00 | 434 | 81 | 15 | 23 | 0 | 0 | 0 | 553 | 327 | 36 | 12 | 23 | 1 | 2 | 0 | 401 |
| 17:15 | 438 | 48 | 8 | 29 | 0 | 2 | 0 | 525 | 326 | 22 | 11 | 22 | 1 | 0 | 0 | 382 |
| 17:30 | 413 | 59 | 12 | 29 | 0 | 7 | 0 | 520 | 275 | 14 | 3 | 23 | 0 | 0 | 0 | 315 |
| 17:45 | 407 | 44 | 10 | 27 | 1 | 4 | 0 | 493 | 316 | 29 | 7 | 27 | 1 | 0 | 0 | 380 |
| H/TOT | 1692 | 232 | 45 | 108 | 1 | 13 | 0 | 2091 | 1244 | 101 | 33 | 95 | 3 | 2 | 0 | 1478 |
| 18:00 | 427 | 58 | 18 | 21 | 0 | 2 | 0 | 526 | 247 | 16 | 2 | 17 | 0 | 1 | 0 | 283 |
| 18:15 | 402 | 28 | 16 | 30 | 0 | 0 | 0 | 476 | 288 | 23 | 7 | 34 | 0 | 1 | 0 | 353 |
| 18:30 | 368 | 29 | 12 | 19 | 0 | 2 | 0 | 430 | 237 | 20 | 5 | 24 | 0 | 2 | 0 | 288 |
| 18:45 | 300 | 21 | 12 | 23 | 0 | 1 | 0 | 357 | 205 | 13 | 5 | 12 | 0 | 1 | 0 | 236 |
| H/TOT | 1497 | 136 | 58 | 93 | 0 | 5 | 0 | 1789 | 977 | 72 | 19 | 87 | 0 | 5 | 0 | 1160 |
| P/TOT | 12191 | 2032 | 915 | 1714 | 24 | 50 | 0 | 16926 | 11951 | 1960 | 834 | 1654 | 22 | 43 | 0 | 16464 |

SITE: 1 DATE: 17/03/2016

LOCATION: A43/B4100 DAY: Thursday

| | TO ARM B | | | | | | | | FROM ARM B | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 32 | 6 | 0 | 2 | 0 | 1 | 0 | 41 | 31 | 9 | 2 | 6 | 0 | 0 | 0 | 48 |
| 06:15 | 23 | 10 | 0 | 5 | 0 | 1 | 0 | 39 | 40 | 14 | 5 | 4 | 1 | 1 | 0 | 65 |
| 06:30 | 33 | 9 | 3 | 1 | 1 | 0 | 0 | 47 | 62 | 19 | 4 | 3 | 0 | 0 | 0 | 88 |
| 06:45 | 30 | 13 | 4 | 2 | 0 | 1 | 0 | 50 | 56 | 11 | 7 | 4 | 1 | 1 | 0 | 80 |
| H/TOT | 118 | 38 | 7 | 10 | 1 | 3 | 0 | 177 | 189 | 53 | 18 | 17 | 2 | 2 | 0 | 281 |
| 07:00 | 52 | 21 | 7 | 0 | 3 | 0 | 0 | 83 | 54 | 11 | 0 | 1 | 0 | 0 | 0 | 66 |
| 07:15 | 62 | 18 | 5 | 2 | 1 | 0 | 0 | 88 | 93 | 18 | 5 | 2 | 0 | 0 | 0 | 118 |
| 07:30 | 72 | 16 | 4 | 2 | 1 | 0 | 0 | 95 | 118 | 14 | 8 | 1 | 1 | 0 | 0 | 142 |
| 07:45 | 70 | 18 | 4 | 4 | 0 | 0 | 0 | 96 | 102 | 14 | 3 | 3 | 0 | 0 | 0 | 122 |
| H/TOT | 256 | 73 | 20 | 8 | 5 | 0 | 0 | 362 | 367 | 57 | 16 | 7 | 1 | 0 | 0 | 448 |
| 08:00 | 81 | 19 | 9 | 4 | 2 | 0 | 0 | 115 | 133 | 17 | 15 | 3 | 0 | 0 | 0 | 168 |
| 08:15 | 79 | 14 | 5 | 3 | 0 | 0 | 0 | 101 | 93 | 11 | 11 | 3 | 0 | 0 | 0 | 118 |
| 08:30 | 86 | 15 | 3 | 6 | 0 | 0 | 1 | 111 | 92 | 18 | 3 | 1 | 3 | 0 | 0 | 117 |
| 08:45 | 63 | 7 | 2 | 2 | 0 | 0 | 0 | 74 | 85 | 14 | 6 | 4 | 4 | 0 | 0 | 113 |
| H/TOT | 309 | 55 | 19 | 15 | 2 | 0 | 1 | 401 | 403 | 60 | 35 | 11 | 7 | 0 | 0 | 516 |
| 09:00 | 59 | 3 | 3 | 2 | 0 | 0 | 0 | 67 | 80 | 11 | 4 | 2 | 2 | 0 | 0 | 99 |
| 09:15 | 50 | 12 | 7 | 0 | 0 | 0 | 0 | 69 | 62 | 11 | 7 | 3 | 0 | 0 | 0 | 83 |
| 09:30 | 35 | 9 | 4 | 1 | 0 | 0 | 0 | 49 | 60 | 17 | 5 | 2 | 0 | 0 | 0 | 84 |
| 09:45 | 29 | 14 | 3 | 3 | 0 | 0 | 0 | 49 | 52 | 9 | 10 | 1 | 0 | 0 | 0 | 72 |
| H/TOT | 173 | 38 | 17 | 6 | 0 | 0 | 0 | 234 | 254 | 48 | 26 | 8 | 2 | 0 | 0 | 338 |
| 10:00 | 46 | 11 | 5 | 6 | 0 | 0 | 0 | 68 | 48 | 10 | 5 | 1 | 0 | 0 | 0 | 64 |
| 10:15 | 40 | 6 | 4 | 2 | 0 | 2 | 0 | 54 | 40 | 13 | 8 | 1 | 0 | 0 | 0 | 62 |
| 10:30 | 42 | 10 | 4 | 1 | 0 | 3 | 0 | 60 | 47 | 6 | 9 | 2 | 0 | 0 | 0 | 64 |
| 10:45 | 37 | 10 | 2 | 0 | 0 | 0 | 0 | 49 | 45 | 13 | 0 | 4 | 0 | 0 | 0 | 62 |
| H/TOT | 165 | 37 | 15 | 9 | 0 | 5 | 0 | 231 | 180 | 42 | 22 | 8 | 0 | 0 | 0 | 252 |
| 11:00 | 42 | 8 | 3 | 1 | 0 | 2 | 0 | 56 | 33 | 11 | 1 | 3 | 0 | 0 | 0 | 48 |
| 11:15 | 42 | 9 | 3 | 2 | 0 | 3 | 0 | 59 | 50 | 11 | 3 | 0 | 0 | 1 | 0 | 65 |
| 11:30 | 43 | 11 | 3 | 2 | 0 | 1 | 0 | 60 | 41 | 18 | 5 | 1 | 0 | 0 | 0 | 65 |
| 11:45 | 32 | 15 | 6 | 1 | 1 | 1 | 0 | 56 | 50 | 22 | 5 | 1 | 0 | 0 | 0 | 78 |
| H/TOT | 159 | 43 | 15 | 6 | 1 | 7 | 0 | 231 | 174 | 62 | 14 | 5 | 0 | 1 | 0 | 256 |
| 12:00 | 60 | 12 | 5 | 1 | 1 | 0 | 0 | 79 | 50 | 17 | 7 | 2 | 0 | 1 | 0 | 77 |
| 12:15 | 46 | 9 | 1 | 1 | 0 | 0 | 0 | 57 | 34 | 14 | 3 | 1 | 0 | 1 | 0 | 53 |
| 12:30 | 57 | 13 | 3 | 6 | 1 | 0 | 0 | 80 | 45 | 15 | 3 | 1 | 1 | 0 | 0 | 65 |
| 12:45 | 61 | 13 | 2 | 2 | 0 | 0 | 0 | 78 | 53 | 14 | 4 | 2 | 0 | 0 | 0 | 73 |
| H/TOT | 224 | 47 | 11 | 10 | 2 | 0 | 0 | 294 | 182 | 60 | 17 | 6 | 1 | 2 | 0 | 268 |
| 13:00 | 38 | 15 | 0 | 1 | 0 | 0 | 0 | 54 | 55 | 9 | 1 | 2 | 0 | 0 | 0 | 67 |
| 13:15 | 54 | 15 | 4 | 2 | 0 | 0 | 0 | 75 | 42 | 16 | 7 | 3 | 0 | 0 | 0 | 68 |
| 13:30 | 41 | 11 | 6 | 4 | 0 | 0 | 0 | 62 | 30 | 14 | 4 | 2 | 0 | 2 | 0 | 52 |
| 13:45 | 45 | 15 | 1 | 2 | 0 | 0 | 0 | 63 | 56 | 9 | 7 | 3 | 0 | 0 | 0 | 75 |
| H/TOT | 178 | 56 | 11 | 9 | 0 | 0 | 0 | 254 | 183 | 48 | 19 | 10 | 0 | 2 | 0 | 262 |
| 14:00 | 54 | 11 | 8 | 1 | 0 | 0 | 0 | 74 | 40 | 12 | 2 | 6 | 0 | 0 | 0 | 60 |
| 14:15 | 35 | 6 | 9 | 2 | 3 | 2 | 0 | 57 | 51 | 10 | 8 | 2 | 0 | 1 | 0 | 72 |
| 14:30 | 52 | 8 | 1 | 2 | 2 | 0 | 0 | 65 | 46 | 11 | 4 | 2 | 0 | 1 | 0 | 64 |
| 14:45 | 60 | 11 | 7 | 2 | 2 | 0 | 2 | 84 | 49 | 3 | 4 | 0 | 0 | 3 | 0 | 59 |
| H/TOT | 201 | 36 | 25 | 7 | 7 | 2 | 2 | 280 | 186 | 36 | 18 | 10 | 0 | 5 | 0 | 255 |
| 15:00 | 48 | 12 | 5 | 0 | 0 | 2 | 0 | 67 | 50 | 13 | 5 | 2 | 0 | 2 | 0 | 72 |
| 15:15 | 55 | 8 | 7 | 2 | 1 | 1 | 0 | 74 | 52 | 12 | 5 | 1 | 0 | 1 | 0 | 71 |
| 15:30 | 80 | 14 | 7 | 3 | 0 | 0 | 0 | 104 | 53 | 14 | 3 | 3 | 1 | 0 | 0 | 74 |
| 15:45 | 69 | 17 | 5 | 4 | 0 | 0 | 0 | 95 | 68 | 12 | 6 | 2 | 2 | 0 | 0 | 90 |
| H/TOT | 252 | 51 | 24 | 9 | 1 | 3 | 0 | 340 | 223 | 51 | 19 | 8 | 3 | 3 | 0 | 307 |
| 16:00 | 58 | 13 | 2 | 3 | 0 | 0 | 0 | 76 | 78 | 11 | 4 | 3 | 5 | 1 | 0 | 102 |
| 16:15 | 79 | 10 | 7 | 0 | 1 | 0 | 0 | 97 | 72 | 11 | 2 | 1 | 1 | 2 | 0 | 89 |
| 16:30 | 82 | 14 | 1 | 0 | 0 | 0 | 0 | 97 | 78 | 14 | 4 | 0 | 0 | 0 | 0 | 96 |
| 16:45 | 84 | 24 | 6 | 3 | 0 | 0 | 0 | 117 | 62 | 18 | 5 | 0 | 1 | 0 | 0 | 86 |
| H/TOT | 303 | 61 | 16 | 6 | 1 | 0 | 0 | 387 | 290 | 54 | 15 | 4 | 7 | 3 | 0 | 373 |
| 17:00 | 88 | 10 | 5 | 1 | 0 | 0 | 0 | 104 | 66 | 13 | 5 | 0 | 0 | 2 | 0 | 86 |
| 17:15 | 102 | 16 | 2 | 1 | 0 | 1 | 0 | 122 | 84 | 13 | 4 | 2 | 0 | 0 | 0 | 103 |
| 17:30 | 95 | 13 | 3 | 1 | 0 | 0 | 0 | 112 | 95 | 6 | 2 | 0 | 0 | 0 | 0 | 103 |
| 17:45 | 91 | 14 | 3 | 1 | 0 | 0 | 0 | 109 | 65 | 11 | 2 | 0 | 0 | 0 | 0 | 78 |
| H/TOT | 376 | 53 | 13 | 4 | 0 | 1 | 0 | 447 | 310 | 43 | 13 | 2 | 0 | 2 | 0 | 370 |
| 18:00 | 82 | 7 | 1 | 0 | 0 | 1 | 0 | 91 | 74 | 4 | 0 | 3 | 0 | 0 | 0 | 81 |
| 18:15 | 62 | 4 | 1 | 1 | 0 | 1 | 0 | 69 | 61 | 9 | 0 | 1 | 0 | 0 | 0 | 71 |
| 18:30 | 63 | 11 | 0 | 0 | 1 | 0 | 0 | 75 | 58 | 9 | 1 | 1 | 0 | 0 | 0 | 69 |
| 18:45 | 63 | 1 | 0 | 0 | 0 | 0 | 0 | 64 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 43 |
| H/TOT | 270 | 23 | 2 | 1 | 1 | 2 | 0 | 299 | 230 | 28 | 1 | 5 | 0 | 0 | 0 | 264 |
| P/TOT | 2984 | 611 | 195 | 100 | 21 | 23 | 3 | 3937 | 3171 | 642 | 233 | 101 | 23 | 20 | 0 | 4190 |

SITE: 1 DATE: 17/03/2016

LOCATION: A43/B4100 DAY: Thursday

| | TO ARM C | | | | | | | | FROM ARM C | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 120 | 48 | 25 | 45 | 1 | 0 | 0 | 239 | 46 | 16 | 5 | 25 | 0 | 0 | 0 | 92 |
| 06:15 | 234 | 65 | 29 | 41 | 1 | 1 | 0 | 371 | 61 | 32 | 10 | 30 | 0 | 1 | 0 | 134 |
| 06:30 | 290 | 86 | 31 | 43 | 0 | 0 | 0 | 450 | 108 | 31 | 16 | 30 | 0 | 0 | 0 | 185 |
| 06:45 | 320 | 97 | 33 | 52 | 0 | 4 | 0 | 506 | 152 | 38 | 17 | 31 | 0 | 1 | 0 | 239 |
| H/TOT | 964 | 296 | 118 | 181 | 2 | 5 | 0 | 1566 | 367 | 117 | 48 | 116 | 0 | 2 | 0 | 650 |
| 07:00 | 320 | 68 | 26 | 44 | 0 | 2 | 0 | 460 | 196 | 44 | 21 | 28 | 1 | 0 | 0 | 290 |
| 07:15 | 321 | 77 | 19 | 39 | 0 | 2 | 0 | 458 | 239 | 39 | 16 | 32 | 1 | 0 | 0 | 327 |
| 07:30 | 261 | 43 | 25 | 24 | 1 | 1 | 0 | 355 | 238 | 32 | 17 | 32 | 0 | 0 | 0 | 319 |
| 07:45 | 323 | 55 | 27 | 40 | 1 | 1 | 0 | 447 | 249 | 43 | 14 | 28 | 0 | 2 | 0 | 336 |
| H/TOT | 1225 | 243 | 97 | 147 | 2 | 6 | 0 | 1720 | 922 | 158 | 68 | 120 | 2 | 2 | 0 | 1272 |
| 08:00 | 324 | 47 | 30 | 42 | 1 | 1 | 0 | 445 | 270 | 38 | 20 | 27 | 1 | 0 | 0 | 356 |
| 08:15 | 309 | 46 | 28 | 55 | 0 | 0 | 0 | 438 | 237 | 31 | 16 | 33 | 0 | 0 | 0 | 317 |
| 08:30 | 270 | 38 | 19 | 41 | 0 | 0 | 0 | 368 | 245 | 29 | 15 | 23 | 0 | 2 | 0 | 314 |
| 08:45 | 272 | 55 | 26 | 29 | 0 | 2 | 0 | 384 | 183 | 24 | 13 | 34 | 0 | 0 | 0 | 254 |
| H/TOT | 1175 | 186 | 103 | 167 | 1 | 3 | 0 | 1635 | 935 | 122 | 64 | 117 | 1 | 2 | 0 | 1241 |
| 09:00 | 287 | 49 | 18 | 41 | 2 | 0 | 0 | 397 | 164 | 26 | 17 | 33 | 0 | 0 | 0 | 240 |
| 09:15 | 286 | 41 | 22 | 37 | 3 | 0 | 0 | 389 | 173 | 26 | 12 | 22 | 0 | 0 | 0 | 233 |
| 09:30 | 206 | 40 | 11 | 37 | 2 | 0 | 0 | 296 | 162 | 36 | 14 | 23 | 0 | 0 | 0 | 235 |
| 09:45 | 224 | 49 | 25 | 34 | 0 | 0 | 0 | 332 | 159 | 31 | 20 | 36 | 0 | 0 | 0 | 246 |
| H/TOT | 1003 | 179 | 76 | 149 | 7 | 0 | 0 | 1414 | 658 | 119 | 63 | 114 | 0 | 0 | 0 | 954 |
| 10:00 | 175 | 27 | 18 | 21 | 2 | 0 | 0 | 243 | 156 | 39 | 10 | 40 | 1 | 0 | 0 | 246 |
| 10:15 | 149 | 27 | 12 | 22 | 0 | 0 | 0 | 210 | 179 | 31 | 20 | 41 | 0 | 0 | 0 | 271 |
| 10:30 | 165 | 33 | 19 | 24 | 1 | 0 | 0 | 242 | 135 | 37 | 21 | 38 | 0 | 0 | 0 | 231 |
| 10:45 | 178 | 31 | 14 | 30 | 0 | 0 | 0 | 253 | 159 | 25 | 15 | 37 | 0 | 0 | 0 | 236 |
| H/TOT | 667 | 118 | 63 | 97 | 3 | 0 | 0 | 948 | 629 | 132 | 66 | 156 | 1 | 0 | 0 | 984 |
| 11:00 | 148 | 28 | 11 | 38 | 0 | 0 | 0 | 225 | 146 | 32 | 24 | 42 | 0 | 1 | 0 | 245 |
| 11:15 | 149 | 36 | 13 | 30 | 0 | 0 | 0 | 228 | 149 | 31 | 23 | 48 | 0 | 1 | 0 | 252 |
| 11:30 | 164 | 35 | 19 | 35 | 2 | 0 | 0 | 255 | 159 | 41 | 17 | 28 | 0 | 0 | 0 | 245 |
| 11:45 | 160 | 41 | 16 | 38 | 0 | 0 | 0 | 255 | 148 | 39 | 17 | 42 | 0 | 1 | 0 | 247 |
| H/TOT | 621 | 140 | 59 | 141 | 2 | 0 | 0 | 963 | 602 | 143 | 81 | 160 | 0 | 3 | 0 | 989 |
| 12:00 | 156 | 30 | 20 | 40 | 0 | 0 | 0 | 246 | 181 | 35 | 29 | 32 | 1 | 0 | 0 | 278 |
| 12:15 | 157 | 35 | 9 | 32 | 0 | 0 | 0 | 233 | 158 | 30 | 20 | 33 | 0 | 1 | 0 | 242 |
| 12:30 | 148 | 25 | 10 | 34 | 0 | 0 | 0 | 217 | 155 | 35 | 20 | 37 | 0 | 2 | 0 | 249 |
| 12:45 | 170 | 28 | 16 | 26 | 0 | 0 | 0 | 240 | 168 | 37 | 18 | 39 | 6 | 0 | 0 | 268 |
| H/TOT | 631 | 118 | 55 | 132 | 0 | 0 | 0 | 936 | 662 | 137 | 87 | 141 | 7 | 3 | 0 | 1037 |
| 13:00 | 197 | 23 | 8 | 30 | 0 | 0 | 0 | 258 | 192 | 47 | 23 | 28 | 0 | 0 | 0 | 290 |
| 13:15 | 168 | 40 | 16 | 31 | 0 | 0 | 0 | 255 | 183 | 38 | 33 | 41 | 0 | 0 | 0 | 295 |
| 13:30 | 146 | 35 | 17 | 31 | 0 | 3 | 0 | 232 | 186 | 42 | 19 | 41 | 0 | 0 | 0 | 288 |
| 13:45 | 182 | 29 | 17 | 28 | 0 | 0 | 0 | 256 | 197 | 53 | 19 | 43 | 2 | 1 | 0 | 315 |
| H/TOT | 693 | 127 | 58 | 120 | 0 | 3 | 0 | 1001 | 758 | 180 | 94 | 153 | 2 | 1 | 0 | 1188 |
| 14:00 | 150 | 32 | 15 | 36 | 0 | 1 | 0 | 234 | 237 | 45 | 10 | 34 | 0 | 0 | 0 | 326 |
| 14:15 | 169 | 25 | 13 | 49 | 1 | 2 | 0 | 259 | 210 | 47 | 30 | 43 | 0 | 0 | 0 | 330 |
| 14:30 | 192 | 31 | 7 | 24 | 0 | 0 | 0 | 254 | 234 | 42 | 18 | 36 | 0 | 0 | 0 | 330 |
| 14:45 | 186 | 26 | 15 | 24 | 2 | 2 | 0 | 255 | 249 | 36 | 14 | 48 | 0 | 1 | 0 | 348 |
| H/TOT | 697 | 114 | 50 | 133 | 3 | 5 | 0 | 1002 | 930 | 170 | 72 | 161 | 0 | 1 | 0 | 1334 |
| 15:00 | 192 | 41 | 12 | 43 | 0 | 0 | 0 | 288 | 233 | 63 | 19 | 39 | 0 | 0 | 0 | 354 |
| 15:15 | 200 | 37 | 14 | 31 | 1 | 0 | 0 | 283 | 223 | 50 | 25 | 31 | 0 | 2 | 0 | 331 |
| 15:30 | 239 | 34 | 18 | 36 | 0 | 2 | 0 | 329 | 254 | 52 | 15 | 42 | 0 | 1 | 0 | 364 |
| 15:45 | 242 | 42 | 9 | 31 | 1 | 4 | 0 | 329 | 289 | 57 | 23 | 37 | 0 | 2 | 0 | 408 |
| H/TOT | 873 | 154 | 53 | 141 | 2 | 6 | 0 | 1229 | 999 | 222 | 82 | 149 | 0 | 5 | 0 | 1457 |
| 16:00 | 257 | 30 | 9 | 30 | 1 | 1 | 0 | 328 | 283 | 56 | 27 | 38 | 1 | 1 | 0 | 406 |
| 16:15 | 251 | 26 | 13 | 19 | 0 | 0 | 0 | 309 | 340 | 59 | 14 | 41 | 2 | 2 | 0 | 458 |
| 16:30 | 266 | 29 | 7 | 19 | 0 | 0 | 0 | 321 | 362 | 56 | 8 | 27 | 1 | 0 | 0 | 454 |
| 16:45 | 266 | 37 | 11 | 19 | 1 | 2 | 0 | 336 | 383 | 59 | 11 | 26 | 0 | 2 | 0 | 481 |
| H/TOT | 1040 | 122 | 40 | 87 | 2 | 3 | 0 | 1294 | 1368 | 230 | 60 | 132 | 4 | 5 | 0 | 1799 |
| 17:00 | 286 | 35 | 9 | 19 | 1 | 1 | 0 | 351 | 392 | 68 | 14 | 22 | 0 | 0 | 0 | 496 |
| 17:15 | 302 | 20 | 12 | 22 | 0 | 0 | 0 | 356 | 399 | 46 | 9 | 28 | 0 | 1 | 0 | 483 |
| 17:30 | 248 | 17 | 6 | 22 | 0 | 0 | 0 | 293 | 387 | 55 | 13 | 29 | 0 | 7 | 0 | 491 |
| 17:45 | 271 | 23 | 6 | 27 | 0 | 1 | 0 | 328 | 402 | 43 | 9 | 28 | 1 | 4 | 0 | 487 |
| H/TOT | 1107 | 95 | 33 | 90 | 1 | 2 | 0 | 1328 | 1580 | 212 | 45 | 107 | 1 | 12 | 0 | 1957 |
| 18:00 | 240 | 15 | 2 | 17 | 0 | 0 | 0 | 274 | 417 | 48 | 16 | 20 | 0 | 2 | 0 | 503 |
| 18:15 | 259 | 21 | 6 | 33 | 0 | 1 | 0 | 320 | 399 | 27 | 15 | 30 | 0 | 0 | 0 | 471 |
| 18:30 | 206 | 21 | 5 | 24 | 0 | 1 | 0 | 257 | 355 | 30 | 12 | 17 | 1 | 2 | 0 | 417 |
| 18:45 | 191 | 12 | 6 | 10 | 0 | 1 | 0 | 220 | 297 | 20 | 11 | 23 | 0 | 0 | 0 | 351 |
| H/TOT | 896 | 69 | 19 | 84 | 0 | 3 | 0 | 1071 | 1468 | 125 | 54 | 90 | 1 | 4 | 0 | 1742 |
| P/TOT | 11592 | 1961 | 824 | 1669 | 25 | 36 | 0 | 16107 | 11878 | 2067 | 884 | 1716 | 19 | 40 | 0 | 16604 |

SITE: 1 DATE: 17/03/2016

LOCATION: A43/B4100 DAY: Thursday

| | TO ARM D | | | | | | | | FROM ARM D | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 37 | 7 | 0 | 6 | 0 | 0 | 0 | 50 | 40 | 4 | 3 | 1 | 1 | 1 | 0 | 50 |
| 06:15 | 58 | 7 | 5 | 4 | 0 | 1 | 0 | 75 | 36 | 7 | 2 | 5 | 0 | 1 | 0 | 51 |
| 06:30 | 100 | 24 | 4 | 2 | 0 | 0 | 0 | 130 | 46 | 11 | 2 | 0 | 1 | 0 | 0 | 60 |
| 06:45 | 106 | 24 | 3 | 5 | 1 | 0 | 0 | 139 | 78 | 12 | 4 | 1 | 1 | 1 | 0 | 97 |
| H/TOT | 301 | 62 | 12 | 17 | 1 | 1 | 0 | 394 | 200 | 34 | 11 | 7 | 3 | 3 | 0 | 258 |
| 07:00 | 119 | 27 | 7 | 1 | 0 | 1 | 0 | 155 | 101 | 15 | 4 | 3 | 3 | 0 | 0 | 126 |
| 07:15 | 128 | 35 | 3 | 4 | 0 | 0 | 0 | 170 | 108 | 7 | 3 | 2 | 3 | 1 | 0 | 124 |
| 07:30 | 120 | 17 | 4 | 4 | 1 | 0 | 0 | 146 | 109 | 14 | 2 | 4 | 1 | 0 | 0 | 130 |
| 07:45 | 118 | 35 | 9 | 8 | 0 | 0 | 0 | 170 | 127 | 15 | 4 | 2 | 1 | 1 | 0 | 150 |
| H/TOT | 485 | 114 | 23 | 17 | 1 | 1 | 0 | 641 | 445 | 51 | 13 | 11 | 8 | 2 | 0 | 530 |
| 08:00 | 133 | 24 | 15 | 4 | 0 | 0 | 0 | 176 | 136 | 13 | 4 | 2 | 2 | 0 | 0 | 157 |
| 08:15 | 120 | 20 | 6 | 9 | 0 | 0 | 0 | 155 | 92 | 9 | 4 | 4 | 0 | 0 | 0 | 109 |
| 08:30 | 127 | 17 | 5 | 0 | 3 | 0 | 0 | 152 | 91 | 9 | 5 | 3 | 0 | 0 | 1 | 109 |
| 08:45 | 106 | 16 | 5 | 6 | 4 | 0 | 0 | 137 | 67 | 12 | 8 | 5 | 0 | 0 | 0 | 92 |
| H/TOT | 486 | 77 | 31 | 19 | 7 | 0 | 0 | 620 | 386 | 43 | 21 | 14 | 2 | 0 | 1 | 467 |
| 09:00 | 84 | 16 | 10 | 5 | 1 | 0 | 0 | 116 | 84 | 7 | 2 | 7 | 0 | 0 | 0 | 100 |
| 09:15 | 85 | 17 | 4 | 4 | 0 | 0 | 0 | 110 | 62 | 11 | 8 | 3 | 0 | 0 | 0 | 84 |
| 09:30 | 84 | 20 | 4 | 6 | 0 | 0 | 0 | 114 | 48 | 8 | 6 | 3 | 0 | 0 | 0 | 65 |
| 09:45 | 69 | 13 | 5 | 2 | 0 | 0 | 0 | 89 | 55 | 8 | 2 | 3 | 0 | 0 | 0 | 68 |
| H/TOT | 322 | 66 | 23 | 17 | 1 | 0 | 0 | 429 | 249 | 34 | 18 | 16 | 0 | 0 | 0 | 317 |
| 10:00 | 69 | 13 | 8 | 2 | 0 | 0 | 0 | 92 | 46 | 9 | 4 | 7 | 0 | 0 | 0 | 66 |
| 10:15 | 53 | 17 | 9 | 2 | 0 | 1 | 0 | 82 | 39 | 10 | 2 | 4 | 0 | 2 | 0 | 57 |
| 10:30 | 57 | 9 | 7 | 2 | 0 | 1 | 0 | 76 | 39 | 7 | 3 | 3 | 0 | 3 | 0 | 55 |
| 10:45 | 46 | 12 | 4 | 6 | 0 | 0 | 0 | 68 | 42 | 8 | 9 | 4 | 0 | 0 | 0 | 63 |
| H/TOT | 225 | 51 | 28 | 12 | 0 | 2 | 0 | 318 | 166 | 34 | 18 | 18 | 0 | 5 | 0 | 241 |
| 11:00 | 48 | 6 | 3 | 2 | 0 | 0 | 0 | 59 | 59 | 10 | 9 | 6 | 0 | 1 | 0 | 85 |
| 11:15 | 52 | 11 | 5 | 3 | 0 | 0 | 0 | 71 | 54 | 17 | 5 | 2 | 0 | 2 | 0 | 80 |
| 11:30 | 63 | 14 | 1 | 4 | 0 | 0 | 0 | 82 | 58 | 7 | 3 | 3 | 0 | 1 | 0 | 72 |
| 11:45 | 68 | 14 | 7 | 0 | 0 | 0 | 0 | 89 | 48 | 16 | 7 | 3 | 1 | 0 | 0 | 75 |
| H/TOT | 231 | 45 | 16 | 9 | 0 | 0 | 0 | 301 | 219 | 50 | 24 | 14 | 1 | 4 | 0 | 312 |
| 12:00 | 56 | 11 | 6 | 0 | 0 | 0 | 0 | 73 | 67 | 16 | 4 | 5 | 0 | 0 | 0 | 92 |
| 12:15 | 45 | 10 | 4 | 4 | 0 | 1 | 0 | 64 | 54 | 9 | 5 | 6 | 0 | 1 | 0 | 75 |
| 12:30 | 59 | 10 | 4 | 3 | 0 | 0 | 0 | 76 | 57 | 12 | 5 | 7 | 0 | 1 | 0 | 82 |
| 12:45 | 69 | 6 | 3 | 0 | 0 | 0 | 0 | 78 | 56 | 8 | 3 | 5 | 0 | 0 | 0 | 72 |
| H/TOT | 229 | 37 | 17 | 7 | 0 | 1 | 0 | 291 | 234 | 45 | 17 | 23 | 0 | 2 | 0 | 321 |
| 13:00 | 75 | 10 | 6 | 2 | 0 | 0 | 0 | 93 | 59 | 8 | 0 | 3 | 0 | 0 | 0 | 70 |
| 13:15 | 51 | 10 | 7 | 2 | 0 | 0 | 0 | 70 | 66 | 11 | 3 | 3 | 0 | 0 | 0 | 83 |
| 13:30 | 58 | 11 | 4 | 2 | 0 | 3 | 0 | 78 | 49 | 14 | 8 | 5 | 0 | 0 | 0 | 76 |
| 13:45 | 63 | 12 | 3 | 5 | 0 | 1 | 0 | 84 | 59 | 11 | 5 | 5 | 0 | 0 | 0 | 80 |
| H/TOT | 247 | 43 | 20 | 11 | 0 | 4 | 0 | 325 | 233 | 44 | 16 | 16 | 0 | 0 | 0 | 309 |
| 14:00 | 70 | 12 | 2 | 1 | 0 | 0 | 0 | 85 | 59 | 14 | 9 | 2 | 0 | 0 | 0 | 84 |
| 14:15 | 60 | 9 | 3 | 5 | 0 | 1 | 0 | 78 | 58 | 12 | 4 | 3 | 6 | 2 | 0 | 85 |
| 14:30 | 67 | 11 | 3 | 2 | 0 | 0 | 0 | 83 | 67 | 13 | 6 | 3 | 4 | 0 | 0 | 93 |
| 14:45 | 70 | 2 | 8 | 2 | 0 | 3 | 0 | 85 | 69 | 16 | 7 | 1 | 2 | 0 | 2 | 97 |
| H/TOT | 267 | 34 | 16 | 10 | 0 | 4 | 0 | 331 | 253 | 55 | 26 | 9 | 12 | 2 | 2 | 359 |
| 15:00 | 62 | 16 | 5 | 5 | 1 | 2 | 0 | 91 | 72 | 18 | 3 | 5 | 0 | 3 | 0 | 101 |
| 15:15 | 65 | 10 | 2 | 1 | 0 | 1 | 0 | 79 | 77 | 11 | 3 | 1 | 2 | 0 | 0 | 94 |
| 15:30 | 66 | 15 | 4 | 2 | 1 | 0 | 0 | 88 | 103 | 16 | 6 | 4 | 0 | 1 | 0 | 130 |
| 15:45 | 86 | 9 | 5 | 2 | 1 | 0 | 0 | 103 | 96 | 21 | 2 | 4 | 0 | 0 | 0 | 123 |
| H/TOT | 279 | 50 | 16 | 10 | 3 | 3 | 0 | 361 | 348 | 66 | 14 | 14 | 2 | 4 | 0 | 448 |
| 16:00 | 97 | 12 | 3 | 3 | 5 | 0 | 0 | 120 | 99 | 19 | 4 | 5 | 0 | 0 | 0 | 127 |
| 16:15 | 97 | 13 | 2 | 1 | 1 | 1 | 0 | 115 | 130 | 18 | 5 | 4 | 0 | 0 | 0 | 157 |
| 16:30 | 118 | 15 | 6 | 0 | 0 | 0 | 0 | 139 | 138 | 21 | 6 | 2 | 0 | 0 | 0 | 167 |
| 16:45 | 123 | 18 | 4 | 3 | 1 | 0 | 0 | 149 | 145 | 31 | 2 | 1 | 0 | 0 | 0 | 179 |
| H/TOT | 435 | 58 | 15 | 7 | 7 | 1 | 0 | 523 | 512 | 89 | 17 | 12 | 0 | 0 | 0 | 630 |
| 17:00 | 125 | 12 | 3 | 3 | 0 | 3 | 0 | 146 | 148 | 21 | 1 | 1 | 0 | 0 | 0 | 171 |
| 17:15 | 135 | 14 | 3 | 1 | 1 | 0 | 0 | 154 | 168 | 17 | 1 | 1 | 0 | 2 | 0 | 189 |
| 17:30 | 132 | 2 | 0 | 1 | 0 | 0 | 0 | 135 | 131 | 16 | 3 | 1 | 0 | 0 | 0 | 151 |
| 17:45 | 150 | 10 | 2 | 1 | 1 | 0 | 0 | 164 | 136 | 8 | 3 | 1 | 0 | 1 | 0 | 149 |
| H/TOT | 542 | 38 | 8 | 6 | 2 | 3 | 0 | 599 | 583 | 62 | 8 | 4 | 0 | 3 | 0 | 660 |
| 18:00 | 104 | 3 | 0 | 2 | 0 | 1 | 0 | 110 | 115 | 15 | 3 | 0 | 0 | 1 | 0 | 134 |
| 18:15 | 111 | 10 | 1 | 2 | 0 | 0 | 0 | 124 | 86 | 4 | 2 | 1 | 0 | 1 | 0 | 94 |
| 18:30 | 101 | 11 | 1 | 1 | 0 | 1 | 0 | 115 | 88 | 13 | 0 | 2 | 0 | 0 | 0 | 103 |
| 18:45 | 64 | 6 | 0 | 2 | 0 | 0 | 0 | 72 | 79 | 1 | 2 | 0 | 0 | 1 | 0 | 83 |
| H/TOT | 380 | 30 | 2 | 7 | 0 | 2 | 0 | 421 | 368 | 33 | 7 | 3 | 0 | 3 | 0 | 414 |
| P/TOT | 4429 | 705 | 227 | 149 | 22 | 22 | 0 | 5554 | 4196 | 640 | 210 | 161 | 28 | 28 | 3 | 5266 |

**6102 / M40 JUNCTION 10**
**MARCH 2016**
**CLASSIFIED TURNING COUNT**

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| TIME | A to C | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 116 | 50 | 25 | 41 | 1 | 0 | 0 | 233 |
| 06:15 | 238 | 65 | 24 | 44 | 1 | 1 | 0 | 373 |
| 06:30 | 286 | 84 | 26 | 44 | 0 | 0 | 0 | 440 |
| 06:45 | 334 | 91 | 31 | 53 | 0 | 4 | 0 | 513 |
| **H/TOT** | 974 | 290 | 106 | 182 | 2 | 5 | 0 | 1559 |
| 07:00 | 325 | 66 | 26 | 44 | 0 | 1 | 0 | 462 |
| 07:15 | 325 | 69 | 18 | 48 | 0 | 2 | 0 | 462 |
| 07:30 | 272 | 45 | 24 | 27 | 0 | 1 | 0 | 369 |
| 07:45 | 328 | 57 | 30 | 35 | 1 | 1 | 0 | 452 |
| **H/TOT** | 1250 | 237 | 98 | 154 | 1 | 5 | 0 | 1745 |
| 08:00 | 325 | 48 | 27 | 42 | 1 | 1 | 0 | 444 |
| 08:15 | 314 | 42 | 22 | 52 | 0 | 1 | 0 | 431 |
| 08:30 | 285 | 38 | 23 | 45 | 0 | 0 | 0 | 391 |
| 08:45 | 269 | 55 | 24 | 32 | 0 | 2 | 0 | 382 |
| **H/TOT** | 1193 | 183 | 96 | 171 | 1 | 4 | 0 | 1648 |
| 09:00 | 297 | 40 | 21 | 38 | 2 | 0 | 0 | 398 |
| 09:15 | 293 | 39 | 22 | 39 | 0 | 0 | 0 | 393 |
| 09:30 | 223 | 35 | 11 | 37 | 3 | 0 | 0 | 309 |
| 09:45 | 215 | 46 | 22 | 32 | 0 | 0 | 0 | 315 |
| **H/TOT** | 1028 | 160 | 76 | 146 | 5 | 0 | 0 | 1415 |
| 10:00 | 177 | 29 | 16 | 25 | 2 | 0 | 0 | 249 |
| 10:15 | 146 | 26 | 12 | 20 | 0 | 0 | 0 | 204 |
| 10:30 | 167 | 30 | 19 | 25 | 1 | 1 | 0 | 243 |
| 10:45 | 179 | 30 | 15 | 28 | 0 | 0 | 0 | 252 |
| **H/TOT** | 669 | 115 | 62 | 98 | 3 | 1 | 0 | 948 |
| 11:00 | 155 | 26 | 12 | 38 | 0 | 0 | 0 | 231 |
| 11:15 | 140 | 33 | 12 | 32 | 0 | 1 | 0 | 218 |
| 11:30 | 168 | 39 | 22 | 32 | 1 | 0 | 0 | 262 |
| 11:45 | 158 | 37 | 17 | 36 | 1 | 0 | 0 | 249 |
| **H/TOT** | 621 | 135 | 63 | 138 | 2 | 1 | 0 | 960 |
| 12:00 | 164 | 30 | 20 | 43 | 0 | 1 | 0 | 258 |
| 12:15 | 160 | 34 | 8 | 30 | 0 | 0 | 0 | 232 |
| 12:30 | 142 | 24 | 8 | 32 | 0 | 1 | 0 | 207 |
| 12:45 | 171 | 29 | 16 | 23 | 0 | 0 | 0 | 239 |
| **H/TOT** | 637 | 117 | 52 | 128 | 0 | 2 | 0 | 936 |
| 13:00 | 184 | 22 | 5 | 29 | 0 | 1 | 0 | 241 |
| 13:15 | 175 | 40 | 15 | 32 | 0 | 1 | 0 | 263 |
| 13:30 | 141 | 35 | 17 | 26 | 0 | 3 | 0 | 222 |
| 13:45 | 189 | 27 | 15 | 31 | 0 | 0 | 0 | 262 |
| **H/TOT** | 689 | 124 | 52 | 118 | 0 | 5 | 0 | 988 |
| 14:00 | 159 | 30 | 14 | 35 | 0 | 1 | 0 | 239 |
| 14:15 | 165 | 25 | 10 | 45 | 1 | 2 | 0 | 248 |
| 14:30 | 193 | 31 | 10 | 28 | 0 | 0 | 0 | 262 |
| 14:45 | 202 | 23 | 15 | 23 | 1 | 2 | 0 | 266 |
| **H/TOT** | 719 | 109 | 49 | 131 | 2 | 5 | 0 | 1015 |
| 15:00 | 193 | 41 | 13 | 42 | 0 | 0 | 0 | 289 |
| 15:15 | 204 | 34 | 10 | 33 | 1 | 0 | 0 | 282 |
| 15:30 | 232 | 36 | 17 | 36 | 1 | 2 | 0 | 324 |
| 15:45 | 242 | 40 | 9 | 31 | 1 | 4 | 0 | 327 |
| **H/TOT** | 871 | 151 | 49 | 142 | 3 | 6 | 0 | 1222 |
| 16:00 | 273 | 27 | 7 | 31 | 2 | 1 | 0 | 341 |
| 16:15 | 246 | 23 | 12 | 18 | 0 | 0 | 0 | 299 |
| 16:30 | 275 | 29 | 7 | 18 | 0 | 0 | 0 | 329 |
| 16:45 | 274 | 38 | 16 | 19 | 1 | 2 | 0 | 350 |
| **H/TOT** | 1068 | 117 | 42 | 86 | 3 | 3 | 0 | 1319 |
| 17:00 | 290 | 35 | 14 | 21 | 1 | 1 | 0 | 362 |
| 17:15 | 301 | 20 | 13 | 21 | 0 | 0 | 0 | 355 |
| 17:30 | 268 | 17 | 5 | 24 | 0 | 0 | 0 | 314 |
| 17:45 | 267 | 23 | 6 | 23 | 0 | 2 | 0 | 321 |
| **H/TOT** | 1126 | 95 | 38 | 89 | 1 | 3 | 0 | 1352 |
| 18:00 | 249 | 15 | 1 | 21 | 0 | 0 | 0 | 286 |
| 18:15 | 259 | 21 | 4 | 32 | 0 | 1 | 0 | 317 |
| 18:30 | 211 | 21 | 7 | 25 | 0 | 1 | 0 | 265 |
| 18:45 | 194 | 11 | 5 | 10 | 0 | 1 | 0 | 221 |
| **H/TOT** | 913 | 68 | 17 | 88 | 0 | 3 | 0 | 1089 |
| **P/TOT** | 11758 | 1901 | 800 | 1671 | 23 | 43 | 0 | 16196 |

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| | A to B - banned movement | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **TIME** | **CAR** | **LGV** | **OGV1** | **OGV2** | **PSV** | **MCL** | **PCL** | **TOT** |
| 06:00 | | | | | | | | 0 |
| 06:15 | | | | | | | | 0 |
| 06:30 | | | | | | | | 0 |
| 06:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | | | | | | | | 0 |
| 07:15 | | | | | | | | 0 |
| 07:30 | | | | | | | | 0 |
| 07:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | | | | | | 0 |
| 08:15 | | | | | | | | 0 |
| 08:30 | | | | | | | | 0 |
| 08:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | | | | | | 0 |
| 09:15 | | | | | | | | 0 |
| 09:30 | | | | | | | | 0 |
| 09:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | | | | | | | | 0 |
| 10:15 | | | | | | | | 0 |
| 10:30 | | | | | | | | 0 |
| 10:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | | | | | | | | 0 |
| 11:15 | | | | | | | | 0 |
| 11:30 | | | | | | | | 0 |
| 11:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | | | | | | | | 0 |
| 12:15 | | | | | | | | 0 |
| 12:30 | | | | | | | | 0 |
| 12:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | | | | | | | | 0 |
| 13:15 | | | | | | | | 0 |
| 13:30 | | | | | | | | 0 |
| 13:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | | | | | | | | 0 |
| 14:15 | | | | | | | | 0 |
| 14:30 | | | | | | | | 0 |
| 14:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | | | | | | | | 0 |
| 15:15 | | | | | | | | 0 |
| 15:30 | | | | | | | | 0 |
| 15:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | | | | | | | | 0 |
| 16:15 | | | | | | | | 0 |
| 16:30 | | | | | | | | 0 |
| 16:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | | | | | | | | 0 |
| 17:15 | | | | | | | | 0 |
| 17:30 | | | | | | | | 0 |
| 17:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | | | | | | | | 0 |
| 18:15 | | | | | | | | 0 |
| 18:30 | | | | | | | | 0 |
| 18:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **P/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| TIME | A to A - banned movement CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
|---|---|---|---|---|---|---|---|---|
| 06:00 | | | | | | | | 0 |
| 06:15 | | | | | | | | 0 |
| 06:30 | | | | | | | | 0 |
| 06:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | | | | | | | | 0 |
| 07:15 | | | | | | | | 0 |
| 07:30 | | | | | | | | 0 |
| 07:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | | | | | | 0 |
| 08:15 | | | | | | | | 0 |
| 08:30 | | | | | | | | 0 |
| 08:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | | | | | | 0 |
| 09:15 | | | | | | | | 0 |
| 09:30 | | | | | | | | 0 |
| 09:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | | | | | | | | 0 |
| 10:15 | | | | | | | | 0 |
| 10:30 | | | | | | | | 0 |
| 10:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | | | | | | | | 0 |
| 11:15 | | | | | | | | 0 |
| 11:30 | | | | | | | | 0 |
| 11:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | | | | | | | | 0 |
| 12:15 | | | | | | | | 0 |
| 12:30 | | | | | | | | 0 |
| 12:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | | | | | | | | 0 |
| 13:15 | | | | | | | | 0 |
| 13:30 | | | | | | | | 0 |
| 13:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | | | | | | | | 0 |
| 14:15 | | | | | | | | 0 |
| 14:30 | | | | | | | | 0 |
| 14:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | | | | | | | | 0 |
| 15:15 | | | | | | | | 0 |
| 15:30 | | | | | | | | 0 |
| 15:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | | | | | | | | 0 |
| 16:15 | | | | | | | | 0 |
| 16:30 | | | | | | | | 0 |
| 16:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | | | | | | | | 0 |
| 17:15 | | | | | | | | 0 |
| 17:30 | | | | | | | | 0 |
| 17:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | | | | | | | | 0 |
| 18:15 | | | | | | | | 0 |
| 18:30 | | | | | | | | 0 |
| 18:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **P/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**6102 / M40 JUNCTION 10**
**MARCH 2016**
**CLASSIFIED TURNING COUNT**

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| | B to A | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **TIME** | **CAR** | **LGV** | **OGV1** | **OGV2** | **PSV** | **MCL** | **PCL** | **TOT** |
| 06:00 | 5 | 5 | 0 | 4 | 0 | 0 | 0 | 14 |
| 06:15 | 11 | 4 | 2 | 5 | 0 | 0 | 0 | 22 |
| 06:30 | 15 | 5 | 4 | 2 | 0 | 0 | 0 | 26 |
| 06:45 | 29 | 12 | 2 | 4 | 0 | 0 | 0 | 47 |
| **H/TOT** | 60 | 26 | 8 | 15 | 0 | 0 | 0 | 109 |
| 07:00 | 37 | 12 | 4 | 0 | 0 | 0 | 0 | 53 |
| 07:15 | 41 | 9 | 5 | 1 | 1 | 0 | 0 | 57 |
| 07:30 | 44 | 9 | 1 | 2 | 0 | 0 | 0 | 56 |
| 07:45 | 33 | 11 | 4 | 6 | 0 | 1 | 0 | 55 |
| **H/TOT** | 155 | 41 | 14 | 9 | 1 | 1 | 0 | 221 |
| 08:00 | 37 | 14 | 6 | 2 | 0 | 2 | 0 | 61 |
| 08:15 | 41 | 8 | 3 | 6 | 0 | 0 | 0 | 58 |
| 08:30 | 34 | 6 | 2 | 3 | 0 | 0 | 0 | 45 |
| 08:45 | 31 | 7 | 6 | 7 | 0 | 0 | 0 | 51 |
| **H/TOT** | 143 | 35 | 17 | 18 | 0 | 2 | 0 | 215 |
| 09:00 | 24 | 6 | 5 | 2 | 0 | 0 | 0 | 37 |
| 09:15 | 25 | 9 | 5 | 3 | 0 | 0 | 0 | 42 |
| 09:30 | 17 | 8 | 3 | 2 | 0 | 0 | 0 | 30 |
| 09:45 | 14 | 3 | 3 | 3 | 0 | 0 | 0 | 23 |
| **H/TOT** | 80 | 26 | 16 | 10 | 0 | 0 | 0 | 132 |
| 10:00 | 18 | 6 | 3 | 5 | 0 | 0 | 0 | 32 |
| 10:15 | 8 | 8 | 4 | 1 | 0 | 0 | 0 | 21 |
| 10:30 | 10 | 3 | 4 | 0 | 0 | 0 | 0 | 17 |
| 10:45 | 26 | 1 | 4 | 2 | 0 | 0 | 0 | 33 |
| **H/TOT** | 62 | 18 | 15 | 8 | 0 | 0 | 0 | 103 |
| 11:00 | 15 | 3 | 2 | 4 | 0 | 0 | 0 | 24 |
| 11:15 | 8 | 2 | 1 | 4 | 0 | 0 | 0 | 15 |
| 11:30 | 16 | 4 | 1 | 3 | 0 | 0 | 0 | 24 |
| 11:45 | 11 | 5 | 1 | 4 | 0 | 0 | 0 | 21 |
| **H/TOT** | 50 | 14 | 5 | 15 | 0 | 0 | 0 | 84 |
| 12:00 | 18 | 2 | 2 | 2 | 0 | 0 | 0 | 24 |
| 12:15 | 14 | 4 | 2 | 4 | 0 | 0 | 0 | 24 |
| 12:30 | 16 | 4 | 3 | 7 | 0 | 1 | 0 | 31 |
| 12:45 | 27 | 5 | 3 | 2 | 0 | 0 | 0 | 37 |
| **H/TOT** | 75 | 15 | 10 | 15 | 0 | 1 | 0 | 116 |
| 13:00 | 27 | 7 | 3 | 3 | 0 | 0 | 0 | 40 |
| 13:15 | 15 | 2 | 3 | 1 | 0 | 0 | 0 | 21 |
| 13:30 | 23 | 2 | 2 | 2 | 0 | 0 | 0 | 29 |
| 13:45 | 17 | 5 | 1 | 2 | 0 | 0 | 0 | 25 |
| **H/TOT** | 82 | 16 | 9 | 8 | 0 | 0 | 0 | 115 |
| 14:00 | 21 | 4 | 0 | 2 | 0 | 0 | 0 | 27 |
| 14:15 | 19 | 4 | 1 | 4 | 0 | 0 | 0 | 28 |
| 14:30 | 22 | 2 | 1 | 1 | 0 | 0 | 0 | 26 |
| 14:45 | 31 | 2 | 2 | 3 | 0 | 0 | 0 | 38 |
| **H/TOT** | 93 | 12 | 4 | 10 | 0 | 0 | 0 | 119 |
| 15:00 | 20 | 12 | 1 | 1 | 0 | 0 | 0 | 34 |
| 15:15 | 22 | 9 | 1 | 2 | 0 | 0 | 0 | 34 |
| 15:30 | 25 | 4 | 2 | 1 | 0 | 0 | 0 | 32 |
| 15:45 | 15 | 3 | 2 | 5 | 1 | 0 | 0 | 26 |
| **H/TOT** | 82 | 28 | 6 | 9 | 1 | 0 | 0 | 126 |
| 16:00 | 28 | 4 | 1 | 1 | 1 | 0 | 0 | 35 |
| 16:15 | 32 | 5 | 3 | 1 | 1 | 0 | 0 | 42 |
| 16:30 | 30 | 10 | 2 | 1 | 2 | 0 | 0 | 45 |
| 16:45 | 55 | 7 | 2 | 3 | 0 | 0 | 0 | 67 |
| **H/TOT** | 145 | 26 | 8 | 6 | 4 | 0 | 0 | 189 |
| 17:00 | 45 | 5 | 2 | 2 | 0 | 0 | 0 | 54 |
| 17:15 | 50 | 1 | 1 | 1 | 0 | 0 | 0 | 53 |
| 17:30 | 25 | 5 | 0 | 1 | 0 | 0 | 0 | 31 |
| 17:45 | 63 | 5 | 0 | 0 | 0 | 0 | 0 | 68 |
| **H/TOT** | 183 | 16 | 3 | 4 | 0 | 0 | 0 | 206 |
| 18:00 | 41 | 3 | 0 | 0 | 1 | 0 | 0 | 45 |
| 18:15 | 42 | 1 | 1 | 3 | 0 | 0 | 0 | 47 |
| 18:30 | 45 | 3 | 2 | 0 | 0 | 0 | 0 | 50 |
| 18:45 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| **H/TOT** | 152 | 8 | 3 | 3 | 1 | 0 | 0 | 167 |
| **P/TOT** | 1362 | 281 | 118 | 130 | 7 | 4 | 0 | 1902 |

**6102 / M40 JUNCTION 10**
**MARCH 2016**
**CLASSIFIED TURNING COUNT**

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| TIME | B to C | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 13 | 7 | 3 | 2 | 0 | 0 | 0 | 25 |
| 06:15 | 23 | 7 | 4 | 8 | 0 | 0 | 0 | 42 |
| 06:30 | 36 | 10 | 3 | 4 | 0 | 0 | 0 | 53 |
| 06:45 | 45 | 9 | 3 | 6 | 0 | 0 | 0 | 63 |
| **H/TOT** | 117 | 33 | 13 | 20 | 0 | 0 | 0 | 183 |
| 07:00 | 39 | 16 | 6 | 6 | 0 | 0 | 0 | 67 |
| 07:15 | 48 | 11 | 3 | 6 | 0 | 0 | 0 | 68 |
| 07:30 | 60 | 8 | 3 | 8 | 0 | 1 | 0 | 80 |
| 07:45 | 51 | 13 | 3 | 6 | 0 | 0 | 0 | 73 |
| **H/TOT** | 198 | 48 | 15 | 26 | 0 | 1 | 0 | 288 |
| 08:00 | 65 | 19 | 3 | 5 | 0 | 0 | 0 | 92 |
| 08:15 | 60 | 13 | 1 | 10 | 0 | 0 | 0 | 84 |
| 08:30 | 49 | 9 | 3 | 5 | 0 | 0 | 0 | 66 |
| 08:45 | 49 | 7 | 5 | 7 | 0 | 0 | 0 | 68 |
| **H/TOT** | 223 | 48 | 12 | 27 | 0 | 0 | 0 | 310 |
| 09:00 | 30 | 8 | 5 | 13 | 0 | 0 | 0 | 56 |
| 09:15 | 41 | 8 | 1 | 11 | 0 | 0 | 0 | 61 |
| 09:30 | 45 | 5 | 6 | 11 | 0 | 0 | 0 | 67 |
| 09:45 | 27 | 7 | 2 | 10 | 0 | 0 | 0 | 46 |
| **H/TOT** | 143 | 28 | 14 | 45 | 0 | 0 | 0 | 230 |
| 10:00 | 34 | 5 | 2 | 7 | 0 | 0 | 0 | 48 |
| 10:15 | 35 | 6 | 3 | 7 | 0 | 0 | 0 | 51 |
| 10:30 | 34 | 6 | 2 | 10 | 0 | 0 | 0 | 52 |
| 10:45 | 37 | 4 | 6 | 10 | 0 | 0 | 0 | 57 |
| **H/TOT** | 140 | 21 | 13 | 34 | 0 | 0 | 0 | 208 |
| 11:00 | 25 | 5 | 3 | 15 | 0 | 0 | 0 | 48 |
| 11:15 | 33 | 8 | 2 | 7 | 0 | 0 | 0 | 50 |
| 11:30 | 32 | 8 | 5 | 11 | 0 | 0 | 0 | 56 |
| 11:45 | 49 | 2 | 2 | 2 | 0 | 0 | 0 | 55 |
| **H/TOT** | 139 | 23 | 12 | 35 | 0 | 0 | 0 | 209 |
| 12:00 | 51 | 2 | 1 | 6 | 0 | 0 | 0 | 60 |
| 12:15 | 41 | 12 | 3 | 9 | 0 | 0 | 0 | 65 |
| 12:30 | 38 | 7 | 4 | 7 | 0 | 0 | 0 | 56 |
| 12:45 | 39 | 5 | 4 | 8 | 0 | 0 | 0 | 56 |
| **H/TOT** | 169 | 26 | 12 | 30 | 0 | 0 | 0 | 237 |
| 13:00 | 48 | 8 | 3 | 6 | 0 | 1 | 0 | 66 |
| 13:15 | 44 | 4 | 5 | 8 | 0 | 0 | 0 | 61 |
| 13:30 | 42 | 3 | 9 | 3 | 0 | 0 | 0 | 57 |
| 13:45 | 36 | 6 | 3 | 3 | 0 | 0 | 0 | 48 |
| **H/TOT** | 170 | 21 | 20 | 20 | 0 | 1 | 0 | 232 |
| 14:00 | 46 | 6 | 4 | 7 | 0 | 0 | 0 | 63 |
| 14:15 | 51 | 3 | 2 | 6 | 1 | 0 | 0 | 63 |
| 14:30 | 52 | 3 | 5 | 9 | 0 | 0 | 0 | 69 |
| 14:45 | 52 | 2 | 2 | 11 | 0 | 0 | 0 | 67 |
| **H/TOT** | 201 | 14 | 13 | 33 | 1 | 0 | 0 | 262 |
| 15:00 | 40 | 1 | 0 | 4 | 0 | 0 | 0 | 45 |
| 15:15 | 39 | 9 | 3 | 4 | 0 | 1 | 0 | 56 |
| 15:30 | 55 | 3 | 4 | 5 | 0 | 0 | 0 | 67 |
| 15:45 | 50 | 2 | 2 | 7 | 0 | 0 | 0 | 61 |
| **H/TOT** | 184 | 15 | 9 | 20 | 0 | 1 | 0 | 229 |
| 16:00 | 52 | 11 | 1 | 4 | 0 | 0 | 0 | 68 |
| 16:15 | 49 | 5 | 4 | 5 | 0 | 0 | 0 | 63 |
| 16:30 | 49 | 3 | 1 | 10 | 0 | 1 | 0 | 64 |
| 16:45 | 55 | 5 | 2 | 3 | 1 | 1 | 0 | 67 |
| **H/TOT** | 205 | 24 | 8 | 22 | 1 | 2 | 0 | 262 |
| 17:00 | 50 | 4 | 1 | 5 | 0 | 0 | 0 | 60 |
| 17:15 | 54 | 3 | 1 | 1 | 0 | 0 | 0 | 59 |
| 17:30 | 50 | 4 | 0 | 4 | 1 | 1 | 0 | 60 |
| 17:45 | 63 | 2 | 1 | 7 | 0 | 1 | 0 | 74 |
| **H/TOT** | 217 | 13 | 3 | 17 | 1 | 2 | 0 | 253 |
| 18:00 | 45 | 5 | 0 | 2 | 0 | 0 | 0 | 52 |
| 18:15 | 73 | 8 | 0 | 5 | 0 | 1 | 0 | 87 |
| 18:30 | 42 | 0 | 0 | 4 | 0 | 0 | 0 | 46 |
| 18:45 | 40 | 2 | 1 | 8 | 0 | 0 | 0 | 51 |
| **H/TOT** | 200 | 15 | 1 | 19 | 0 | 1 | 0 | 236 |
| **P/TOT** | 2306 | 329 | 145 | 348 | 3 | 8 | 0 | 3139 |

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| TIME | B to B - banned movement CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
|---|---|---|---|---|---|---|---|---|
| 06:00 | | | | | | | | 0 |
| 06:15 | | | | | | | | 0 |
| 06:30 | | | | | | | | 0 |
| 06:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | | | | | | | | 0 |
| 07:15 | | | | | | | | 0 |
| 07:30 | | | | | | | | 0 |
| 07:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | | | | | | 0 |
| 08:15 | | | | | | | | 0 |
| 08:30 | | | | | | | | 0 |
| 08:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | | | | | | 0 |
| 09:15 | | | | | | | | 0 |
| 09:30 | | | | | | | | 0 |
| 09:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | | | | | | | | 0 |
| 10:15 | | | | | | | | 0 |
| 10:30 | | | | | | | | 0 |
| 10:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | | | | | | | | 0 |
| 11:15 | | | | | | | | 0 |
| 11:30 | | | | | | | | 0 |
| 11:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | | | | | | | | 0 |
| 12:15 | | | | | | | | 0 |
| 12:30 | | | | | | | | 0 |
| 12:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | | | | | | | | 0 |
| 13:15 | | | | | | | | 0 |
| 13:30 | | | | | | | | 0 |
| 13:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | | | | | | | | 0 |
| 14:15 | | | | | | | | 0 |
| 14:30 | | | | | | | | 0 |
| 14:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | | | | | | | | 0 |
| 15:15 | | | | | | | | 0 |
| 15:30 | | | | | | | | 0 |
| 15:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | | | | | | | | 0 |
| 16:15 | | | | | | | | 0 |
| 16:30 | | | | | | | | 0 |
| 16:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | | | | | | | | 0 |
| 17:15 | | | | | | | | 0 |
| 17:30 | | | | | | | | 0 |
| 17:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | | | | | | | | 0 |
| 18:15 | | | | | | | | 0 |
| 18:30 | | | | | | | | 0 |
| 18:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **P/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| TIME | C to B - banned movement CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
|---|---|---|---|---|---|---|---|---|
| 06:00 | | | | | | | | 0 |
| 06:15 | | | | | | | | 0 |
| 06:30 | | | | | | | | 0 |
| 06:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | | | | | | | | 0 |
| 07:15 | | | | | | | | 0 |
| 07:30 | | | | | | | | 0 |
| 07:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | | | | | | 0 |
| 08:15 | | | | | | | | 0 |
| 08:30 | | | | | | | | 0 |
| 08:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | | | | | | 0 |
| 09:15 | | | | | | | | 0 |
| 09:30 | | | | | | | | 0 |
| 09:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | | | | | | | | 0 |
| 10:15 | | | | | | | | 0 |
| 10:30 | | | | | | | | 0 |
| 10:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | | | | | | | | 0 |
| 11:15 | | | | | | | | 0 |
| 11:30 | | | | | | | | 0 |
| 11:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | | | | | | | | 0 |
| 12:15 | | | | | | | | 0 |
| 12:30 | | | | | | | | 0 |
| 12:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | | | | | | | | 0 |
| 13:15 | | | | | | | | 0 |
| 13:30 | | | | | | | | 0 |
| 13:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | | | | | | | | 0 |
| 14:15 | | | | | | | | 0 |
| 14:30 | | | | | | | | 0 |
| 14:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | | | | | | | | 0 |
| 15:15 | | | | | | | | 0 |
| 15:30 | | | | | | | | 0 |
| 15:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | | | | | | | | 0 |
| 16:15 | | | | | | | | 0 |
| 16:30 | | | | | | | | 0 |
| 16:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | | | | | | | | 0 |
| 17:15 | | | | | | | | 0 |
| 17:30 | | | | | | | | 0 |
| 17:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | | | | | | | | 0 |
| 18:15 | | | | | | | | 0 |
| 18:30 | | | | | | | | 0 |
| 18:45 | | | | | | | | 0 |
| **H/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **P/TOT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**6102 / M40 JUNCTION 10**
**MARCH 2016**
**CLASSIFIED TURNING COUNT**

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| TIME | C to A CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
|---|---|---|---|---|---|---|---|---|
| 06:00 | 40 | 11 | 6 | 21 | 0 | 1 | 0 | 79 |
| 06:15 | 55 | 25 | 7 | 25 | 0 | 0 | 0 | 112 |
| 06:30 | 96 | 25 | 12 | 28 | 0 | 0 | 0 | 161 |
| 06:45 | 126 | 26 | 14 | 29 | 0 | 1 | 0 | 196 |
| **H/TOT** | 317 | 87 | 39 | 103 | 0 | 2 | 0 | 548 |
| 07:00 | 175 | 30 | 17 | 31 | 0 | 0 | 0 | 253 |
| 07:15 | 195 | 24 | 11 | 29 | 0 | 0 | 0 | 259 |
| 07:30 | 191 | 28 | 17 | 34 | 0 | 1 | 0 | 271 |
| 07:45 | 227 | 30 | 10 | 26 | 0 | 1 | 0 | 294 |
| **H/TOT** | 788 | 112 | 55 | 120 | 0 | 2 | 0 | 1077 |
| 08:00 | 228 | 23 | 17 | 21 | 1 | 0 | 0 | 290 |
| 08:15 | 202 | 17 | 13 | 27 | 0 | 0 | 0 | 259 |
| 08:30 | 213 | 23 | 12 | 20 | 0 | 2 | 0 | 270 |
| 08:45 | 160 | 17 | 8 | 31 | 0 | 0 | 0 | 216 |
| **H/TOT** | 803 | 80 | 50 | 99 | 1 | 2 | 0 | 1035 |
| 09:00 | 145 | 17 | 13 | 27 | 0 | 0 | 0 | 202 |
| 09:15 | 145 | 16 | 8 | 22 | 0 | 0 | 0 | 191 |
| 09:30 | 152 | 26 | 9 | 21 | 0 | 1 | 0 | 209 |
| 09:45 | 143 | 30 | 17 | 34 | 0 | 0 | 0 | 224 |
| **H/TOT** | 585 | 89 | 47 | 104 | 0 | 1 | 0 | 826 |
| 10:00 | 145 | 30 | 8 | 33 | 1 | 0 | 0 | 217 |
| 10:15 | 160 | 22 | 18 | 39 | 0 | 0 | 0 | 239 |
| 10:30 | 128 | 33 | 20 | 37 | 0 | 0 | 0 | 218 |
| 10:45 | 142 | 24 | 11 | 33 | 0 | 0 | 0 | 210 |
| **H/TOT** | 575 | 109 | 57 | 142 | 1 | 0 | 0 | 884 |
| 11:00 | 132 | 30 | 25 | 35 | 0 | 2 | 0 | 224 |
| 11:15 | 139 | 30 | 22 | 45 | 0 | 2 | 0 | 238 |
| 11:30 | 146 | 34 | 19 | 24 | 0 | 0 | 0 | 223 |
| 11:45 | 142 | 33 | 17 | 37 | 0 | 2 | 0 | 231 |
| **H/TOT** | 559 | 127 | 83 | 141 | 0 | 6 | 0 | 916 |
| 12:00 | 165 | 36 | 27 | 32 | 2 | 0 | 0 | 262 |
| 12:15 | 139 | 23 | 19 | 27 | 0 | 1 | 0 | 209 |
| 12:30 | 142 | 30 | 18 | 30 | 0 | 1 | 0 | 221 |
| 12:45 | 143 | 36 | 19 | 32 | 6 | 0 | 0 | 236 |
| **H/TOT** | 589 | 125 | 83 | 121 | 8 | 2 | 0 | 928 |
| 13:00 | 164 | 39 | 22 | 27 | 0 | 0 | 0 | 252 |
| 13:15 | 164 | 35 | 31 | 37 | 0 | 0 | 0 | 267 |
| 13:30 | 164 | 39 | 18 | 40 | 0 | 0 | 0 | 261 |
| 13:45 | 190 | 47 | 19 | 41 | 2 | 1 | 0 | 300 |
| **H/TOT** | 682 | 160 | 90 | 145 | 2 | 1 | 0 | 1080 |
| 14:00 | 215 | 43 | 16 | 32 | 0 | 0 | 0 | 306 |
| 14:15 | 183 | 42 | 23 | 40 | 0 | 0 | 0 | 288 |
| 14:30 | 221 | 36 | 17 | 35 | 1 | 0 | 0 | 310 |
| 14:45 | 207 | 38 | 16 | 40 | 0 | 1 | 0 | 302 |
| **H/TOT** | 826 | 159 | 72 | 147 | 1 | 1 | 0 | 1206 |
| 15:00 | 213 | 50 | 16 | 37 | 0 | 0 | 0 | 316 |
| 15:15 | 201 | 39 | 25 | 31 | 0 | 2 | 0 | 298 |
| 15:30 | 239 | 47 | 16 | 37 | 1 | 1 | 0 | 341 |
| 15:45 | 259 | 51 | 20 | 36 | 1 | 2 | 0 | 369 |
| **H/TOT** | 912 | 187 | 77 | 141 | 2 | 5 | 0 | 1324 |
| 16:00 | 261 | 52 | 27 | 40 | 0 | 1 | 0 | 381 |
| 16:15 | 309 | 54 | 12 | 34 | 1 | 2 | 0 | 412 |
| 16:30 | 334 | 46 | 7 | 28 | 0 | 0 | 0 | 415 |
| 16:45 | 338 | 52 | 11 | 22 | 0 | 2 | 0 | 425 |
| **H/TOT** | 1242 | 204 | 57 | 124 | 1 | 5 | 0 | 1633 |
| 17:00 | 355 | 61 | 12 | 25 | 0 | 3 | 0 | 456 |
| 17:15 | 350 | 45 | 8 | 22 | 0 | 0 | 0 | 425 |
| 17:30 | 346 | 49 | 16 | 28 | 0 | 7 | 0 | 446 |
| 17:45 | 336 | 38 | 4 | 25 | 1 | 4 | 0 | 408 |
| **H/TOT** | 1387 | 193 | 40 | 100 | 1 | 14 | 0 | 1735 |
| 18:00 | 375 | 46 | 16 | 23 | 0 | 2 | 0 | 462 |
| 18:15 | 353 | 26 | 12 | 27 | 0 | 0 | 0 | 418 |
| 18:30 | 317 | 27 | 11 | 14 | 1 | 2 | 0 | 372 |
| 18:45 | 272 | 19 | 11 | 22 | 0 | 0 | 0 | 324 |
| **H/TOT** | 1317 | 118 | 50 | 86 | 1 | 4 | 0 | 1576 |
| **P/TOT** | 10582 | 1750 | 800 | 1573 | 18 | 45 | 0 | 14768 |

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| TIME | C to C CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
|---|---|---|---|---|---|---|---|---|
| 06:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 06:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **H/TOT** | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 07:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **H/TOT** | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 6 |
| 08:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 08:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| **H/TOT** | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 16 |
| 09:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:30 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 5 |
| 09:45 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| **H/TOT** | 12 | 2 | 1 | 2 | 0 | 0 | 0 | 17 |
| 10:00 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 10:15 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 10:30 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:45 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| **H/TOT** | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 17 |
| 11:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 6 |
| 11:30 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 11:45 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 7 |
| **H/TOT** | 10 | 3 | 2 | 4 | 0 | 0 | 0 | 19 |
| 12:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 12:15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **H/TOT** | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 13:15 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 9 |
| 13:30 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:45 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| **H/TOT** | 18 | 4 | 1 | 2 | 0 | 0 | 0 | 25 |
| 14:00 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 14:15 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 |
| 14:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:45 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| **H/TOT** | 14 | 3 | 1 | 1 | 0 | 2 | 0 | 21 |
| 15:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **H/TOT** | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 5 |
| **H/TOT** | 6 | 1 | 0 | 3 | 0 | 0 | 0 | 10 |
| 17:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 7 |
| 17:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **H/TOT** | 18 | 1 | 0 | 2 | 0 | 0 | 0 | 21 |
| 18:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 18:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **H/TOT** | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 16 |
| **P/TOT** | 133 | 26 | 11 | 18 | 0 | 2 | 0 | 190 |

**6102 / M40 JUNCTION 10**
**MARCH 2016**
**CLASSIFIED TURNING COUNT**

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| | TO ARM A | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **TIME** | **CAR** | **LGV** | **OGV1** | **OGV2** | **PSV** | **MCL** | **PCL** | **TOT** |
| 06:00 | 45 | 16 | 6 | 25 | 0 | 1 | 0 | 93 |
| 06:15 | 66 | 29 | 9 | 30 | 0 | 0 | 0 | 134 |
| 06:30 | 111 | 30 | 16 | 30 | 0 | 0 | 0 | 187 |
| 06:45 | 155 | 38 | 16 | 33 | 0 | 1 | 0 | 243 |
| **H/TOT** | 377 | 113 | 47 | 118 | 0 | 2 | 0 | 657 |
| 07:00 | 212 | 42 | 21 | 31 | 0 | 0 | 0 | 306 |
| 07:15 | 236 | 33 | 16 | 30 | 1 | 0 | 0 | 316 |
| 07:30 | 235 | 37 | 18 | 36 | 0 | 1 | 0 | 327 |
| 07:45 | 260 | 41 | 14 | 32 | 0 | 2 | 0 | 349 |
| **H/TOT** | 943 | 153 | 69 | 129 | 1 | 3 | 0 | 1298 |
| 08:00 | 265 | 37 | 23 | 23 | 1 | 2 | 0 | 351 |
| 08:15 | 243 | 25 | 16 | 33 | 0 | 0 | 0 | 317 |
| 08:30 | 247 | 29 | 14 | 23 | 0 | 2 | 0 | 315 |
| 08:45 | 191 | 24 | 14 | 38 | 0 | 0 | 0 | 267 |
| **H/TOT** | 946 | 115 | 67 | 117 | 1 | 4 | 0 | 1250 |
| 09:00 | 169 | 23 | 18 | 29 | 0 | 0 | 0 | 239 |
| 09:15 | 170 | 25 | 13 | 25 | 0 | 0 | 0 | 233 |
| 09:30 | 169 | 34 | 12 | 23 | 0 | 1 | 0 | 239 |
| 09:45 | 157 | 33 | 20 | 37 | 0 | 0 | 0 | 247 |
| **H/TOT** | 665 | 115 | 63 | 114 | 0 | 1 | 0 | 958 |
| 10:00 | 163 | 36 | 11 | 38 | 1 | 0 | 0 | 249 |
| 10:15 | 168 | 30 | 22 | 40 | 0 | 0 | 0 | 260 |
| 10:30 | 138 | 36 | 24 | 37 | 0 | 0 | 0 | 235 |
| 10:45 | 168 | 25 | 15 | 35 | 0 | 0 | 0 | 243 |
| **H/TOT** | 637 | 127 | 72 | 150 | 1 | 0 | 0 | 987 |
| 11:00 | 147 | 33 | 27 | 39 | 0 | 2 | 0 | 248 |
| 11:15 | 147 | 32 | 23 | 49 | 0 | 2 | 0 | 253 |
| 11:30 | 162 | 38 | 20 | 27 | 0 | 0 | 0 | 247 |
| 11:45 | 153 | 38 | 18 | 41 | 0 | 2 | 0 | 252 |
| **H/TOT** | 609 | 141 | 88 | 156 | 0 | 6 | 0 | 1000 |
| 12:00 | 183 | 38 | 29 | 34 | 2 | 0 | 0 | 286 |
| 12:15 | 153 | 27 | 21 | 31 | 0 | 1 | 0 | 233 |
| 12:30 | 158 | 34 | 21 | 37 | 0 | 2 | 0 | 252 |
| 12:45 | 170 | 41 | 22 | 34 | 6 | 0 | 0 | 273 |
| **H/TOT** | 664 | 140 | 93 | 136 | 8 | 3 | 0 | 1044 |
| 13:00 | 191 | 46 | 25 | 30 | 0 | 0 | 0 | 292 |
| 13:15 | 179 | 37 | 34 | 38 | 0 | 0 | 0 | 288 |
| 13:30 | 187 | 41 | 20 | 42 | 0 | 0 | 0 | 290 |
| 13:45 | 207 | 52 | 20 | 43 | 2 | 1 | 0 | 325 |
| **H/TOT** | 764 | 176 | 99 | 153 | 2 | 1 | 0 | 1195 |
| 14:00 | 236 | 47 | 16 | 34 | 0 | 0 | 0 | 333 |
| 14:15 | 202 | 46 | 24 | 44 | 0 | 0 | 0 | 316 |
| 14:30 | 243 | 38 | 18 | 36 | 1 | 0 | 0 | 336 |
| 14:45 | 238 | 40 | 18 | 43 | 0 | 1 | 0 | 340 |
| **H/TOT** | 919 | 171 | 76 | 157 | 1 | 1 | 0 | 1325 |
| 15:00 | 233 | 62 | 17 | 38 | 0 | 0 | 0 | 350 |
| 15:15 | 223 | 48 | 26 | 33 | 0 | 2 | 0 | 332 |
| 15:30 | 264 | 51 | 18 | 38 | 1 | 1 | 0 | 373 |
| 15:45 | 274 | 54 | 22 | 41 | 2 | 2 | 0 | 395 |
| **H/TOT** | 994 | 215 | 83 | 150 | 3 | 5 | 0 | 1450 |
| 16:00 | 289 | 56 | 28 | 41 | 1 | 1 | 0 | 416 |
| 16:15 | 341 | 59 | 15 | 35 | 2 | 2 | 0 | 454 |
| 16:30 | 364 | 56 | 9 | 29 | 2 | 0 | 0 | 460 |
| 16:45 | 393 | 59 | 13 | 25 | 0 | 2 | 0 | 492 |
| **H/TOT** | 1387 | 230 | 65 | 130 | 5 | 5 | 0 | 1822 |
| 17:00 | 400 | 66 | 14 | 27 | 0 | 3 | 0 | 510 |
| 17:15 | 400 | 46 | 9 | 23 | 0 | 0 | 0 | 478 |
| 17:30 | 371 | 54 | 16 | 29 | 0 | 7 | 0 | 477 |
| 17:45 | 399 | 43 | 4 | 25 | 1 | 4 | 0 | 476 |
| **H/TOT** | 1570 | 209 | 43 | 104 | 1 | 14 | 0 | 1941 |
| 18:00 | 416 | 49 | 16 | 23 | 1 | 2 | 0 | 507 |
| 18:15 | 395 | 27 | 13 | 30 | 0 | 0 | 0 | 465 |
| 18:30 | 362 | 30 | 13 | 14 | 1 | 2 | 0 | 422 |
| 18:45 | 296 | 20 | 11 | 22 | 0 | 0 | 0 | 349 |
| **H/TOT** | 1469 | 126 | 53 | 89 | 2 | 4 | 0 | 1743 |
| **P/TOT** | 11944 | 2031 | 918 | 1703 | 25 | 49 | 0 | 16670 |

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| | FROM ARM A | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 116 | 50 | 25 | 41 | 1 | 0 | 0 | 233 |
| 06:15 | 238 | 65 | 24 | 44 | 1 | 1 | 0 | 373 |
| 06:30 | 286 | 84 | 26 | 44 | 0 | 0 | 0 | 440 |
| 06:45 | 334 | 91 | 31 | 53 | 0 | 4 | 0 | 513 |
| **H/TOT** | 974 | 290 | 106 | 182 | 2 | 5 | 0 | 1559 |
| 07:00 | 325 | 66 | 26 | 44 | 0 | 1 | 0 | 462 |
| 07:15 | 325 | 69 | 18 | 48 | 0 | 2 | 0 | 462 |
| 07:30 | 272 | 45 | 24 | 27 | 0 | 1 | 0 | 369 |
| 07:45 | 328 | 57 | 30 | 35 | 1 | 1 | 0 | 452 |
| **H/TOT** | 1250 | 237 | 98 | 154 | 1 | 5 | 0 | 1745 |
| 08:00 | 325 | 48 | 27 | 42 | 1 | 1 | 0 | 444 |
| 08:15 | 314 | 42 | 22 | 52 | 0 | 1 | 0 | 431 |
| 08:30 | 285 | 38 | 23 | 45 | 0 | 0 | 0 | 391 |
| 08:45 | 269 | 55 | 24 | 32 | 0 | 2 | 0 | 382 |
| **H/TOT** | 1193 | 183 | 96 | 171 | 1 | 4 | 0 | 1648 |
| 09:00 | 297 | 40 | 21 | 38 | 2 | 0 | 0 | 398 |
| 09:15 | 293 | 39 | 22 | 39 | 0 | 0 | 0 | 393 |
| 09:30 | 223 | 35 | 11 | 37 | 3 | 0 | 0 | 309 |
| 09:45 | 215 | 46 | 22 | 32 | 0 | 0 | 0 | 315 |
| **H/TOT** | 1028 | 160 | 76 | 146 | 5 | 0 | 0 | 1415 |
| 10:00 | 177 | 29 | 16 | 25 | 2 | 0 | 0 | 249 |
| 10:15 | 146 | 26 | 12 | 20 | 0 | 0 | 0 | 204 |
| 10:30 | 167 | 30 | 19 | 25 | 1 | 1 | 0 | 243 |
| 10:45 | 179 | 30 | 15 | 28 | 0 | 0 | 0 | 252 |
| **H/TOT** | 669 | 115 | 62 | 98 | 3 | 1 | 0 | 948 |
| 11:00 | 155 | 26 | 12 | 38 | 0 | 0 | 0 | 231 |
| 11:15 | 140 | 33 | 12 | 32 | 0 | 1 | 0 | 218 |
| 11:30 | 168 | 39 | 22 | 32 | 1 | 0 | 0 | 262 |
| 11:45 | 158 | 37 | 17 | 36 | 1 | 0 | 0 | 249 |
| **H/TOT** | 621 | 135 | 63 | 138 | 2 | 1 | 0 | 960 |
| 12:00 | 164 | 30 | 20 | 43 | 0 | 1 | 0 | 258 |
| 12:15 | 160 | 34 | 8 | 30 | 0 | 0 | 0 | 232 |
| 12:30 | 142 | 24 | 8 | 32 | 0 | 1 | 0 | 207 |
| 12:45 | 171 | 29 | 16 | 23 | 0 | 0 | 0 | 239 |
| **H/TOT** | 637 | 117 | 52 | 128 | 0 | 2 | 0 | 936 |
| 13:00 | 184 | 22 | 5 | 29 | 0 | 1 | 0 | 241 |
| 13:15 | 175 | 40 | 15 | 32 | 0 | 1 | 0 | 263 |
| 13:30 | 141 | 35 | 17 | 26 | 0 | 3 | 0 | 222 |
| 13:45 | 189 | 27 | 15 | 31 | 0 | 0 | 0 | 262 |
| **H/TOT** | 689 | 124 | 52 | 118 | 0 | 5 | 0 | 988 |
| 14:00 | 159 | 30 | 14 | 35 | 0 | 1 | 0 | 239 |
| 14:15 | 165 | 25 | 10 | 45 | 1 | 2 | 0 | 248 |
| 14:30 | 193 | 31 | 10 | 28 | 0 | 0 | 0 | 262 |
| 14:45 | 202 | 23 | 15 | 23 | 1 | 2 | 0 | 266 |
| **H/TOT** | 719 | 109 | 49 | 131 | 2 | 5 | 0 | 1015 |
| 15:00 | 193 | 41 | 13 | 42 | 0 | 0 | 0 | 289 |
| 15:15 | 204 | 34 | 10 | 33 | 1 | 0 | 0 | 282 |
| 15:30 | 232 | 36 | 17 | 36 | 1 | 2 | 0 | 324 |
| 15:45 | 242 | 40 | 9 | 31 | 1 | 4 | 0 | 327 |
| **H/TOT** | 871 | 151 | 49 | 142 | 3 | 6 | 0 | 1222 |
| 16:00 | 273 | 27 | 7 | 31 | 2 | 1 | 0 | 341 |
| 16:15 | 246 | 23 | 12 | 18 | 0 | 0 | 0 | 299 |
| 16:30 | 275 | 29 | 7 | 18 | 0 | 0 | 0 | 329 |
| 16:45 | 274 | 38 | 16 | 19 | 1 | 2 | 0 | 350 |
| **H/TOT** | 1068 | 117 | 42 | 86 | 3 | 3 | 0 | 1319 |
| 17:00 | 290 | 35 | 14 | 21 | 1 | 1 | 0 | 362 |
| 17:15 | 301 | 20 | 13 | 21 | 0 | 0 | 0 | 355 |
| 17:30 | 268 | 17 | 5 | 24 | 0 | 0 | 0 | 314 |
| 17:45 | 267 | 23 | 6 | 23 | 0 | 2 | 0 | 321 |
| **H/TOT** | 1126 | 95 | 38 | 89 | 1 | 3 | 0 | 1352 |
| 18:00 | 249 | 15 | 1 | 21 | 0 | 0 | 0 | 286 |
| 18:15 | 259 | 21 | 4 | 32 | 0 | 1 | 0 | 317 |
| 18:30 | 211 | 21 | 7 | 25 | 0 | 1 | 0 | 265 |
| 18:45 | 194 | 11 | 5 | 10 | 0 | 1 | 0 | 221 |
| **H/TOT** | 913 | 68 | 17 | 88 | 0 | 3 | 0 | 1089 |
| **P/TOT** | 11758 | 1901 | 800 | 1671 | 23 | 43 | 0 | 16196 |

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| | TO ARM B | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| | FROM ARM B | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 06:00 | 18 | 12 | 3 | 6 | 0 | 0 | 0 | 39 |
| 06:15 | 34 | 11 | 6 | 13 | 0 | 0 | 0 | 64 |
| 06:30 | 51 | 15 | 7 | 6 | 0 | 0 | 0 | 79 |
| 06:45 | 74 | 21 | 5 | 10 | 0 | 0 | 0 | 110 |
| **H/TOT** | 177 | 59 | 21 | 35 | 0 | 0 | 0 | 292 |
| 07:00 | 76 | 28 | 10 | 6 | 0 | 0 | 0 | 120 |
| 07:15 | 89 | 20 | 8 | 7 | 1 | 0 | 0 | 125 |
| 07:30 | 104 | 17 | 4 | 10 | 0 | 1 | 0 | 136 |
| 07:45 | 84 | 24 | 7 | 12 | 0 | 1 | 0 | 128 |
| **H/TOT** | 353 | 89 | 29 | 35 | 1 | 2 | 0 | 509 |
| 08:00 | 102 | 33 | 9 | 7 | 0 | 2 | 0 | 153 |
| 08:15 | 101 | 21 | 4 | 16 | 0 | 0 | 0 | 142 |
| 08:30 | 83 | 15 | 5 | 8 | 0 | 0 | 0 | 111 |
| 08:45 | 80 | 14 | 11 | 14 | 0 | 0 | 0 | 119 |
| **H/TOT** | 366 | 83 | 29 | 45 | 0 | 2 | 0 | 525 |
| 09:00 | 54 | 14 | 10 | 15 | 0 | 0 | 0 | 93 |
| 09:15 | 66 | 17 | 6 | 14 | 0 | 0 | 0 | 103 |
| 09:30 | 62 | 13 | 9 | 13 | 0 | 0 | 0 | 97 |
| 09:45 | 41 | 10 | 5 | 13 | 0 | 0 | 0 | 69 |
| **H/TOT** | 223 | 54 | 30 | 55 | 0 | 0 | 0 | 362 |
| 10:00 | 52 | 11 | 5 | 12 | 0 | 0 | 0 | 80 |
| 10:15 | 43 | 14 | 7 | 8 | 0 | 0 | 0 | 72 |
| 10:30 | 44 | 9 | 6 | 10 | 0 | 0 | 0 | 69 |
| 10:45 | 63 | 5 | 10 | 12 | 0 | 0 | 0 | 90 |
| **H/TOT** | 202 | 39 | 28 | 42 | 0 | 0 | 0 | 311 |
| 11:00 | 40 | 8 | 5 | 19 | 0 | 0 | 0 | 72 |
| 11:15 | 41 | 10 | 3 | 11 | 0 | 0 | 0 | 65 |
| 11:30 | 48 | 12 | 6 | 14 | 0 | 0 | 0 | 80 |
| 11:45 | 60 | 7 | 3 | 6 | 0 | 0 | 0 | 76 |
| **H/TOT** | 189 | 37 | 17 | 50 | 0 | 0 | 0 | 293 |
| 12:00 | 69 | 4 | 3 | 8 | 0 | 0 | 0 | 84 |
| 12:15 | 55 | 16 | 5 | 13 | 0 | 0 | 0 | 89 |
| 12:30 | 54 | 11 | 7 | 14 | 0 | 1 | 0 | 87 |
| 12:45 | 66 | 10 | 7 | 10 | 0 | 0 | 0 | 93 |
| **H/TOT** | 244 | 41 | 22 | 45 | 0 | 1 | 0 | 353 |
| 13:00 | 75 | 15 | 6 | 9 | 0 | 1 | 0 | 106 |
| 13:15 | 59 | 6 | 8 | 9 | 0 | 0 | 0 | 82 |
| 13:30 | 65 | 5 | 11 | 5 | 0 | 0 | 0 | 86 |
| 13:45 | 53 | 11 | 4 | 5 | 0 | 0 | 0 | 73 |
| **H/TOT** | 252 | 37 | 29 | 28 | 0 | 1 | 0 | 347 |
| 14:00 | 67 | 10 | 4 | 9 | 0 | 0 | 0 | 90 |
| 14:15 | 70 | 7 | 3 | 10 | 1 | 0 | 0 | 91 |
| 14:30 | 74 | 5 | 6 | 10 | 0 | 0 | 0 | 95 |
| 14:45 | 83 | 4 | 4 | 14 | 0 | 0 | 0 | 105 |
| **H/TOT** | 294 | 26 | 17 | 43 | 1 | 0 | 0 | 381 |
| 15:00 | 60 | 13 | 1 | 5 | 0 | 0 | 0 | 79 |
| 15:15 | 61 | 18 | 4 | 6 | 0 | 1 | 0 | 90 |
| 15:30 | 80 | 7 | 6 | 6 | 0 | 0 | 0 | 99 |
| 15:45 | 65 | 5 | 4 | 12 | 1 | 0 | 0 | 87 |
| **H/TOT** | 266 | 43 | 15 | 29 | 1 | 1 | 0 | 355 |
| 16:00 | 80 | 15 | 2 | 5 | 1 | 0 | 0 | 103 |
| 16:15 | 81 | 10 | 7 | 6 | 1 | 0 | 0 | 105 |
| 16:30 | 79 | 13 | 3 | 11 | 2 | 1 | 0 | 109 |
| 16:45 | 110 | 12 | 4 | 6 | 1 | 1 | 0 | 134 |
| **H/TOT** | 350 | 50 | 16 | 28 | 5 | 2 | 0 | 451 |
| 17:00 | 95 | 9 | 3 | 7 | 0 | 0 | 0 | 114 |
| 17:15 | 104 | 4 | 2 | 2 | 0 | 0 | 0 | 112 |
| 17:30 | 75 | 9 | 0 | 5 | 1 | 1 | 0 | 91 |
| 17:45 | 126 | 7 | 1 | 7 | 0 | 1 | 0 | 142 |
| **H/TOT** | 400 | 29 | 6 | 21 | 1 | 2 | 0 | 459 |
| 18:00 | 86 | 8 | 0 | 2 | 1 | 0 | 0 | 97 |
| 18:15 | 115 | 9 | 1 | 8 | 0 | 1 | 0 | 134 |
| 18:30 | 87 | 3 | 2 | 4 | 0 | 0 | 0 | 96 |
| 18:45 | 64 | 3 | 1 | 8 | 0 | 0 | 0 | 76 |
| **H/TOT** | 352 | 23 | 4 | 22 | 1 | 1 | 0 | 403 |
| **P/TOT** | 3668 | 610 | 263 | 478 | 10 | 12 | 0 | 5041 |

**6102 / M40 JUNCTION 10**
**MARCH 2016**
**CLASSIFIED TURNING COUNT**

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| | TO ARM C | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **TIME** | **CAR** | **LGV** | **OGV1** | **OGV2** | **PSV** | **MCL** | **PCL** | **TOT** |
| 06:00 | 129 | 57 | 29 | 43 | 1 | 0 | 0 | 259 |
| 06:15 | 261 | 72 | 28 | 52 | 1 | 1 | 0 | 415 |
| 06:30 | 322 | 94 | 29 | 49 | 0 | 0 | 0 | 494 |
| 06:45 | 380 | 100 | 34 | 59 | 0 | 4 | 0 | 577 |
| **H/TOT** | 1092 | 323 | 120 | 203 | 2 | 5 | 0 | 1745 |
| 07:00 | 364 | 82 | 34 | 50 | 0 | 1 | 0 | 531 |
| 07:15 | 373 | 80 | 21 | 54 | 0 | 2 | 0 | 530 |
| 07:30 | 332 | 53 | 28 | 35 | 0 | 2 | 0 | 450 |
| 07:45 | 382 | 70 | 33 | 41 | 1 | 1 | 0 | 528 |
| **H/TOT** | 1451 | 285 | 116 | 180 | 1 | 6 | 0 | 2039 |
| 08:00 | 392 | 68 | 30 | 47 | 1 | 1 | 0 | 539 |
| 08:15 | 377 | 55 | 23 | 62 | 0 | 1 | 0 | 518 |
| 08:30 | 339 | 47 | 27 | 50 | 0 | 0 | 0 | 463 |
| 08:45 | 321 | 63 | 29 | 39 | 0 | 2 | 0 | 454 |
| **H/TOT** | 1429 | 233 | 109 | 198 | 1 | 4 | 0 | 1974 |
| 09:00 | 331 | 48 | 26 | 51 | 2 | 0 | 0 | 458 |
| 09:15 | 337 | 48 | 23 | 50 | 0 | 0 | 0 | 458 |
| 09:30 | 270 | 41 | 18 | 49 | 3 | 0 | 0 | 381 |
| 09:45 | 245 | 53 | 24 | 43 | 0 | 0 | 0 | 365 |
| **H/TOT** | 1183 | 190 | 91 | 193 | 5 | 0 | 0 | 1662 |
| 10:00 | 213 | 34 | 18 | 33 | 2 | 0 | 0 | 300 |
| 10:15 | 184 | 33 | 15 | 28 | 0 | 0 | 0 | 260 |
| 10:30 | 203 | 38 | 21 | 35 | 1 | 1 | 0 | 299 |
| 10:45 | 219 | 36 | 21 | 38 | 0 | 0 | 0 | 314 |
| **H/TOT** | 819 | 141 | 75 | 134 | 3 | 1 | 0 | 1173 |
| 11:00 | 181 | 31 | 15 | 53 | 0 | 0 | 0 | 280 |
| 11:15 | 175 | 43 | 15 | 40 | 0 | 1 | 0 | 274 |
| 11:30 | 203 | 48 | 27 | 44 | 1 | 0 | 0 | 323 |
| 11:45 | 211 | 39 | 20 | 40 | 1 | 0 | 0 | 311 |
| **H/TOT** | 770 | 161 | 77 | 177 | 2 | 1 | 0 | 1188 |
| 12:00 | 215 | 33 | 22 | 49 | 0 | 1 | 0 | 320 |
| 12:15 | 203 | 48 | 11 | 39 | 0 | 0 | 0 | 301 |
| 12:30 | 182 | 31 | 12 | 39 | 0 | 1 | 0 | 265 |
| 12:45 | 212 | 34 | 20 | 31 | 0 | 0 | 0 | 297 |
| **H/TOT** | 812 | 146 | 65 | 158 | 0 | 2 | 0 | 1183 |
| 13:00 | 236 | 30 | 8 | 36 | 0 | 2 | 0 | 312 |
| 13:15 | 226 | 44 | 21 | 41 | 0 | 1 | 0 | 333 |
| 13:30 | 186 | 40 | 26 | 29 | 0 | 3 | 0 | 284 |
| 13:45 | 229 | 35 | 18 | 34 | 0 | 0 | 0 | 316 |
| **H/TOT** | 877 | 149 | 73 | 140 | 0 | 6 | 0 | 1245 |
| 14:00 | 207 | 37 | 18 | 43 | 0 | 1 | 0 | 306 |
| 14:15 | 216 | 29 | 12 | 51 | 2 | 4 | 0 | 314 |
| 14:30 | 248 | 35 | 15 | 37 | 0 | 0 | 0 | 335 |
| 14:45 | 263 | 25 | 18 | 34 | 1 | 2 | 0 | 343 |
| **H/TOT** | 934 | 126 | 63 | 165 | 3 | 7 | 0 | 1298 |
| 15:00 | 235 | 43 | 13 | 46 | 0 | 0 | 0 | 337 |
| 15:15 | 244 | 43 | 13 | 37 | 1 | 1 | 0 | 339 |
| 15:30 | 290 | 39 | 21 | 41 | 1 | 2 | 0 | 394 |
| 15:45 | 294 | 42 | 11 | 38 | 1 | 4 | 0 | 390 |
| **H/TOT** | 1063 | 167 | 58 | 162 | 3 | 7 | 0 | 1460 |
| 16:00 | 327 | 39 | 8 | 35 | 2 | 1 | 0 | 412 |
| 16:15 | 297 | 28 | 16 | 23 | 0 | 0 | 0 | 364 |
| 16:30 | 324 | 32 | 8 | 28 | 0 | 1 | 0 | 393 |
| 16:45 | 331 | 43 | 18 | 25 | 2 | 3 | 0 | 422 |
| **H/TOT** | 1279 | 142 | 50 | 111 | 4 | 5 | 0 | 1591 |
| 17:00 | 346 | 39 | 15 | 26 | 1 | 1 | 0 | 428 |
| 17:15 | 360 | 23 | 14 | 22 | 0 | 0 | 0 | 419 |
| 17:30 | 322 | 22 | 5 | 30 | 1 | 1 | 0 | 381 |
| 17:45 | 333 | 25 | 7 | 30 | 0 | 3 | 0 | 398 |
| **H/TOT** | 1361 | 109 | 41 | 108 | 2 | 5 | 0 | 1626 |
| 18:00 | 297 | 21 | 1 | 23 | 0 | 0 | 0 | 342 |
| 18:15 | 337 | 29 | 4 | 37 | 0 | 2 | 0 | 409 |
| 18:30 | 255 | 21 | 7 | 30 | 0 | 1 | 0 | 314 |
| 18:45 | 238 | 13 | 6 | 18 | 0 | 1 | 0 | 276 |
| **H/TOT** | 1127 | 84 | 18 | 108 | 0 | 4 | 0 | 1341 |
| **P/TOT** | 14197 | 2256 | 956 | 2037 | 26 | 53 | 0 | 19525 |

**6102 / M40 JUNCTION 10**
**MARCH 2016**
**CLASSIFIED TURNING COUNT**

SITE: 2 DATE: 17/03/2016

LOCATION: A43/M40 DAY: Thursday

| | FROM ARM C | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **TIME** | **CAR** | **LGV** | **OGV1** | **OGV2** | **PSV** | **MCL** | **PCL** | **TOT** |
| 06:00 | 40 | 11 | 7 | 21 | 0 | 1 | 0 | 80 |
| 06:15 | 55 | 25 | 7 | 25 | 0 | 0 | 0 | 112 |
| 06:30 | 96 | 25 | 12 | 29 | 0 | 0 | 0 | 162 |
| 06:45 | 127 | 26 | 14 | 29 | 0 | 1 | 0 | 197 |
| **H/TOT** | 318 | 87 | 40 | 104 | 0 | 2 | 0 | 551 |
| 07:00 | 175 | 30 | 19 | 31 | 0 | 0 | 0 | 255 |
| 07:15 | 195 | 24 | 11 | 29 | 0 | 0 | 0 | 259 |
| 07:30 | 191 | 28 | 18 | 34 | 0 | 1 | 0 | 272 |
| 07:45 | 230 | 30 | 10 | 26 | 0 | 1 | 0 | 297 |
| **H/TOT** | 791 | 112 | 58 | 120 | 0 | 2 | 0 | 1083 |
| 08:00 | 230 | 24 | 17 | 21 | 1 | 0 | 0 | 293 |
| 08:15 | 205 | 17 | 13 | 27 | 0 | 0 | 0 | 262 |
| 08:30 | 218 | 23 | 13 | 20 | 0 | 2 | 0 | 276 |
| 08:45 | 163 | 18 | 8 | 31 | 0 | 0 | 0 | 220 |
| **H/TOT** | 816 | 82 | 51 | 99 | 1 | 2 | 0 | 1051 |
| 09:00 | 149 | 17 | 13 | 27 | 0 | 0 | 0 | 206 |
| 09:15 | 148 | 17 | 8 | 22 | 0 | 0 | 0 | 195 |
| 09:30 | 154 | 27 | 10 | 22 | 0 | 1 | 0 | 214 |
| 09:45 | 146 | 30 | 17 | 35 | 0 | 0 | 0 | 228 |
| **H/TOT** | 597 | 91 | 48 | 106 | 0 | 1 | 0 | 843 |
| 10:00 | 147 | 30 | 8 | 34 | 1 | 0 | 0 | 220 |
| 10:15 | 163 | 23 | 18 | 40 | 0 | 0 | 0 | 244 |
| 10:30 | 130 | 35 | 20 | 37 | 0 | 0 | 0 | 222 |
| 10:45 | 145 | 26 | 11 | 33 | 0 | 0 | 0 | 215 |
| **H/TOT** | 585 | 114 | 57 | 144 | 1 | 0 | 0 | 901 |
| 11:00 | 133 | 30 | 25 | 35 | 0 | 2 | 0 | 225 |
| 11:15 | 141 | 32 | 23 | 46 | 0 | 2 | 0 | 244 |
| 11:30 | 149 | 35 | 19 | 25 | 0 | 0 | 0 | 228 |
| 11:45 | 146 | 33 | 18 | 39 | 0 | 2 | 0 | 238 |
| **H/TOT** | 569 | 130 | 85 | 145 | 0 | 6 | 0 | 935 |
| 12:00 | 165 | 37 | 28 | 32 | 2 | 0 | 0 | 264 |
| 12:15 | 141 | 25 | 19 | 27 | 0 | 1 | 0 | 213 |
| 12:30 | 144 | 30 | 18 | 30 | 0 | 1 | 0 | 223 |
| 12:45 | 145 | 36 | 19 | 32 | 6 | 0 | 0 | 238 |
| **H/TOT** | 595 | 128 | 84 | 121 | 8 | 2 | 0 | 938 |
| 13:00 | 168 | 39 | 22 | 28 | 0 | 0 | 0 | 257 |
| 13:15 | 171 | 35 | 32 | 38 | 0 | 0 | 0 | 276 |
| 13:30 | 167 | 41 | 18 | 40 | 0 | 0 | 0 | 266 |
| 13:45 | 194 | 49 | 19 | 41 | 2 | 1 | 0 | 306 |
| **H/TOT** | 700 | 164 | 91 | 147 | 2 | 1 | 0 | 1105 |
| 14:00 | 217 | 44 | 16 | 33 | 0 | 0 | 0 | 310 |
| 14:15 | 183 | 43 | 23 | 40 | 0 | 2 | 0 | 291 |
| 14:30 | 224 | 37 | 17 | 35 | 1 | 0 | 0 | 314 |
| 14:45 | 216 | 38 | 17 | 40 | 0 | 1 | 0 | 312 |
| **H/TOT** | 840 | 162 | 73 | 148 | 1 | 3 | 0 | 1227 |
| 15:00 | 215 | 51 | 16 | 37 | 0 | 0 | 0 | 319 |
| 15:15 | 202 | 39 | 25 | 31 | 0 | 2 | 0 | 299 |
| 15:30 | 242 | 47 | 16 | 37 | 1 | 1 | 0 | 344 |
| 15:45 | 261 | 51 | 20 | 36 | 1 | 2 | 0 | 371 |
| **H/TOT** | 920 | 188 | 77 | 141 | 2 | 5 | 0 | 1333 |
| 16:00 | 263 | 53 | 27 | 40 | 0 | 1 | 0 | 384 |
| 16:15 | 311 | 54 | 12 | 34 | 1 | 2 | 0 | 414 |
| 16:30 | 334 | 46 | 7 | 28 | 0 | 0 | 0 | 415 |
| 16:45 | 340 | 52 | 11 | 25 | 0 | 2 | 0 | 430 |
| **H/TOT** | 1248 | 205 | 57 | 127 | 1 | 5 | 0 | 1643 |
| 17:00 | 361 | 61 | 12 | 25 | 0 | 3 | 0 | 462 |
| 17:15 | 355 | 45 | 8 | 22 | 0 | 0 | 0 | 430 |
| 17:30 | 350 | 50 | 16 | 30 | 0 | 7 | 0 | 453 |
| 17:45 | 339 | 38 | 4 | 25 | 1 | 4 | 0 | 411 |
| **H/TOT** | 1405 | 194 | 40 | 102 | 1 | 14 | 0 | 1756 |
| 18:00 | 378 | 47 | 16 | 23 | 0 | 2 | 0 | 466 |
| 18:15 | 358 | 26 | 12 | 27 | 0 | 0 | 0 | 423 |
| 18:30 | 319 | 27 | 11 | 15 | 1 | 2 | 0 | 375 |
| 18:45 | 276 | 19 | 11 | 22 | 0 | 0 | 0 | 328 |
| **H/TOT** | 1331 | 119 | 50 | 87 | 1 | 4 | 0 | 1592 |
| **P/TOT** | 10715 | 1776 | 811 | 1591 | 18 | 47 | 0 | 14958 |

# APPENDIX M: ADDITIONAL A43 FLOW VALIDATION (AECOM)

| AM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 994 | 1,328 | 1,047 | 1,353 | 1.6 | 0.7 | 25 | 2% | - | Yes | - | Yes |

| PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,580 | 1,957 | 1,418 | 1,759 | 4.2 | 4.6 | -198 | -10% | - | Yes | - | Yes |

## A43 Flow Validation (Northbound)

| AM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,217 | 1,685 | 1,144 | 1,534 | 2.1 | 3.8 | -151 | -9% | - | Yes | - | Yes |

| PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,107 | 1,328 | 1,045 | 1,312 | 1.9 | 0.4 | -16 | -1% | - | Yes | - | Yes |

## A43 Flow Validation (Southbound)

**Note: Observed data from MCC at Baynards Green roundabout. Count undertaken in March 2016 and data provided by Aecom.**

| AM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,003 | 1,344 | 1,047 | 1,353 | 1.4 | 0.3 | 9 | 1% | - | Yes | - | Yes |

| PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,570 | 1,941 | 1,418 | 1,759 | 3.9 | 4.2 | -182 | -9% | - | Yes | - | Yes |

## A43 Flow Validation (Northbound)

| AM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,239 | 1,696 | 1,144 | 1,534 | 2.8 | 4.0 | -162 | -10% | - | Yes | - | Yes |

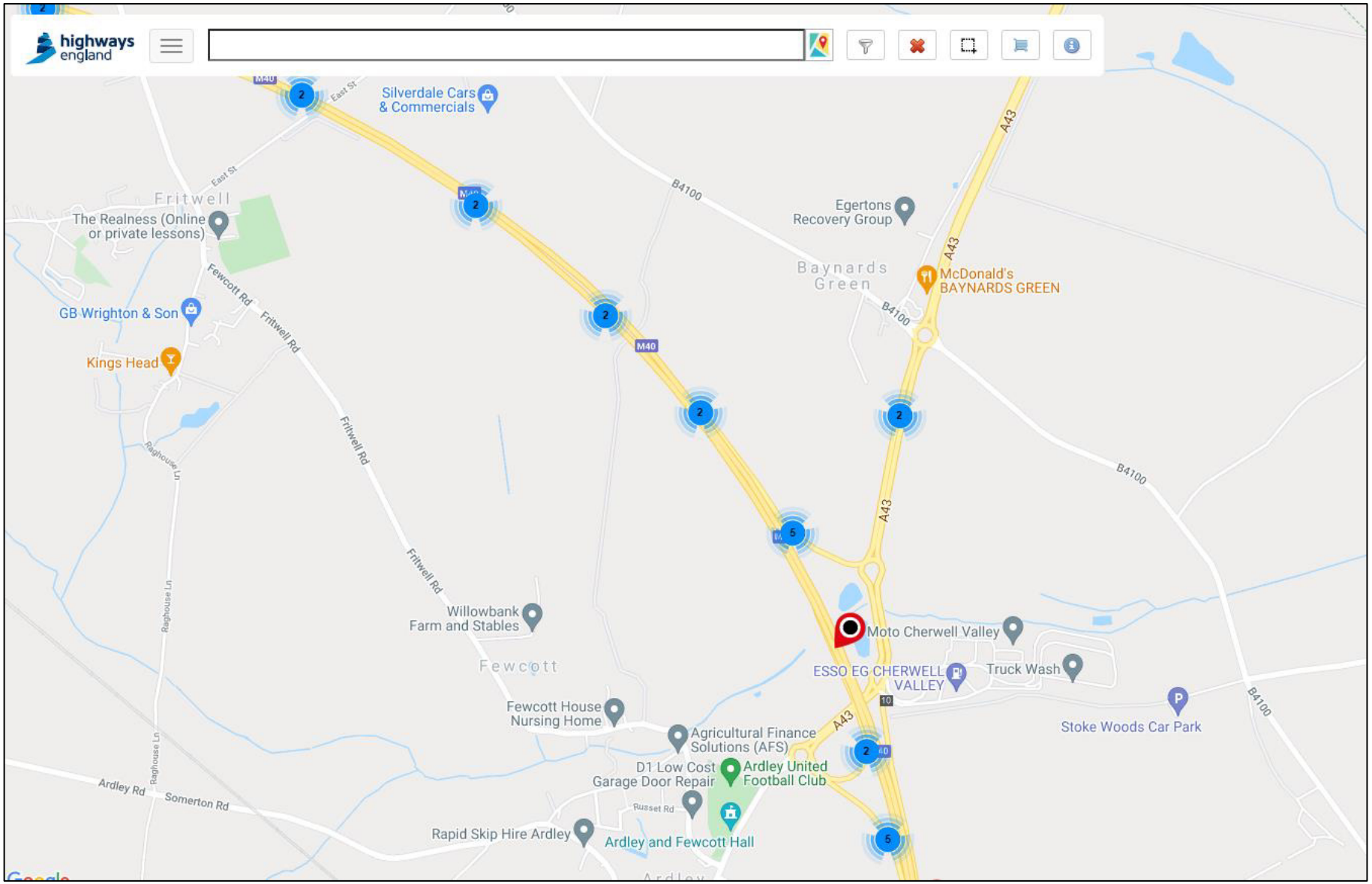
| PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,126 | 1,352 | 1,045 | 1,312 | 2.5 | 1.1 | -40 | -3% | - | Yes | - | Yes |

## A43 Flow Validation (Southbound)

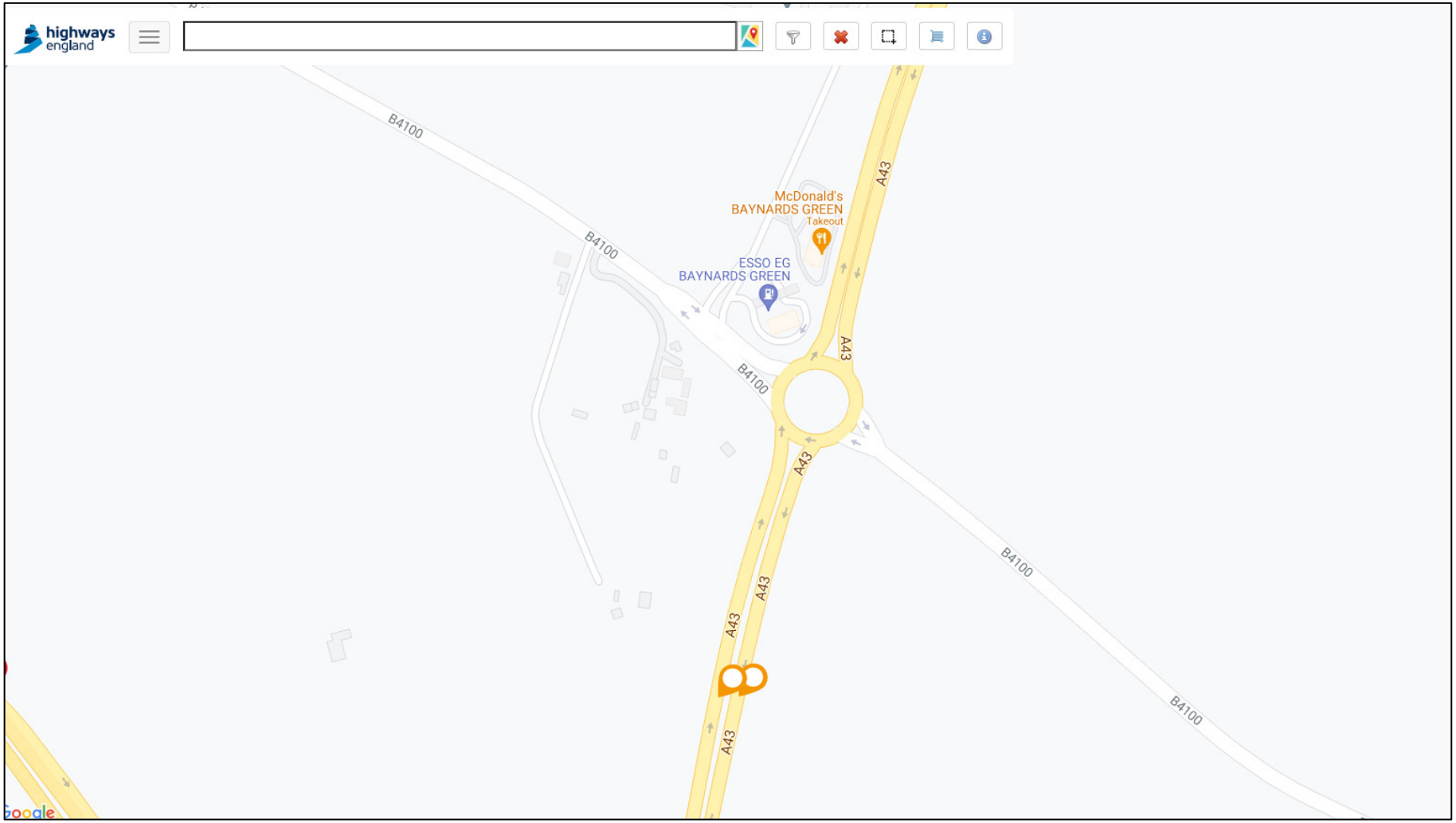
**Note: Observed data from MCC at M40 Junction 10. Count undertaken in March 2016 and data provided by Aecom.**

# APPENDIX N: A43 WEBTRIS TRAFFIC DATA

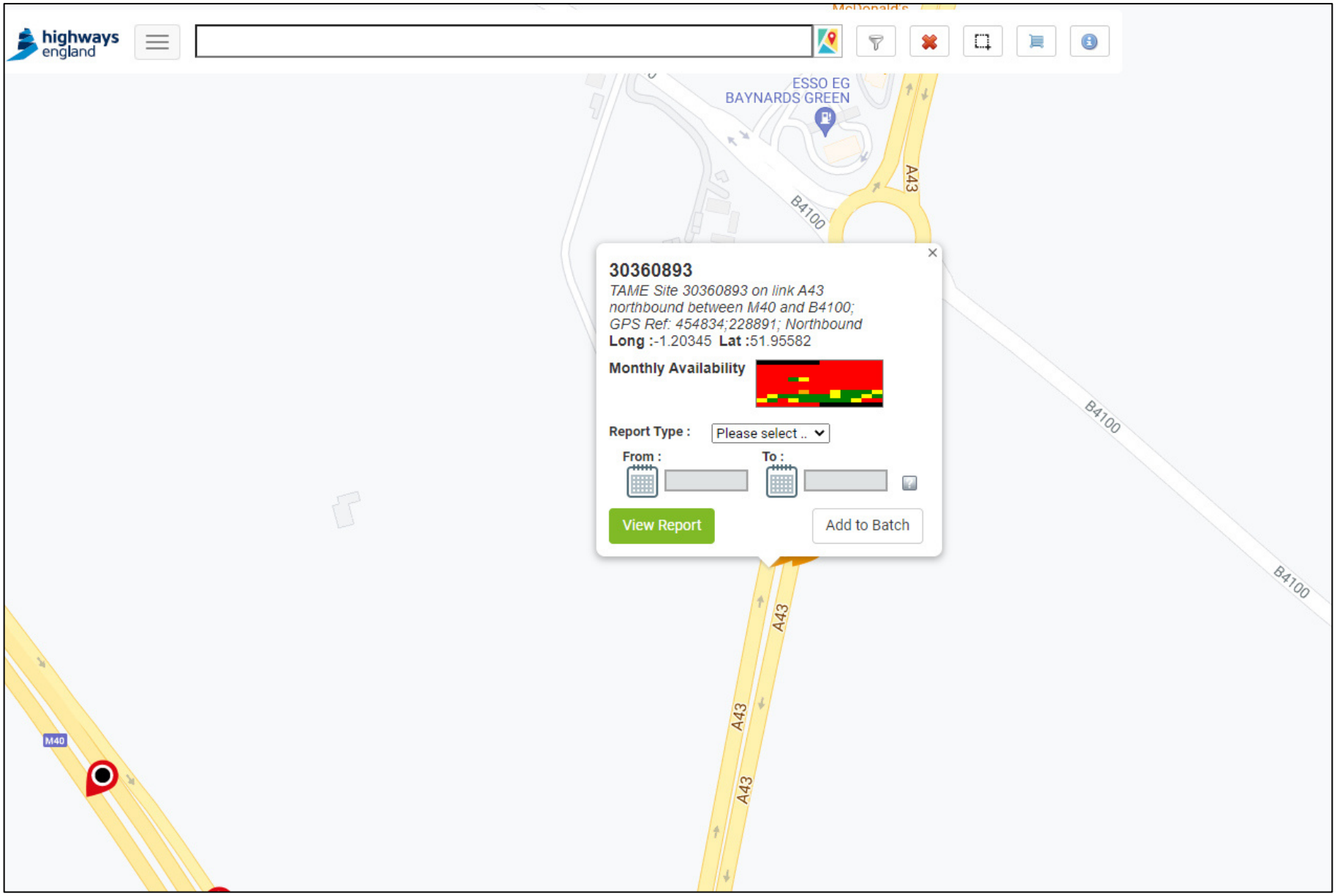
# A43 WebTRIS Data Site Location Plans



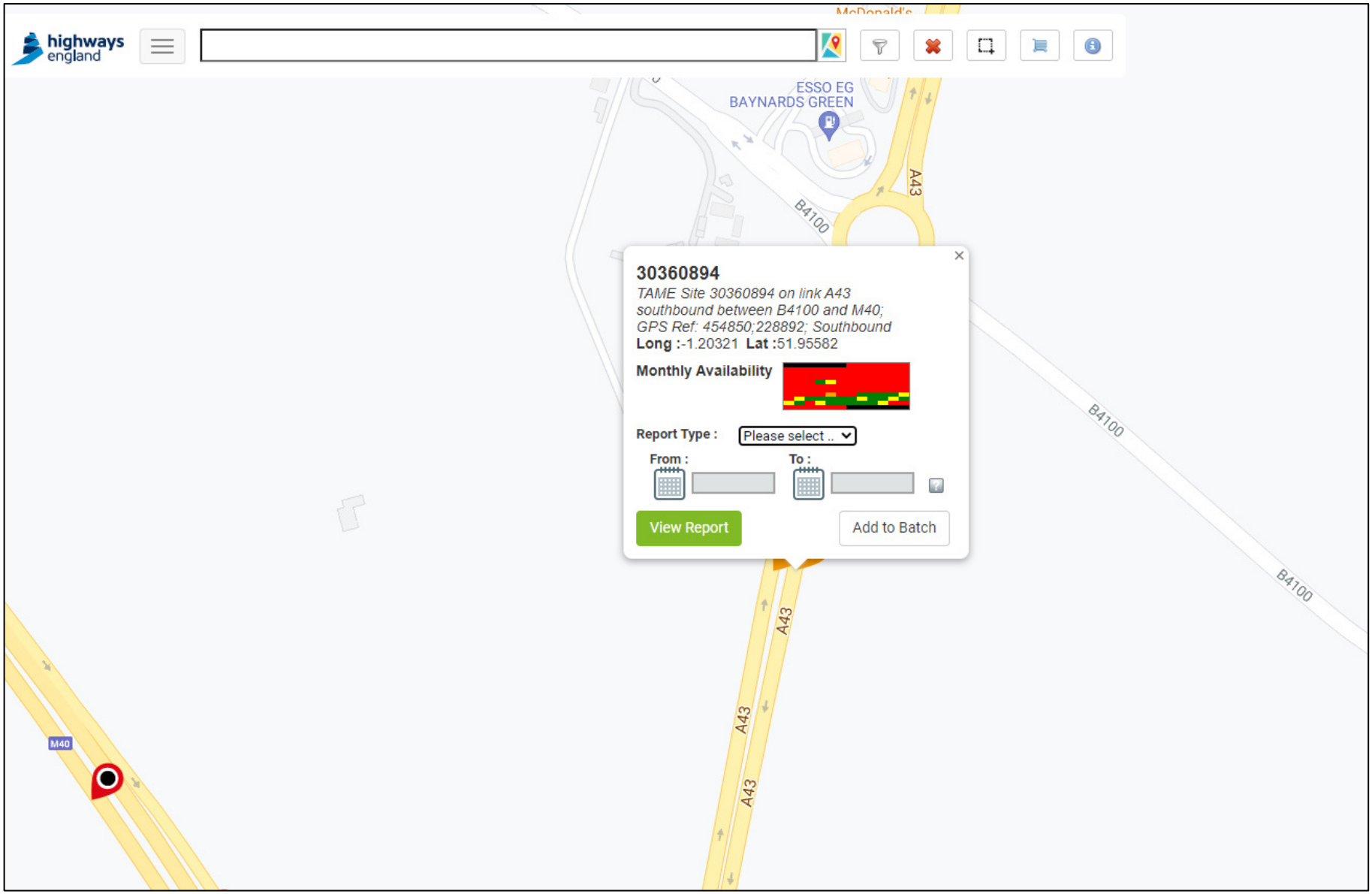
# A43 WebTRIS Data Site Location Plans



# A43 WebTRIS Data Site Location Plans



# A43 WebTRIS Data Site Location Plans



**WebTRIS Data - Site Number 30360893 - A43 Northbound**

| Report Date | 00:00 | 00:15 | 00:30 | 00:45 | 01:00 | 01:15 | 01:30 | 01:45 | 02:00 | 02:15 | 02:30 | 02:45 | 03:00 | 03:15 | 03:30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wed 01 Apr 2015 | 45 | 45 | 30 | 39 | 31 | 34 | 19 | 14 | 24 | 23 | 18 | 38 | 33 | 28 | 40 |
| Thu 02 Apr 2015 | 18 | 15 | 14 | 18 | 24 | 22 | 12 | 11 | 13 | 21 | 24 | 19 | 19 | 22 | 23 |
| Fri 03 Apr 2015 | 38 | 39 | 39 | 34 | 25 | 23 | 28 | 18 | 11 | 27 | 16 | 13 | 19 | 21 | 27 |
| Sat 04 Apr 2015 | 38 | 20 | 19 | 17 | 20 | 15 | 11 | 12 | 14 | 14 | 21 | 14 | 9 | 9 | 15 |
| Sun 05 Apr 2015 | 32 | 18 | 10 | 19 | 12 | 12 | 13 | 10 | 7 | 8 | 10 | 9 | 7 | 7 | 13 |
| Mon 06 Apr 2015 | 35 | 30 | 20 | 26 | 9 | 10 | 16 | 16 | 16 | 14 | 13 | 12 | 22 | 13 | 7 |
| Tue 07 Apr 2015 | 31 | 40 | 28 | 26 | 18 | 12 | 20 | 17 | 15 | 14 | 16 | 11 | 11 | 18 | 21 |
| Wed 08 Apr 2015 | 63 | 56 | 41 | 37 | 41 | 40 | 25 | 34 | 30 | 31 | 32 | 36 | 22 | 42 | 42 |
| Thu 09 Apr 2015 | 64 | 44 | 51 | 42 | 41 | 40 | 37 | 37 | 42 | 33 | 40 | 40 | 46 | 48 | 59 |
| Fri 10 Apr 2015 | 70 | 53 | 51 | 38 | 44 | 45 | 30 | 40 | 29 | 42 | 32 | 21 | 43 | 36 | 49 |
| Sat 11 Apr 2015 | 62 | 66 | 46 | 42 | 40 | 39 | 40 | 26 | 31 | 41 | 31 | 32 | 33 | 23 | 33 |
| Sun 12 Apr 2015 | 41 | 34 | 37 | 20 | | | | | | | | | | | |
| Mon 13 Apr 2015 | | | | | 16 | 16 | 18 | 23 | 16 | 11 | 11 | 23 | 14 | 20 | 15 |
| Tue 14 Apr 2015 | 50 | 56 | 35 | 45 | 38 | 43 | 41 | 32 | 37 | 30 | 40 | 34 | 29 | 33 | 38 |
| Wed 15 Apr 2015 | 16 | 26 | 25 | 22 | 21 | 18 | 19 | 25 | 15 | 12 | 19 | 9 | 14 | 15 | 18 |
| Thu 16 Apr 2015 | 60 | 62 | 41 | 43 | 38 | 27 | 29 | 41 | 33 | 45 | 37 | 42 | 25 | 26 | 47 |
| Fri 17 Apr 2015 | 60 | 58 | 42 | 53 | 48 | 65 | 36 | 45 | 41 | 27 | 38 | 46 | 48 | 37 | 48 |
| Sat 18 Apr 2015 | 69 | 48 | 49 | 46 | 31 | 45 | 33 | 31 | 40 | 39 | 29 | 29 | 40 | 41 | 41 |
| Sun 19 Apr 2015 | 40 | 41 | 34 | 21 | 13 | 22 | 13 | 12 | 19 | 12 | 13 | 15 | 5 | 6 | 7 |
| Mon 20 Apr 2015 | 24 | 24 | 20 | 30 | 22 | 13 | 13 | 26 | 12 | 16 | 12 | 17 | 13 | 12 | 25 |
| Tue 21 Apr 2015 | 55 | 50 | 28 | 25 | 39 | 33 | 33 | 22 | 32 | 44 | 22 | 40 | 40 | 36 | 36 |
| Wed 22 Apr 2015 | 56 | 43 | 35 | 39 | 36 | 35 | 31 | 37 | 39 | 30 | 31 | 46 | 42 | 39 | 42 |
| Thu 23 Apr 2015 | 20 | 24 | 29 | 29 | 16 | 13 | 20 | 23 | 17 | 19 | 16 | 19 | 21 | 18 | 16 |
| Fri 24 Apr 2015 | 56 | 63 | 36 | 43 | 52 | 36 | 43 | 52 | 33 | 24 | 38 | 49 | 37 | 45 | 42 |
| Sat 25 Apr 2015 | 11 | 13 | 6 | 11 | 5 | 9 | 6 | 5 | 4 | 1 | 6 | 10 | 7 | 5 | 6 |
| Sun 26 Apr 2015 | 4 | 3 | 7 | 6 | 3 | 3 | 2 | 6 | 3 | 4 | 1 | 1 | 1 | 1 | 3 |
| Mon 27 Apr 2015 | 26 | 36 | 34 | 25 | 17 | 12 | 17 | 14 | 13 | 10 | 10 | 8 | 14 | 13 | 21 |
| Tue 28 Apr 2015 | 44 | 41 | 35 | 28 | 41 | 32 | 25 | 28 | 27 | 30 | 44 | 25 | 37 | 25 | 32 |
| Wed 29 Apr 2015 | 64 | 52 | 43 | 40 | 39 | 30 | 29 | 29 | 37 | 32 | 31 | 32 | 23 | 28 | 39 |
| Thu 30 Apr 2015 | 55 | 45 | 49 | 41 | 33 | 23 | 32 | 45 | 28 | 31 | 39 | 31 | 38 | 39 | 39 |
| Fri 01 May 2015 | 72 | 64 | 46 | 33 | 39 | 46 | 32 | 37 | 33 | 35 | 35 | 38 | 39 | 36 | 37 |
| Total Weekday | 1022 | 966 | 772 | 756 | 728 | 668 | 605 | 666 | 593 | 601 | 614 | 649 | 649 | 650 | 763 |
| Average Weekday | 46 | 44 | 35 | 34 | 32 | 29 | 26 | 29 | 26 | 26 | 27 | 28 | 28 | 28 | 33 |

**WebTRIS Data - Site Number 30360893 - A43 Northbound**

| 03:45 | 04:00 | 04:15 | 04:30 | 04:45 | 05:00 | 05:15 | 05:30 | 05:45 | 06:00 | 06:15 | 06:30 | 06:45 | 07:00 | 07:15 | 07:30 | 07:45 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 | 45 | 53 | 62 | 64 | 55 | 90 | 109 | 170 | 203 | 289 | 405 | 432 | 463 | 500 | 503 | 484 |
| 29 | 35 | 37 | 38 | 54 | 71 | 97 | 111 | 145 | 215 | 264 | 355 | 383 | 438 | 437 | 433 | 461 |
| 30 | 32 | 34 | 53 | 43 | 51 | 52 | 79 | 87 | 92 | 121 | 136 | 152 | 153 | 171 | 188 | 214 |
| 17 | 16 | 15 | 12 | 23 | 21 | 33 | 38 | 39 | 69 | 68 | 69 | 101 | 107 | 111 | 119 | 132 |
| 6 | 7 | 11 | 14 | 11 | 11 | 16 | 19 | 29 | 27 | 29 | 51 | 47 | 48 | 68 | 50 | 81 |
| 19 | 24 | 17 | 14 | 27 | 25 | 32 | 43 | 39 | 27 | 44 | 72 | 86 | 97 | 93 | 67 | 79 |
| 18 | 24 | 40 | 38 | 49 | 65 | 117 | 136 | 186 | 291 | 339 | 416 | 453 | 367 | 504 | 522 | 443 |
| 50 | 41 | 61 | 54 | 64 | 89 | 95 | 114 | 193 | 203 | 313 | 394 | 443 | 450 | 466 | 453 | 450 |
| 54 | 43 | 46 | 47 | 50 | 71 | 98 | 127 | 160 | 179 | 325 | 377 | 430 | 488 | 477 | 493 | 469 |
| 53 | 63 | 47 | 65 | 56 | 73 | 97 | 112 | 165 | 176 | 263 | 336 | 381 | 408 | 427 | 451 | 449 |
| 40 | 38 | 39 | 33 | 25 | 28 | 33 | 48 | 47 | 48 | 100 | 131 | 128 | 146 | 154 | 174 | 208 |
| | | | | | | | | | | | | | | | | |
| 26 | 37 | 40 | 54 | 55 | 88 | 115 | 150 | 204 | 326 | 396 | 440 | 432 | 421 | 459 | 490 | 443 |
| 34 | 29 | 39 | 53 | 47 | 69 | 119 | 134 | 180 | 246 | 382 | 437 | 439 | 480 | 470 | 495 | 449 |
| 28 | 34 | 22 | 43 | 37 | 68 | 49 | 104 | 159 | 197 | 341 | 432 | 482 | 517 | 492 | 504 | 513 |
| 47 | 41 | 43 | 60 | 87 | 98 | 117 | 138 | 165 | 217 | 336 | 392 | 465 | 481 | 495 | 515 | 481 |
| 49 | 54 | 43 | 69 | 74 | 79 | 89 | 118 | 160 | 194 | 267 | 320 | 440 | 449 | 463 | 484 | 483 |
| 31 | 19 | 22 | 32 | 38 | 28 | 21 | 50 | 46 | 41 | 87 | 104 | 108 | 132 | 143 | 164 | 171 |
| 5 | 11 | 12 | 7 | 14 | 17 | 14 | 24 | 29 | 23 | 37 | 55 | 57 | 103 | 82 | 102 | 95 |
| 14 | 22 | 38 | 44 | 63 | 66 | 93 | 151 | 228 | 269 | 386 | 408 | 489 | 524 | 493 | 492 | 494 |
| 46 | 46 | 51 | 61 | 89 | 72 | 93 | 122 | 179 | 235 | 338 | 401 | 478 | 534 | 512 | 539 | 524 |
| 52 | 31 | 32 | 42 | 50 | 62 | 93 | 133 | 181 | 212 | 302 | 435 | 461 | 476 | 470 | 547 | 480 |
| 17 | 23 | 21 | 27 | 31 | 77 | 90 | 133 | 189 | 269 | 309 | 316 | 347 | 439 | 443 | 494 | 429 |
| 47 | 64 | 58 | 68 | 61 | 66 | 87 | 146 | 154 | 223 | 282 | 340 | 414 | 441 | 439 | 445 | 461 |
| 10 | 2 | 12 | 2 | 3 | 11 | 13 | 15 | 9 | 19 | 18 | 38 | 33 | 39 | 55 | 43 | 32 |
| 7 | 2 | 8 | 5 | 4 | 5 | 6 | 5 | 9 | 12 | 16 | 7 | 22 | 21 | 17 | 17 | 24 |
| 29 | 25 | 37 | 41 | 43 | 71 | 120 | 169 | 228 | 304 | 407 | 436 | 525 | 377 | 538 | 552 | 534 |
| 33 | 44 | 54 | 56 | 57 | 69 | 83 | 130 | 193 | 259 | 345 | 471 | 494 | 539 | 570 | 565 | 516 |
| 39 | 36 | 57 | 66 | 54 | 77 | 89 | 134 | 169 | 250 | 329 | 441 | 520 | 509 | 548 | 587 | 561 |
| 37 | 35 | 32 | 48 | 71 | 78 | 89 | 128 | 158 | 229 | 304 | 413 | 489 | 480 | 545 | 555 | 505 |
| 44 | 73 | 50 | 68 | 70 | 68 | 95 | 102 | 149 | 198 | 258 | 352 | 401 | 431 | 448 | 437 | 413 |
| | | | | | | | | | | | | | | | | |
| 828 | 901 | 952 | 1171 | 1296 | 1608 | 2099 | 2823 | 3841 | 5014 | 6940 | 8525 | 9636 | 9962 | 10460 | 10811 | 10335 |
| | | | | | | | | | | | | | | | | |
| 36 | 39 | 41 | 51 | 56 | 70 | 91 | 123 | 167 | 218 | 302 | 371 | 419 | 433 | 455 | 470 | 449 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | **18** |

**WebTRIS Data - Site Number 30360893 - A43 Northbound**

| 08:00 | 08:15 | 08:30 | 08:45 | 09:00 | 09:15 | 09:30 | 09:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 485 | 475 | 448 | 455 | 420 | 400 | 413 | 416 | 372 | 382 | 449 | 410 | 443 | 422 | 412 | 431 | 382 |
| 523 | 467 | 400 | 425 | 398 | 386 | 423 | 374 | 428 | 382 | 409 | 425 | 432 | 450 | 449 | 460 | 446 |
| 218 | 227 | 249 | 242 | 329 | 355 | 338 | 410 | 418 | 470 | 425 | 462 | 442 | 473 | 435 | 403 | 450 |
| 140 | 147 | 219 | 221 | 231 | 271 | 295 | 352 | 353 | 393 | 394 | 435 | 410 | 437 | 431 | 436 | 456 |
| 88 | 85 | 117 | 138 | 147 | 182 | 191 | 211 | 271 | 315 | 345 | 335 | 392 | 406 | 381 | 446 | 403 |
| 131 | 118 | 153 | 153 | 188 | 221 | 223 | 282 | 315 | 348 | 373 | 415 | 449 | 381 | 437 | 368 | 467 |
| 473 | 481 | 454 | 418 | 463 | 418 | 422 | 444 | 367 | 378 | 413 | 414 | 418 | 333 | 361 | 409 | 403 |
| 453 | 469 | 472 | 451 | 425 | 429 | 430 | 412 | 403 | 427 | 392 | 371 | 364 | 410 | 409 | 386 | 413 |
| 509 | 501 | 487 | 422 | 392 | 382 | 451 | 417 | 409 | 412 | 414 | 440 | 408 | 432 | 395 | 407 | 378 |
| 430 | 455 | 437 | 407 | 360 | 407 | 437 | 418 | 422 | 428 | 444 | 443 | 465 | 453 | 420 | 466 | 449 |
| 231 | 251 | 282 | 264 | 315 | 310 | 347 | 360 | 380 | 437 | 481 | 425 | 444 | 469 | 507 | 437 | 446 |
| | | | | | | | | | | | | | | | | |
| 505 | 527 | 467 | 468 | 456 | 440 | 388 | 389 | 403 | 371 | 393 | 395 | 351 | 409 | 393 | 406 | 329 |
| 487 | 473 | 452 | 451 | 380 | 449 | 414 | 411 | 399 | 400 | 403 | 427 | 376 | 391 | 377 | 346 | 344 |
| 493 | 502 | 472 | 444 | 407 | 441 | 461 | 388 | 453 | 432 | 362 | 359 | 355 | 342 | 328 | 390 | 350 |
| 504 | 490 | 468 | 404 | 408 | 419 | 410 | 424 | 402 | 373 | 370 | 367 | 347 | 377 | 343 | 387 | 354 |
| 441 | 448 | 399 | 374 | 362 | 367 | 362 | 365 | 359 | 356 | 388 | 377 | 390 | 421 | 405 | 430 | 428 |
| 163 | 218 | 229 | 265 | 239 | 308 | 309 | 318 | 349 | 367 | 402 | 413 | 406 | 447 | 434 | 386 | 379 |
| 102 | 131 | 118 | 128 | 155 | 191 | 214 | 248 | 242 | 279 | 327 | 324 | 316 | 329 | 348 | 354 | 356 |
| 495 | 556 | 420 | 437 | 486 | 408 | 393 | 373 | 416 | 403 | 396 | 405 | 384 | 349 | 396 | 334 | 375 |
| 541 | 521 | 574 | 493 | 389 | 440 | 421 | 413 | 411 | 331 | 333 | 345 | 312 | 351 | 339 | 341 | 304 |
| 564 | 587 | 553 | 516 | 454 | 426 | 463 | 427 | 381 | 424 | 404 | 377 | 378 | 338 | 359 | 348 | 346 |
| 452 | 421 | 380 | 343 | 325 | 333 | 337 | 342 | 399 | 427 | 416 | 341 | 335 | 330 | 317 | 359 | 373 |
| 459 | 461 | 385 | 349 | 287 | 368 | 393 | 343 | 383 | 352 | 341 | 380 | 389 | 404 | 457 | 468 | 453 |
| 54 | 49 | 66 | 58 | 74 | 105 | 106 | 115 | 102 | 109 | 126 | 129 | 90 | 96 | 90 | 82 | 75 |
| 31 | 20 | 36 | 44 | 40 | 54 | 57 | 58 | 72 | 60 | 77 | 58 | 76 | 90 | 78 | 74 | 74 |
| 525 | 515 | 493 | 442 | 396 | 449 | 380 | 398 | 414 | 394 | 355 | 415 | 374 | 395 | 382 | 333 | 354 |
| 559 | 532 | 557 | 507 | 471 | 482 | 443 | 449 | 376 | 353 | 359 | 358 | 331 | 350 | 311 | 347 | 341 |
| 573 | 531 | 519 | 488 | 444 | 435 | 398 | 411 | 365 | 370 | 377 | 351 | 328 | 312 | 352 | 348 | 352 |
| 563 | 535 | 505 | 453 | 454 | 413 | 402 | 393 | 363 | 322 | 371 | 354 | 338 | 364 | 390 | 325 | 315 |
| 459 | 408 | 402 | 340 | 319 | 362 | 369 | 390 | 384 | 384 | 510 | 428 | 375 | 425 | 414 | 457 | 414 |
| | | | | | | | | | | | | | | | | |
| 10842 | 10700 | 10146 | 9482 | 9013 | 9230 | 9171 | 9089 | 9042 | 8919 | 9097 | 9059 | 8784 | 8912 | 8881 | 8949 | 8820 |
| | | | | | | | | | | | | | | | | |
| 471 | 465 | 441 | 412 | 392 | 401 | 399 | 395 | 393 | 388 | 396 | 394 | 382 | 387 | 386 | 389 | 383 |
| | | | | | | | | | | | | | | | | |
| **56** | | | | | | | | | | | | | | | | |

**WebTRIS Data - Site Number 30360893 - A43 Northbound**

| 12:15 | 12:30 | 12:45 | 13:00 | 13:15 | 13:30 | 13:45 | 14:00 | 14:15 | 14:30 | 14:45 | 15:00 | 15:15 | 15:30 | 15:45 | 16:00 | 16:15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 348 | 399 | 391 | 385 | 425 | 413 | 414 | 392 | 407 | 387 | 451 | 420 | 448 | 485 | 493 | 470 | 507 |
| 465 | 470 | 464 | 469 | 438 | 444 | 447 | 481 | 507 | 484 | 523 | 448 | 477 | 483 | 493 | 517 | 536 |
| 466 | 460 | 432 | 446 | 483 | 465 | 453 | 425 | 464 | 420 | 409 | 388 | 413 | 356 | 427 | 394 | 413 |
| 367 | 383 | 393 | 332 | 332 | 411 | 327 | 349 | 322 | 326 | 292 | 286 | 319 | 327 | 300 | 328 | 324 |
| 348 | 357 | 318 | 367 | 273 | 305 | 267 | 271 | 256 | 252 | 285 | 295 | 273 | 266 | 283 | 272 | 350 |
| 451 | 516 | 469 | 477 | 472 | 428 | 429 | 408 | 440 | 440 | 438 | 438 | 454 | 431 | 428 | 371 | 390 |
| 400 | 380 | 450 | 395 | 459 | 421 | 443 | 404 | 482 | 470 | 437 | 414 | 425 | 497 | 452 | 509 | 490 |
| 379 | 377 | 371 | 380 | 406 | 390 | 432 | 427 | 427 | 428 | 434 | 435 | 449 | 457 | 479 | 522 | 554 |
| 404 | 375 | 369 | 409 | 365 | 397 | 367 | 395 | 480 | 449 | 465 | 465 | 481 | 474 | 484 | 493 | 542 |
| 449 | 435 | 384 | 436 | 473 | 446 | 414 | 446 | 437 | 470 | 464 | 434 | 501 | 459 | 464 | 483 | 535 |
| 378 | 430 | 368 | 381 | 339 | 391 | 353 | 298 | 368 | 301 | 318 | 296 | 355 | 337 | 300 | 282 | 297 |
| | | | | | | | | | | | | | | | | |
| 352 | 369 | 369 | 409 | 350 | 387 | 388 | 380 | 365 | 358 | 368 | 419 | 394 | 396 | 418 | 431 | 412 |
| 338 | 347 | 374 | 346 | 337 | 395 | 365 | 341 | 387 | 415 | 453 | 399 | 428 | 462 | 469 | 524 | 497 |
| 340 | 351 | 337 | 337 | 388 | 384 | 415 | 452 | 443 | 453 | 457 | 391 | 464 | 474 | 427 | 484 | 514 |
| 384 | 384 | 358 | 399 | 394 | 431 | 421 | 448 | 417 | 390 | 415 | 484 | 472 | 473 | 528 | 510 | 544 |
| 426 | 403 | 432 | 413 | 440 | 461 | 448 | 487 | 506 | 437 | 418 | 505 | 494 | 548 | 528 | 539 | 570 |
| 413 | 336 | 336 | 327 | 314 | 309 | 274 | 361 | 268 | 260 | 287 | 266 | 277 | 275 | 289 | 307 | 276 |
| 344 | 339 | 317 | 337 | 320 | 322 | 332 | 378 | 325 | 338 | 381 | 356 | 344 | 406 | 367 | 399 | 395 |
| 341 | 349 | 328 | 354 | 388 | 286 | 330 | 398 | 371 | 336 | 342 | 358 | 368 | 362 | 354 | 388 | 485 |
| 348 | 342 | 297 | 347 | 360 | 347 | 366 | 368 | 380 | 410 | 404 | 430 | 395 | 450 | 468 | 523 | 508 |
| 366 | 344 | 343 | 324 | 360 | 372 | 371 | 391 | 427 | 392 | 324 | 406 | 469 | 439 | 526 | 547 | 552 |
| 376 | 355 | 362 | 372 | 420 | 407 | 405 | 422 | 406 | 415 | 400 | 444 | 420 | 501 | 534 | 555 | 518 |
| 447 | 489 | 492 | 505 | 466 | 492 | 514 | 523 | 499 | 535 | 518 | 570 | 526 | 526 | 555 | 560 | 560 |
| 118 | 8 | 29 | 105 | 63 | 83 | 50 | 58 | 62 | 67 | 80 | 57 | 83 | 79 | 65 | 51 | 50 |
| 63 | 69 | 88 | 73 | 76 | 76 | 61 | 79 | 57 | 75 | 84 | 82 | 73 | 102 | 92 | 101 | 117 |
| 343 | 318 | 336 | 345 | 427 | 449 | 503 | 512 | 476 | 394 | 385 | 409 | 409 | 434 | 454 | 437 | 500 |
| 351 | 352 | 328 | 353 | 381 | 373 | 363 | 384 | 328 | 341 | 347 | 359 | 425 | 452 | 470 | 509 | 532 |
| 349 | 343 | 369 | 364 | 368 | 383 | 391 | 410 | 401 | 416 | 407 | 445 | 443 | 437 | 474 | 534 | 525 |
| 392 | 424 | 356 | 405 | 437 | 409 | 406 | 396 | 378 | 394 | 336 | 410 | 449 | 482 | 503 | 540 | 551 |
| 460 | 416 | 453 | 522 | 500 | 517 | 522 | 541 | 532 | 509 | 459 | 439 | 503 | 529 | 525 | 445 | 433 |
| | | | | | | | | | | | | | | | | |
| 8975 | 8998 | 8864 | 9192 | 9537 | 9497 | 9607 | 9831 | 9960 | 9743 | 9654 | 9910 | 10307 | 10607 | 10953 | 11285 | 11668 |
| | | | | | | | | | | | | | | | | |
| 390 | 391 | 385 | 400 | 415 | 413 | 418 | 427 | 433 | 424 | 420 | 431 | 448 | 461 | 476 | 491 | 507 |

**WebTRIS Data - Site Number 30360893 - A43 Northbound**

| 16:30 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 | 18:00 | 18:15 | 18:30 | 18:45 | 19:00 | 19:15 | 19:30 | 19:45 | 20:00 | 20:15 | 20:30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 531 | 513 | 491 | 492 | 504 | 514 | 555 | 559 | 439 | 425 | 375 | 269 | 207 | 105 | 103 | 84 | 74 |
| 542 | 507 | 501 | 509 | 534 | 542 | 547 | 496 | 525 | 531 | 524 | 534 | 463 | 426 | 382 | 310 | 284 |
| 372 | 323 | 300 | 317 | 313 | 241 | 261 | 251 | 218 | 165 | 154 | 153 | 152 | 124 | 135 | 96 | 118 |
| 310 | 309 | 275 | 270 | 254 | 284 | 248 | 234 | 253 | 195 | 178 | 189 | 172 | 162 | 143 | 95 | 119 |
| 260 | 314 | 336 | 300 | 335 | 322 | 327 | 283 | 324 | 282 | 303 | 268 | 214 | 224 | 213 | 190 | 164 |
| 379 | 408 | 417 | 415 | 400 | 379 | 360 | 364 | 374 | 333 | 367 | 278 | 352 | 249 | 285 | 273 | 206 |
| 550 | 549 | 503 | 534 | 474 | 500 | 503 | 474 | 415 | 345 | 340 | 317 | 208 | 221 | 177 | 230 | 217 |
| 553 | 535 | 506 | 547 | 542 | 533 | 535 | 500 | 428 | 420 | 395 | 323 | 287 | 306 | 239 | 248 | 194 |
| 520 | 497 | 481 | 554 | 566 | 544 | 563 | 525 | 520 | 444 | 380 | 352 | 352 | 341 | 301 | 273 | 250 |
| 482 | 427 | 533 | 500 | 489 | 499 | 530 | 509 | 385 | 387 | 328 | 330 | 360 | 315 | 313 | 291 | 272 |
| 286 | 298 | 305 | 300 | 301 | 312 | 316 | 293 | 258 | 271 | 291 | 235 | 205 | 188 | 154 | 132 | 147 |
| | | | | | | | | | | | | | | | | |
| 499 | 472 | 480 | 507 | 495 | 526 | 472 | 457 | 400 | 341 | 284 | 262 | 258 | 261 | 225 | 166 | 184 |
| 522 | 489 | 548 | 522 | 573 | 526 | 526 | 526 | 473 | 383 | 376 | 317 | 246 | 233 | 115 | 97 | 78 |
| 522 | 531 | 472 | 580 | 506 | 547 | 524 | 544 | 479 | 423 | 366 | 319 | 263 | 243 | 266 | 241 | 216 |
| 521 | 460 | 516 | 542 | 610 | 528 | 522 | 550 | 539 | 471 | 387 | 360 | 277 | 328 | 313 | 313 | 294 |
| 515 | 532 | 588 | 546 | 551 | 590 | 528 | 448 | 433 | 386 | 339 | 329 | 244 | 320 | 325 | 248 | 254 |
| 319 | 309 | 277 | 268 | 278 | 278 | 269 | 243 | 257 | 216 | 200 | 185 | 175 | 151 | 139 | 138 | 108 |
| 404 | 416 | 390 | 397 | 386 | 338 | 370 | 347 | 340 | 350 | 332 | 279 | 291 | 247 | 243 | 239 | 219 |
| 493 | 523 | 509 | 513 | 416 | 546 | 591 | 469 | 392 | 372 | 345 | 337 | 243 | 210 | 218 | 218 | 196 |
| 534 | 558 | 548 | 564 | 526 | 584 | 527 | 526 | 450 | 376 | 344 | 316 | 238 | 234 | 273 | 210 | 195 |
| 570 | 549 | 540 | 550 | 567 | 596 | 559 | 502 | 421 | 397 | 380 | 330 | 288 | 289 | 239 | 222 | 184 |
| 567 | 559 | 559 | 572 | 596 | 604 | 569 | 584 | 541 | 481 | 464 | 390 | 349 | 343 | 306 | 214 | 235 |
| 558 | 566 | 558 | 577 | 563 | 546 | 509 | 493 | 480 | 352 | 373 | 283 | 224 | 168 | 116 | 67 | 43 |
| 72 | 64 | 66 | 45 | 48 | 63 | 43 | 53 | 55 | 36 | 50 | 51 | 46 | 35 | 38 | 15 | 24 |
| 99 | 104 | 164 | 244 | 245 | 217 | 204 | 272 | 253 | 244 | 228 | 225 | 220 | 193 | 162 | 166 | 169 |
| 473 | 488 | 519 | 555 | 504 | 483 | 485 | 441 | 387 | 353 | 307 | 249 | 188 | 212 | 200 | 196 | 139 |
| 555 | 579 | 573 | 570 | 596 | 588 | 562 | 522 | 422 | 373 | 337 | 272 | 275 | 261 | 217 | 221 | 185 |
| 601 | 572 | 628 | 577 | 606 | 543 | 581 | 521 | 501 | 418 | 391 | 352 | 312 | 311 | 248 | 225 | 187 |
| 484 | 577 | 570 | 603 | 585 | 602 | 557 | 523 | 519 | 463 | 443 | 362 | 323 | 272 | 251 | 230 | 233 |
| 398 | 419 | 426 | 452 | 569 | 405 | 360 | 377 | 421 | 358 | 386 | 366 | 353 | 416 | 412 | 363 | 357 |
| | | | | | | | | | | | | | | | | |
| 11741 | 11633 | 11766 | 12098 | 12085 | 11966 | 11726 | 11161 | 10162 | 8997 | 8385 | 7400 | 6462 | 6188 | 5659 | 5036 | 4595 |
| | | | | | | | | | | | | | | | | |
| 510 | 506 | 512 | 526 | 525 | 520 | 510 | 485 | 442 | 391 | 365 | 322 | 281 | 269 | 246 | 219 | 200 |
| | | | | | | | | | | | | | | | | |
| | | **2083** | | | | | | | | | | | | | | |

**WebTRIS Data - Site Number 30360893 - A43 Northbound**

| 20:45 | 21:00 | 21:15 | 21:30 | 21:45 | 22:00 | 22:15 | 22:30 | 22:45 | 23:00 | 23:15 | 23:30 | 23:45 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 55 | 46 | 45 | 52 | 34 | 36 | 32 | 34 | 21 | 28 | 9 | 16 | 18 | 25537 |
| 305 | 212 | 217 | 177 | 137 | 130 | 106 | 109 | 69 | 70 | 76 | 59 | 29 | 29154 |
| 103 | 74 | 85 | 61 | 69 | 63 | 56 | 58 | 41 | 41 | 30 | 17 | 29 | 20146 |
| 123 | 105 | 87 | 65 | 71 | 75 | 67 | 61 | 51 | 48 | 41 | 36 | 35 | 17132 |
| 178 | 147 | 125 | 133 | 121 | 82 | 81 | 64 | 63 | 55 | 50 | 41 | 39 | 16041 |
| 224 | 223 | 179 | 163 | 140 | 137 | 110 | 84 | 87 | 71 | 85 | 45 | 32 | 20985 |
| 171 | 160 | 144 | 137 | 119 | 127 | 137 | 89 | 94 | 75 | 97 | 74 | 56 | 26940 |
| 185 | 159 | 157 | 145 | 121 | 127 | 116 | 120 | 99 | 89 | 79 | 78 | 85 | 27619 |
| 195 | 186 | 170 | 167 | 140 | 157 | 116 | 124 | 103 | 72 | 64 | 71 | 72 | 28368 |
| 225 | 217 | 223 | 170 | 128 | 142 | 117 | 143 | 95 | 81 | 81 | 74 | 66 | 28028 |
| 140 | 109 | 103 | 104 | 77 | 66 | 64 | 75 | 62 | 61 | 68 | 73 | 53 | 19530 |
| | | | | | | | | | | | | | 132 |
| 152 | 151 | 114 | 140 | 107 | 109 | 94 | 88 | 66 | 71 | 76 | 55 | 46 | 25572 |
| 69 | 67 | 72 | 58 | 48 | 57 | 47 | 40 | 37 | 35 | 31 | 34 | 25 | 25710 |
| 255 | 207 | 182 | 162 | 122 | 142 | 135 | 117 | 83 | 81 | 76 | 80 | 66 | 27136 |
| 317 | 297 | 233 | 207 | 201 | 171 | 142 | 135 | 95 | 87 | 101 | 90 | 87 | 28767 |
| 179 | 173 | 159 | 151 | 137 | 112 | 142 | 111 | 78 | 75 | 61 | 70 | 58 | 27936 |
| 82 | 90 | 82 | 81 | 67 | 73 | 65 | 46 | 44 | 56 | 51 | 41 | 58 | 17301 |
| 189 | 177 | 139 | 148 | 135 | 85 | 82 | 58 | 68 | 44 | 59 | 40 | 25 | 17959 |
| 191 | 157 | 155 | 135 | 109 | 119 | 97 | 73 | 79 | 69 | 69 | 49 | 50 | 25660 |
| 163 | 137 | 153 | 148 | 112 | 125 | 108 | 110 | 80 | 76 | 66 | 63 | 53 | 26854 |
| 84 | 88 | 102 | 84 | 57 | 78 | 56 | 41 | 53 | 58 | 38 | 35 | 30 | 26925 |
| 216 | 190 | 148 | 139 | 116 | 131 | 109 | 118 | 93 | 83 | 76 | 84 | 58 | 26990 |
| 54 | 39 | 41 | 30 | 26 | 22 | 20 | 19 | 17 | 11 | 17 | 20 | 14 | 26700 |
| 23 | 8 | 23 | 11 | 12 | 11 | 14 | 13 | 8 | 4 | 11 | 6 | 8 | 4049 |
| 121 | 155 | 138 | 112 | 106 | 81 | 88 | 77 | 63 | 59 | 65 | 35 | 28 | 7139 |
| 131 | 138 | 139 | 115 | 103 | 102 | 118 | 86 | 70 | 60 | 60 | 33 | 53 | 26238 |
| 166 | 172 | 131 | 118 | 135 | 89 | 102 | 90 | 86 | 83 | 69 | 54 | 56 | 27205 |
| 163 | 149 | 150 | 151 | 124 | 118 | 122 | 95 | 107 | 78 | 75 | 65 | 65 | 28063 |
| 237 | 197 | 162 | 147 | 115 | 132 | 126 | 119 | 112 | 71 | 68 | 85 | 61 | 28121 |
| 271 | 280 | 206 | 184 | 179 | 142 | 116 | 120 | 101 | 92 | 88 | 92 | 55 | 28188 |
| 4111 | 3719 | 3367 | 3041 | 2579 | 2568 | 2324 | 2123 | 1766 | 1557 | 1492 | 1343 | 1164 | |
| 179 | 162 | 146 | 132 | 112 | 112 | 101 | 92 | 77 | 68 | 65 | 58 | 51 | |

**WebTRIS Data - Site Number 30360894 - A43 Southbound**

| Report Date | 00:00 | 00:15 | 00:30 | 00:45 | 01:00 | 01:15 | 01:30 | 01:45 | 02:00 | 02:15 | 02:30 | 02:45 | 03:00 | 03:15 | 03:30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wed 01 Apr 2015 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 |
| Thu 02 Apr 2015 | 27 | 24 | 25 | 17 | 19 | 19 | 16 | 13 | 28 | 17 | 17 | 15 | 12 | 11 | 17 |
| Fri 03 Apr 2015 | 22 | 22 | 14 | 14 | 15 | 20 | 10 | 17 | 16 | 11 | 10 | 8 | 11 | 12 | 10 |
| Sat 04 Apr 2015 | 10 | 15 | 12 | 12 | 13 | 2 | 12 | 6 | 8 | 5 | 5 | 10 | 10 | 7 | 3 |
| Sun 05 Apr 2015 | 4 | 13 | 6 | 9 | 7 | 13 | 7 | 0 | 7 | 6 | 4 | 4 | 2 | 4 | 6 |
| Mon 06 Apr 2015 | 19 | 9 | 6 | 7 | 7 | 3 | 7 | 6 | 7 | 3 | 4 | 13 | 7 | 5 | 7 |
| Tue 07 Apr 2015 | 18 | 15 | 10 | 12 | 11 | 11 | 5 | 9 | 4 | 18 | 7 | 12 | 7 | 10 | 6 |
| Wed 08 Apr 2015 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 |
| Thu 09 Apr 2015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| Fri 10 Apr 2015 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| Sat 11 Apr 2015 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 2 |
| Sun 12 Apr 2015 | 22 | 22 | 20 | 20 | | | | | | | | | | | |
| Mon 13 Apr 2015 | | | | | 13 | 18 | 12 | 12 | 7 | 9 | 12 | 14 | 15 | 8 | 11 |
| Tue 14 Apr 2015 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 8 |
| Wed 15 Apr 2015 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 |
| Thu 16 Apr 2015 | 7 | 4 | 3 | 4 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 1 |
| Fri 17 Apr 2015 | 3 | 6 | 7 | 0 | 1 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | 0 | 3 | 0 |
| Sat 18 Apr 2015 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 2 | 1 |
| Sun 19 Apr 2015 | 15 | 17 | 13 | 6 | 9 | 5 | 6 | 13 | 9 | 11 | 3 | 6 | 5 | 5 | 7 |
| Mon 20 Apr 2015 | 24 | 18 | 7 | 10 | 7 | 11 | 6 | 4 | 12 | 8 | 9 | 5 | 10 | 10 | 11 |
| Tue 21 Apr 2015 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 |
| Wed 22 Apr 2015 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 2 | 2 |
| Thu 23 Apr 2015 | 22 | 20 | 18 | 24 | 16 | 18 | 17 | 14 | 18 | 16 | 22 | 23 | 17 | 22 | 20 |
| Fri 24 Apr 2015 | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Sat 25 Apr 2015 | 30 | 20 | 12 | 19 | 13 | 8 | 12 | 9 | 17 | 11 | 15 | 5 | 17 | 14 | 15 |
| Sun 26 Apr 2015 | 21 | 18 | 18 | 12 | 8 | 8 | 12 | 10 | 12 | 7 | 6 | 5 | 7 | 9 | 7 |
| Mon 27 Apr 2015 | 12 | 15 | 12 | 12 | 10 | 4 | 5 | 10 | 9 | 5 | 10 | 5 | 9 | 8 | 19 |
| Tue 28 Apr 2015 | 0 | 3 | 0 | 3 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Wed 29 Apr 2015 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 |
| Thu 30 Apr 2015 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 1 |
| Fri 01 May 2015 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 1 | 2 | 0 | 3 | 0 | 2 | 2 |
| Total Weekday | 159 | 141 | 112 | 110 | 109 | 111 | 89 | 91 | 114 | 95 | 98 | 107 | 98 | 106 | 117 |
| Average Weekday | 7 | 6 | 5 | 5 | 5 | 5 | 4 | 4 | 5 | 4 | 4 | 5 | 4 | 5 | 5 |

**WebTRIS Data - Site Number 30360894 - A43 Southbound**

| 03:45 | 04:00 | 04:15 | 04:30 | 04:45 | 05:00 | 05:15 | 05:30 | 05:45 | 06:00 | 06:15 | 06:30 | 06:45 | 07:00 | 07:15 | 07:30 | 07:45 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 1 | 0 | 3 | 19 | 31 | 43 | 38 | 55 | 72 | 123 | 169 | 154 | 152 | 164 | 197 |
| 19 | 15 | 14 | 27 | 16 | 23 | 34 | 38 | 47 | 48 | 67 | 87 | 132 | 160 | 153 | 165 | 167 |
| 19 | 16 | 14 | 17 | 20 | 26 | 20 | 31 | 34 | 47 | 38 | 56 | 50 | 48 | 62 | 61 | 71 |
| 12 | 9 | 9 | 13 | 14 | 16 | 12 | 13 | 17 | 18 | 32 | 36 | 23 | 34 | 45 | 55 | 57 |
| 7 | 2 | 8 | 5 | 6 | 9 | 8 | 11 | 14 | 12 | 14 | 18 | 15 | 21 | 17 | 38 | 33 |
| 13 | 8 | 13 | 10 | 14 | 9 | 12 | 16 | 12 | 28 | 31 | 25 | 37 | 20 | 35 | 47 | 31 |
| 8 | 15 | 26 | 18 | 20 | 37 | 32 | 39 | 52 | 64 | 82 | 128 | 147 | 148 | 165 | 220 | 174 |
| 1 | 0 | 1 | 3 | 13 | 25 | 35 | 39 | 42 | 60 | 76 | 104 | 136 | 176 | 182 | 183 | 202 |
| 4 | 1 | 0 | 14 | 18 | 26 | 39 | 40 | 30 | 58 | 88 | 116 | 155 | 174 | 180 | 196 | 159 |
| 1 | 2 | 0 | 0 | 23 | 28 | 33 | 55 | 43 | 45 | 74 | 92 | 133 | 122 | 144 | 131 | 118 |
| 2 | 0 | 6 | 16 | 17 | 17 | 17 | 21 | 20 | 31 | 31 | 33 | 37 | 43 | 60 | 55 | 64 |
| | | | | | | | | | | | | | | | | |
| 16 | 14 | 22 | 26 | 20 | 28 | 39 | 46 | 71 | 71 | 103 | 136 | 209 | 209 | 223 | 219 | 197 |
| 17 | 16 | 15 | 32 | 17 | 23 | 31 | 42 | 50 | 46 | 108 | 120 | 185 | 238 | 200 | 194 | 184 |
| 0 | 0 | 0 | 3 | 1 | 2 | 28 | 40 | 44 | 57 | 80 | 133 | 166 | 171 | 214 | 190 | 199 |
| 0 | 0 | 0 | 2 | 0 | 0 | 16 | 45 | 50 | 67 | 85 | 136 | 164 | 160 | 186 | 190 | 185 |
| 3 | 1 | 0 | 1 | 0 | 10 | 31 | 46 | 45 | 57 | 85 | 110 | 142 | 139 | 180 | 118 | 162 |
| 5 | 6 | 9 | 6 | 6 | 23 | 21 | 26 | 29 | 35 | 48 | 40 | 53 | 58 | 75 | 80 | 67 |
| 5 | 7 | 7 | 7 | 7 | 10 | 5 | 16 | 14 | 19 | 25 | 24 | 30 | 23 | 28 | 38 | 33 |
| 23 | 16 | 12 | 21 | 29 | 27 | 42 | 71 | 61 | 83 | 125 | 203 | 230 | 227 | 200 | 212 | 186 |
| 1 | 1 | 1 | 1 | 1 | 20 | 41 | 52 | 60 | 73 | 117 | 151 | 174 | 205 | 227 | 223 | 208 |
| 1 | 10 | 14 | 23 | 26 | 32 | 32 | 50 | 54 | 81 | 109 | 158 | 167 | 211 | 244 | 184 | 207 |
| 28 | 31 | 20 | 30 | 54 | 30 | 39 | 48 | 53 | 75 | 103 | 93 | 105 | 152 | 144 | 136 | 122 |
| 0 | 0 | 1 | 0 | 15 | 23 | 40 | 48 | 52 | 53 | 89 | 113 | 132 | 165 | 169 | 147 | 131 |
| 10 | 10 | 13 | 15 | 9 | 15 | 27 | 35 | 20 | 43 | 45 | 48 | 47 | 49 | 73 | 88 | 102 |
| 12 | 13 | 10 | 10 | 6 | 14 | 22 | 13 | 14 | 25 | 29 | 29 | 29 | 34 | 36 | 42 | 48 |
| 14 | 13 | 17 | 22 | 24 | 32 | 47 | 60 | 69 | 89 | 111 | 169 | 200 | 219 | 208 | 227 | 226 |
| 0 | 0 | 0 | 0 | 10 | 30 | 37 | 50 | 55 | 80 | 103 | 161 | 173 | 208 | 205 | 236 | 215 |
| 2 | 1 | 0 | 0 | 24 | 17 | 48 | 48 | 49 | 85 | 108 | 132 | 166 | 165 | 213 | 178 | 176 |
| 7 | 12 | 17 | 25 | 17 | 28 | 39 | 54 | 50 | 71 | 105 | 147 | 155 | 184 | 205 | 189 | 176 |
| 1 | 0 | 0 | 1 | 26 | 19 | 43 | 49 | 50 | 60 | 100 | 124 | 150 | 162 | 143 | 142 | 137 |
| | | | | | | | | | | | | | | | | |
| 179 | 172 | 188 | 276 | 391 | 514 | 789 | 1050 | 1111 | 1453 | 2059 | 2817 | 3477 | 3817 | 4034 | 3952 | 3830 |
| | | | | | | | | | | | | | | | | |
| 8 | 7 | 8 | 12 | 17 | 22 | 34 | 46 | 48 | 63 | 90 | 122 | 151 | 166 | 175 | 172 | 167 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | 64 |

**WebTRIS Data - Site Number 30360894 - A43 Southbound**

| 08:00 | 08:15 | 08:30 | 08:45 | 09:00 | 09:15 | 09:30 | 09:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 200 | 145 | 175 | 152 | 113 | 109 | 102 | 124 | 111 | 108 | 106 | 100 | 108 | 116 | 95 | 102 | 110 |
| 145 | 130 | 128 | 118 | 108 | 91 | 90 | 104 | 108 | 105 | 97 | 101 | 137 | 134 | 113 | 125 | 135 |
| 63 | 71 | 91 | 92 | 98 | 110 | 115 | 94 | 119 | 125 | 132 | 130 | 159 | 177 | 165 | 165 | 197 |
| 61 | 78 | 71 | 85 | 79 | 91 | 126 | 121 | 117 | 134 | 144 | 151 | 146 | 147 | 138 | 139 | 123 |
| 36 | 37 | 51 | 59 | 64 | 67 | 84 | 73 | 94 | 110 | 108 | 121 | 119 | 146 | 148 | 115 | 147 |
| 44 | 47 | 64 | 63 | 74 | 68 | 101 | 107 | 128 | 120 | 136 | 143 | 153 | 149 | 153 | 155 | 142 |
| 184 | 196 | 198 | 153 | 82 | 101 | 116 | 116 | 139 | 133 | 95 | 120 | 115 | 128 | 102 | 120 | 139 |
| 202 | 193 | 174 | 155 | 101 | 111 | 115 | 117 | 107 | 117 | 111 | 114 | 98 | 109 | 122 | 119 | 98 |
| 139 | 147 | 131 | 130 | 107 | 112 | 130 | 128 | 118 | 103 | 126 | 124 | 114 | 106 | 107 | 115 | 110 |
| 129 | 129 | 131 | 118 | 95 | 113 | 108 | 122 | 116 | 126 | 125 | 119 | 128 | 132 | 150 | 143 | 102 |
| 59 | 67 | 80 | 96 | 90 | 100 | 113 | 111 | 122 | 117 | 101 | 114 | 124 | 146 | 125 | 140 | 127 |
| | | | | | | | | | | | | | | | | |
| 222 | 185 | 204 | 119 | 128 | 115 | 118 | 101 | 103 | 115 | 124 | 116 | 98 | 115 | 102 | 108 | 106 |
| 194 | 171 | 189 | 197 | 188 | 118 | 108 | 126 | 99 | 110 | 98 | 100 | 110 | 94 | 88 | 94 | 104 |
| 194 | 177 | 170 | 207 | 179 | 145 | 117 | 116 | 105 | 117 | 98 | 108 | 116 | 111 | 98 | 101 | 100 |
| 186 | 189 | 189 | 127 | 119 | 112 | 133 | 147 | 129 | 94 | 90 | 113 | 104 | 117 | 107 | 91 | 115 |
| 123 | 118 | 124 | 119 | 117 | 128 | 104 | 113 | 124 | 133 | 119 | 122 | 130 | 127 | 116 | 125 | 127 |
| 88 | 81 | 87 | 105 | 112 | 125 | 142 | 134 | 139 | 142 | 155 | 141 | 130 | 135 | 155 | 162 | 154 |
| 47 | 49 | 66 | 59 | 63 | 83 | 80 | 94 | 109 | 114 | 125 | 140 | 159 | 135 | 145 | 146 | 129 |
| 224 | 163 | 188 | 132 | 113 | 110 | 106 | 121 | 109 | 132 | 115 | 128 | 110 | 132 | 120 | 100 | 125 |
| 196 | 167 | 174 | 152 | 131 | 128 | 129 | 116 | 117 | 97 | 107 | 121 | 101 | 87 | 106 | 99 | 96 |
| 165 | 167 | 151 | 146 | 126 | 107 | 120 | 132 | 103 | 113 | 113 | 119 | 116 | 114 | 104 | 101 | 108 |
| 114 | 126 | 125 | 116 | 110 | 102 | 113 | 110 | 106 | 116 | 125 | 105 | 127 | 102 | 112 | 117 | 116 |
| 135 | 136 | 129 | 124 | 96 | 126 | 109 | 118 | 114 | 98 | 97 | 116 | 124 | 115 | 149 | 129 | 145 |
| 118 | 119 | 142 | 135 | 150 | 159 | 174 | 164 | 166 | 172 | 150 | 175 | 169 | 136 | 149 | 133 | 112 |
| 48 | 52 | 73 | 75 | 83 | 76 | 111 | 116 | 120 | 124 | 150 | 140 | 130 | 165 | 162 | 151 | 143 |
| 211 | 158 | 142 | 155 | 118 | 103 | 121 | 114 | 122 | 117 | 120 | 120 | 128 | 124 | 108 | 117 | 113 |
| 170 | 133 | 143 | 144 | 121 | 118 | 104 | 107 | 114 | 108 | 108 | 120 | 93 | 108 | 102 | 109 | 116 |
| 165 | 134 | 142 | 155 | 137 | 108 | 106 | 119 | 99 | 107 | 115 | 121 | 112 | 98 | 126 | 117 | 125 |
| 179 | 163 | 177 | 162 | 134 | 140 | 131 | 123 | 119 | 111 | 126 | 97 | 120 | 103 | 113 | 98 | 109 |
| 131 | 140 | 116 | 134 | 117 | 127 | 106 | 112 | 132 | 119 | 160 | 136 | 124 | 118 | 133 | 124 | 140 |
| | | | | | | | | | | | | | | | | |
| 3715 | 3385 | 3455 | 3170 | 2712 | 2602 | 2602 | 2687 | 2641 | 2624 | 2643 | 2693 | 2725 | 2716 | 2691 | 2674 | 2778 |
| | | | | | | | | | | | | | | | | |
| 162 | 147 | 150 | 138 | 118 | 113 | 113 | 117 | 115 | 114 | 115 | 117 | 118 | 118 | 117 | 116 | 121 |
| | | | | | | | | | | | | | | | | |
| 47 | | | | | | | | | | | | | | | | |

**WebTRIS Data - Site Number 30360894 - A43 Southbound**

| 12:15 | 12:30 | 12:45 | 13:00 | 13:15 | 13:30 | 13:45 | 14:00 | 14:15 | 14:30 | 14:45 | 15:00 | 15:15 | 15:30 | 15:45 | 16:00 | 16:15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 103 | 102 | 109 | 106 | 103 | 126 | 91 | 115 | 101 | 103 | 115 | 109 | 111 | 113 | 130 | 121 | 118 |
| 127 | 134 | 124 | 129 | 135 | 134 | 130 | 124 | 127 | 126 | 142 | 142 | 153 | 124 | 145 | 149 | 143 |
| 166 | 162 | 138 | 137 | 137 | 133 | 143 | 137 | 130 | 136 | 127 | 121 | 120 | 129 | 120 | 126 | 134 |
| 113 | 135 | 144 | 139 | 111 | 100 | 118 | 110 | 114 | 119 | 118 | 108 | 125 | 137 | 88 | 135 | 102 |
| 122 | 122 | 130 | 137 | 119 | 112 | 98 | 87 | 114 | 114 | 117 | 103 | 103 | 115 | 108 | 112 | 109 |
| 136 | 116 | 134 | 130 | 121 | 144 | 138 | 120 | 138 | 122 | 139 | 130 | 141 | 137 | 129 | 154 | 130 |
| 125 | 131 | 114 | 112 | 122 | 96 | 101 | 95 | 101 | 91 | 84 | 96 | 97 | 108 | 110 | 113 | 112 |
| 118 | 111 | 121 | 100 | 125 | 102 | 116 | 105 | 114 | 117 | 130 | 125 | 112 | 107 | 129 | 125 | 108 |
| 110 | 110 | 96 | 116 | 122 | 127 | 124 | 130 | 104 | 131 | 105 | 135 | 120 | 135 | 129 | 170 | 100 |
| 147 | 140 | 173 | 149 | 110 | 145 | 143 | 172 | 174 | 175 | 161 | 162 | 151 | 167 | 191 | 165 | 120 |
| 102 | 116 | 139 | 117 | 130 | 140 | 127 | 106 | 120 | 104 | 125 | 111 | 122 | 118 | 124 | 120 | 120 |
| | | | | | | | | | | | | | | | | |
| 94 | 117 | 103 | 95 | 108 | 124 | 121 | 112 | 122 | 88 | 107 | 99 | 102 | 100 | 115 | 108 | 100 |
| 109 | 106 | 107 | 103 | 106 | 112 | 100 | 96 | 102 | 108 | 91 | 97 | 104 | 104 | 106 | 103 | 96 |
| 117 | 123 | 105 | 103 | 93 | 80 | 113 | 81 | 97 | 113 | 108 | 122 | 122 | 122 | 103 | 117 | 117 |
| 100 | 97 | 94 | 118 | 115 | 96 | 110 | 117 | 126 | 124 | 108 | 105 | 102 | 119 | 116 | 119 | 102 |
| 127 | 121 | 134 | 123 | 128 | 155 | 139 | 132 | 129 | 142 | 152 | 143 | 133 | 140 | 141 | 146 | 138 |
| 148 | 127 | 139 | 128 | 107 | 140 | 113 | 85 | 117 | 107 | 135 | 106 | 109 | 119 | 115 | 119 | 135 |
| 147 | 148 | 143 | 136 | 143 | 133 | 128 | 122 | 134 | 144 | 144 | 138 | 139 | 150 | 125 | 145 | 152 |
| 126 | 129 | 114 | 110 | 123 | 119 | 101 | 113 | 122 | 119 | 110 | 113 | 109 | 91 | 102 | 125 | 114 |
| 110 | 107 | 107 | 103 | 91 | 125 | 129 | 120 | 107 | 108 | 112 | 104 | 116 | 115 | 124 | 133 | 134 |
| 103 | 125 | 124 | 128 | 110 | 109 | 131 | 120 | 128 | 115 | 113 | 109 | 117 | 127 | 125 | 121 | 139 |
| 102 | 128 | 119 | 120 | 100 | 134 | 98 | 108 | 118 | 116 | 114 | 109 | 131 | 113 | 121 | 133 | 131 |
| 128 | 105 | 116 | 121 | 133 | 129 | 143 | 118 | 145 | 148 | 139 | 100 | 142 | 143 | 138 | 131 | 131 |
| 155 | 178 | 168 | 198 | 144 | 155 | 137 | 144 | 140 | 138 | 141 | 140 | 129 | 126 | 138 | 124 | 126 |
| 162 | 168 | 160 | 143 | 148 | 155 | 153 | 145 | 162 | 145 | 155 | 150 | 142 | 140 | 126 | 145 | 136 |
| 100 | 100 | 112 | 97 | 102 | 117 | 118 | 128 | 99 | 119 | 92 | 109 | 86 | 94 | 105 | 104 | 126 |
| 85 | 89 | 122 | 106 | 111 | 108 | 99 | 118 | 115 | 121 | 127 | 115 | 106 | 107 | 130 | 113 | 111 |
| 104 | 92 | 110 | 112 | 114 | 117 | 104 | 118 | 112 | 115 | 104 | 102 | 111 | 120 | 140 | 107 | 125 |
| 117 | 92 | 123 | 125 | 101 | 104 | 101 | 115 | 100 | 109 | 116 | 99 | 105 | 115 | 119 | 100 | 124 |
| 129 | 126 | 109 | 145 | 146 | 138 | 143 | 138 | 137 | 135 | 121 | 145 | 135 | 144 | 136 | 138 | 132 |
| | | | | | | | | | | | | | | | | |
| 2683 | 2663 | 2708 | 2688 | 2656 | 2774 | 2736 | 2732 | 2748 | 2781 | 2717 | 2691 | 2726 | 2774 | 2904 | 2921 | 2785 |
| | | | | | | | | | | | | | | | | |
| 117 | 116 | 118 | 117 | 115 | 121 | 119 | 119 | 119 | 121 | 118 | 117 | 119 | 121 | 126 | 127 | 121 |

**WebTRIS Data - Site Number 30360894 - A43 Southbound**

| 16:30 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 | 18:00 | 18:15 | 18:30 | 18:45 | 19:00 | 19:15 | 19:30 | 19:45 | 20:00 | 20:15 | 20:30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 137 | 164 | 152 | 172 | 186 | 147 | 109 | 124 | 90 | 86 | 65 | 95 | 127 | 102 | 114 | 87 | 106 |
| 145 | 194 | 183 | 187 | 140 | 156 | 154 | 178 | 145 | 115 | 93 | 97 | 98 | 87 | 86 | 82 | 63 |
| 118 | 114 | 107 | 107 | 117 | 116 | 89 | 102 | 86 | 59 | 55 | 71 | 57 | 46 | 56 | 40 | 41 |
| 109 | 114 | 93 | 91 | 95 | 97 | 83 | 111 | 98 | 77 | 73 | 70 | 77 | 64 | 45 | 51 | 54 |
| 122 | 127 | 120 | 115 | 99 | 124 | 124 | 119 | 104 | 111 | 106 | 96 | 87 | 75 | 68 | 77 | 64 |
| 121 | 131 | 129 | 122 | 120 | 117 | 123 | 126 | 118 | 120 | 115 | 107 | 101 | 86 | 74 | 84 | 83 |
| 110 | 105 | 115 | 135 | 126 | 148 | 120 | 122 | 96 | 82 | 77 | 81 | 85 | 56 | 51 | 5 | 2 |
| 120 | 134 | 143 | 148 | 118 | 136 | 125 | 91 | 104 | 93 | 90 | 63 | 35 | 0 | 1 | 0 | 0 |
| 106 | 173 | 190 | 159 | 146 | 154 | 135 | 130 | 120 | 96 | 91 | 83 | 4 | 1 | 4 | 1 | 0 |
| 108 | 95 | 176 | 146 | 175 | 180 | 118 | 121 | 129 | 117 | 111 | 74 | 2 | 1 | 1 | 1 | 1 |
| 111 | 124 | 128 | 131 | 122 | 113 | 102 | 131 | 88 | 87 | 128 | 117 | 93 | 70 | 64 | 64 | 53 |
| | | | | | | | | | | | | | | | | |
| 114 | 150 | 126 | 139 | 128 | 111 | 119 | 89 | 87 | 92 | 70 | 77 | 22 | 1 | 2 | 0 | 0 |
| 152 | 131 | 133 | 135 | 128 | 123 | 112 | 121 | 105 | 120 | 70 | 78 | 31 | 0 | 2 | 0 | 4 |
| 117 | 119 | 186 | 168 | 182 | 166 | 161 | 126 | 109 | 98 | 92 | 80 | 75 | 53 | 1 | 1 | 9 |
| 110 | 130 | 134 | 134 | 138 | 174 | 149 | 136 | 127 | 98 | 89 | 85 | 75 | 12 | 3 | 10 | 9 |
| 157 | 145 | 151 | 143 | 148 | 130 | 136 | 120 | 120 | 96 | 99 | 92 | 82 | 12 | 2 | 3 | 1 |
| 127 | 148 | 133 | 126 | 139 | 128 | 126 | 117 | 109 | 103 | 81 | 87 | 56 | 68 | 86 | 54 | 52 |
| 141 | 136 | 175 | 148 | 121 | 150 | 134 | 130 | 118 | 121 | 127 | 115 | 87 | 87 | 81 | 79 | 84 |
| 113 | 125 | 131 | 135 | 123 | 148 | 98 | 108 | 100 | 104 | 81 | 80 | 87 | 58 | 22 | 1 | 4 |
| 131 | 153 | 119 | 138 | 136 | 157 | 131 | 125 | 111 | 107 | 83 | 86 | 80 | 24 | 0 | 3 | 2 |
| 129 | 139 | 143 | 140 | 147 | 134 | 132 | 127 | 109 | 107 | 104 | 99 | 44 | 0 | 0 | 2 | 10 |
| 138 | 144 | 154 | 163 | 155 | 161 | 142 | 131 | 106 | 102 | 105 | 77 | 1 | 0 | 1 | 2 | 0 |
| 146 | 150 | 150 | 159 | 147 | 121 | 118 | 124 | 114 | 112 | 98 | 105 | 89 | 79 | 80 | 63 | 102 |
| 135 | 133 | 138 | 172 | 134 | 140 | 133 | 117 | 117 | 105 | 122 | 114 | 91 | 110 | 71 | 74 | 62 |
| 181 | 152 | 137 | 137 | 140 | 130 | 124 | 97 | 106 | 90 | 99 | 94 | 77 | 70 | 81 | 84 | 75 |
| 114 | 145 | 119 | 138 | 144 | 141 | 107 | 106 | 91 | 84 | 81 | 74 | 60 | 36 | 0 | 1 | 1 |
| 146 | 130 | 131 | 133 | 138 | 143 | 140 | 119 | 106 | 96 | 86 | 70 | 23 | 0 | 0 | 2 | 0 |
| 145 | 146 | 137 | 150 | 134 | 155 | 133 | 124 | 119 | 98 | 84 | 69 | 0 | 0 | 0 | 3 | 1 |
| 144 | 124 | 152 | 132 | 153 | 113 | 124 | 94 | 99 | 99 | 106 | 106 | 84 | 69 | 68 | 23 | 1 |
| 128 | 148 | 129 | 134 | 139 | 147 | 146 | 156 | 128 | 150 | 139 | 127 | 106 | 6 | 0 | 3 | 1 |
| | | | | | | | | | | | | | | | | |
| 2949 | 3189 | 3290 | 3317 | 3268 | 3278 | 2921 | 2800 | 2519 | 2331 | 2084 | 1976 | 1368 | 729 | 568 | 417 | 441 |
| | | | | | | | | | | | | | | | | |
| 128 | 139 | 143 | 144 | 142 | 143 | 127 | 122 | 110 | 101 | 91 | 86 | 59 | 32 | 25 | 18 | 19 |
| | | | | | | | | | | | | | | | | |
| | | **572** | | | | | | | | | | | | | | |

**WebTRIS Data - Site Number 30360894 - A43 Southbound**

| 20:45 | 21:00 | 21:15 | 21:30 | 21:45 | 22:00 | 22:15 | 22:30 | 22:45 | 23:00 | 23:15 | 23:30 | 23:45 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 | 69 | 65 | 66 | 52 | 60 | 54 | 46 | 41 | 30 | 22 | 27 | 38 | 7897 |
| 69 | 64 | 54 | 47 | 58 | 50 | 41 | 55 | 30 | 34 | 37 | 21 | 24 | 8533 |
| 38 | 35 | 30 | 24 | 31 | 29 | 17 | 18 | 29 | 18 | 15 | 17 | 14 | 6937 |
| 58 | 36 | 42 | 37 | 33 | 29 | 22 | 31 | 31 | 25 | 25 | 22 | 16 | 6321 |
| 59 | 63 | 53 | 39 | 46 | 36 | 29 | 34 | 31 | 34 | 28 | 25 | 18 | 6064 |
| 75 | 67 | 68 | 63 | 56 | 43 | 47 | 38 | 40 | 24 | 25 | 27 | 14 | 7041 |
| 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 7100 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6812 |
| 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 7019 |
| 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 7345 |
| 53 | 36 | 38 | 43 | 30 | 33 | 41 | 32 | 42 | 34 | 25 | 22 | 22 | 6530 |
| | | | | | | | | | | | | | 84 |
| 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 7110 |
| 2 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 6932 |
| 4 | 8 | 10 | 7 | 4 | 1 | 6 | 5 | 5 | 4 | 2 | 2 | 2 | 7233 |
| 13 | 7 | 6 | 4 | 5 | 6 | 3 | 3 | 2 | 2 | 1 | 5 | 4 | 7018 |
| 0 | 5 | 1 | 1 | 3 | 0 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 7205 |
| 42 | 40 | 42 | 27 | 22 | 25 | 21 | 17 | 22 | 36 | 29 | 20 | 15 | 6935 |
| 61 | 63 | 47 | 61 | 44 | 45 | 33 | 43 | 36 | 26 | 23 | 24 | 9 | 7091 |
| 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 7611 |
| 2 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7231 |
| 72 | 76 | 58 | 55 | 46 | 61 | 47 | 49 | 41 | 35 | 39 | 29 | 25 | 7964 |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 4 | 7079 |
| 79 | 76 | 66 | 54 | 45 | 44 | 55 | 40 | 45 | 29 | 46 | 39 | 19 | 8050 |
| 55 | 42 | 55 | 44 | 56 | 34 | 48 | 42 | 30 | 41 | 27 | 24 | 15 | 8351 |
| 65 | 56 | 45 | 53 | 47 | 39 | 37 | 33 | 30 | 28 | 23 | 16 | 11 | 7357 |
| 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 7343 |
| 4 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6948 |
| 2 | 3 | 2 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 6927 |
| 0 | 1 | 3 | 0 | 3 | 2 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 7269 |
| 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7481 |
| 450 | 424 | 373 | 328 | 312 | 302 | 277 | 264 | 243 | 179 | 196 | 178 | 148 | |
| 20 | 18 | 16 | 14 | 14 | 13 | 12 | 11 | 11 | 8 | 9 | 8 | 6 | |

# APPENDIX O: ADDITIONAL A43 FLOW VALIDATION (WEBTRIS)

| AM Peak | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Observed | Modelled | GEH | Total Veh | | | | | Validate? |
| Total | Total | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 1,856 | 1,353 | 12.6 | -503 | -27% | - | No | - | No |

| PM Peak | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Observed | Modelled | GEH | Total Veh | | | | | Validate? |
| Total | Total | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 2,083 | 1,759 | 7.4 | -324 | -16% | - | No | - | No |

## A43 Flow Validation (Northbound)

| AM Peak | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Observed | Modelled | GEH | Total Veh | | | | | Validate? |
| Total | Total | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 647 | 1,534 | 26.9 | 887 | 137% | No | - | - | No |

| PM Peak | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Observed | Modelled | GEH | Total Veh | | | | | Validate? |
| Total | Total | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 572 | 1,312 | 24.1 | 740 | 129% | No | - | - | No |

## A43 Flow Validation (Southbound)

**Note: Observed data from WebTRIS (April 2015)**

# APPENDIX P: B4100 MANUAL CLASSIFIED COUNT DATA

Tracsis plc
Traffic and Data Services

| | | | |
|---|---|---|---|
| **Client :** | Oxfordshire CC | **Site plan for :** | 1 |
| **Project :** | 3262-LON Bicester | **Date :** | 15/06/2016 |




A - B4100 N

B - A4095 E

C - Banbury Road

D - A4095 W

Click Here for Map

Tracsis plc
Traffic and Data Services

**Client:** Oxfordshire CC
**Project:** 3262-LON Bicester
**Site:** 1
**Date:** 15/06/2016

Entry : A - B4100 (N)

| | Destination : A - B4100 (N) | | | | | | | | | Destination : B - A4095 (E) | | | | | | | | | Destination : C - B4100 (S) | | | | | | | | | Destination : D - A4095 (W) | | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 14 | 5 | 5 | 0 | 0 | 0 | 84 | 42 | 0 | 9 | 2 | 0 | 0 | 1 | 0 | 54 | 18 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 24 | 162 |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 74 | 0 | 16 | 1 | 2 | 0 | 0 | 0 | 93 | 45 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 52 | 19 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 27 | 173 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 16 | 3 | 4 | 0 | 0 | 0 | 91 | 42 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 53 | 29 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 31 | 175 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 1 | 10 | 4 | 2 | 0 | 2 | 0 | 106 | 42 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 54 | 24 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 30 | 190 |
| 1 Hr | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 289 | 1 | 56 | 13 | 13 | 0 | 2 | 0 | 374 | 171 | 2 | 32 | 7 | 0 | 0 | 1 | 0 | 213 | 90 | 0 | 18 | 3 | 0 | 0 | 1 | 0 | 112 | 700 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 19 | 3 | 2 | 0 | 1 | 0 | 102 | 49 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 59 | 26 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 29 | 190 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 17 | 7 | 4 | 1 | 0 | 0 | 121 | 55 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 61 | 24 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 28 | 210 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 7 | 2 | 3 | 0 | 0 | 0 | 93 | 54 | 0 | 6 | 3 | 0 | 0 | 1 | 0 | 64 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 191 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 5 | 3 | 2 | 2 | 0 | 0 | 78 | 42 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 45 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 132 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 | 0 | 48 | 15 | 11 | 3 | 1 | 0 | 394 | 200 | 2 | 20 | 6 | 0 | 0 | 1 | 0 | 229 | 91 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 100 | 723 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 9 | 7 | 6 | 1 | 0 | 0 | 77 | 38 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 43 | 10 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 13 | 133 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 8 | 5 | 3 | 1 | 0 | 0 | 57 | 28 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 37 | 12 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 15 | 109 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 6 | 2 | 4 | 0 | 0 | 0 | 47 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 26 | 7 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 83 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 1 | 12 | 6 | 5 | 0 | 0 | 0 | 65 | 27 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 11 | 106 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 1 | 35 | 20 | 18 | 2 | 0 | 0 | 246 | 117 | 2 | 12 | 5 | 0 | 0 | 0 | 0 | 136 | 36 | 1 | 6 | 3 | 3 | 0 | 0 | 0 | 49 | 431 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 7 | 6 | 3 | 0 | 0 | 0 | 42 | 30 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 34 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 85 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 37 | 28 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 35 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 87 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 4 | 6 | 2 | 0 | 0 | 0 | 44 | 36 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 39 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 92 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 8 | 4 | 3 | 1 | 0 | 0 | 49 | 30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 33 | 8 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 14 | 96 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 24 | 18 | 15 | 1 | 0 | 0 | 172 | 124 | 0 | 13 | 2 | 2 | 0 | 0 | 0 | 141 | 37 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 47 | 360 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 9 | 7 | 4 | 1 | 0 | 0 | 46 | 33 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 36 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 12 | 94 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 3 | 3 | 3 | 0 | 1 | 0 | 37 | 24 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 28 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 10 | 75 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 12 | 4 | 3 | 0 | 0 | 0 | 50 | 31 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 33 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 8 | 91 |
| 11:45 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 35 | 0 | 6 | 1 | 5 | 0 | 0 | 0 | 47 | 34 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 36 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 97 |
| 1 Hr | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 118 | 0 | 30 | 15 | 15 | 1 | 1 | 0 | 180 | 122 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 133 | 34 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 42 | 357 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 34 | 22 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 26 | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 9 | 69 |
| 12:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 35 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 42 | 30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 34 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 93 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 5 | 3 | 5 | 0 | 0 | 0 | 45 | 41 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 47 | 9 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 12 | 104 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 1 | 6 | 3 | 0 | 0 | 0 | 38 | 21 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 23 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 74 |
| 1 Hr | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 119 | 0 | 13 | 15 | 12 | 0 | 0 | 0 | 159 | 114 | 3 | 9 | 3 | 0 | 0 | 1 | 0 | 130 | 40 | 1 | 7 | 0 | 2 | 0 | 0 | 0 | 50 | 340 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 40 | 27 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 31 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 80 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 41 | 23 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 27 | 16 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 20 | 88 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 9 | 4 | 2 | 0 | 1 | 0 | 66 | 18 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 23 | 8 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 12 | 101 |
| 13:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 29 | 23 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 27 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 70 |
| 1 Hr | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 137 | 1 | 19 | 10 | 8 | 0 | 1 | 0 | 176 | 91 | 2 | 11 | 3 | 0 | 0 | 1 | 0 | 108 | 42 | 0 | 7 | 4 | 1 | 0 | 0 | 0 | 54 | 339 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 5 | 5 | 4 | 0 | 0 | 0 | 42 | 18 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 20 | 9 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 13 | 75 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 6 | 4 | 2 | 0 | 0 | 0 | 41 | 23 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 27 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 82 |
| 14:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 | 1 | 9 | 4 | 3 | 0 | 0 | 0 | 64 | 21 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 24 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 102 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 8 | 3 | 3 | 2 | 0 | 0 | 52 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 93 |
| 1 Hr | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 140 | 1 | 28 | 16 | 12 | 2 | 0 | 0 | 199 | 81 | 1 | 7 | 1 | 0 | 0 | 1 | 0 | 91 | 55 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 61 | 352 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 35 | 15 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 21 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 72 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 1 | 15 | 5 | 1 | 0 | 1 | 0 | 55 | 25 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 33 | 15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 18 | 106 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 16 | 2 | 2 | 0 | 1 | 0 | 51 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 88 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 11 | 5 | 2 | 2 | 1 | 0 | 58 | 18 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 20 | 15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 20 | 98 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 1 | 48 | 13 | 5 | 2 | 4 | 0 | 199 | 80 | 2 | 12 | 2 | 0 | 0 | 1 | 0 | 97 | 58 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 68 | 364 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 12 | 2 | 0 | 3 | 0 | 0 | 47 | 28 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 37 | 14 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 20 | 104 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 59 | 36 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 40 | 24 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 28 | 127 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 64 | 31 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 35 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 120 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 66 | 30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 34 | 20 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 26 | 126 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 0 | 33 | 9 | 1 | 6 | 0 | 0 | 236 | 125 | 1 | 17 | 3 | 0 | 0 | 0 | 0 | 146 | 78 | 1 | 14 | 2 | 0 | 0 | 0 | 0 | 95 | 477 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 11 | 5 | 3 | 1 | 0 | 0 | 81 | 33 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 40 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 22 | 143 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 76 | 31 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 34 | 28 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 32 | 142 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 74 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 26 | 29 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 33 | 133 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 86 | 37 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 40 | 21 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 23 | 149 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 31 | 8 | 5 | 1 | 0 | 0 | 317 | 125 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 140 | 97 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 110 | 567 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 60 | 32 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 34 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 122 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 6 | 1 | 2 | 0 | 0 | 0 | 75 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 127 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 35 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 71 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 42 | 28 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 31 | 19 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 21 | 94 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 0 | 22 | 3 | 2 | 2 | 1 | 0 | 212 | 114 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 122 | 76 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 80 | 414 |
| Total | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 2170 | 5 | 387 | 155 | 117 | 20 | 10 | 0 | 2864 | 1464 | 18 | 159 | 36 | 2 | 0 | 7 | 0 | 1686 | 734 | 4 | 94 | 25 | 7 | 0 | 4 | 0 | 868 | 5424 |

Tracsis plc
Traffic and Data Services

**Client:** Oxfordshire CC
**Project:** 3262-LON Bicester
**Site:** 1
**Date:** 15/06/2016

Entry : B - A4095 (E)

| | Destination : A - B4100 (N) | | | | | | | | | Destination : B - A4095 (E) | | | | | | | | | Destination : C - B4100 (S) | | | | | | | | | Destination : D - A4095 (W) | | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | |
| 07:00 | 37 | 0 | 13 | 2 | 3 | 2 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 19 | 121 | 0 | 22 | 1 | 0 | 1 | 0 | 1 | 146 | 222 |
| 07:15 | 49 | 0 | 15 | 1 | 1 | 2 | 1 | 0 | 69 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 22 | 131 | 1 | 23 | 0 | 0 | 4 | 3 | 0 | 162 | 254 |
| 07:30 | 60 | 1 | 14 | 3 | 0 | 1 | 0 | 0 | 79 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 18 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 22 | 147 | 1 | 31 | 1 | 0 | 1 | 1 | 1 | 183 | 288 |
| 07:45 | 68 | 0 | 10 | 5 | 1 | 1 | 0 | 0 | 85 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 168 | 0 | 21 | 3 | 0 | 0 | 1 | 0 | 193 | 304 |
| 1 Hr | 214 | 1 | 52 | 11 | 5 | 6 | 1 | 0 | 290 | 7 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 72 | 2 | 7 | 0 | 0 | 2 | 0 | 1 | 84 | 567 | 2 | 97 | 5 | 0 | 6 | 5 | 2 | 684 | 1068 |
| 08:00 | 48 | 0 | 6 | 2 | 5 | 0 | 0 | 0 | 61 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 24 | 137 | 0 | 20 | 2 | 2 | 1 | 0 | 1 | 163 | 249 |
| 08:15 | 53 | 0 | 12 | 2 | 6 | 0 | 0 | 0 | 73 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 127 | 0 | 10 | 3 | 1 | 0 | 0 | 0 | 141 | 244 |
| 08:30 | 31 | 0 | 13 | 3 | 3 | 0 | 0 | 0 | 50 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 34 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 35 | 140 | 0 | 18 | 6 | 2 | 0 | 0 | 0 | 166 | 260 |
| 08:45 | 25 | 0 | 4 | 2 | 2 | 0 | 1 | 0 | 34 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 135 | 0 | 15 | 1 | 3 | 1 | 1 | 1 | 157 | 224 |
| 1 Hr | 157 | 0 | 35 | 9 | 16 | 0 | 1 | 0 | 218 | 19 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 21 | 105 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 111 | 539 | 0 | 63 | 12 | 8 | 2 | 1 | 2 | 627 | 977 |
| 09:00 | 50 | 0 | 7 | 3 | 4 | 0 | 0 | 0 | 64 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 21 | 102 | 0 | 18 | 5 | 3 | 0 | 1 | 1 | 130 | 218 |
| 09:15 | 31 | 0 | 11 | 2 | 3 | 0 | 0 | 0 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 33 | 78 | 0 | 19 | 4 | 1 | 1 | 0 | 0 | 103 | 184 |
| 09:30 | 28 | 0 | 6 | 2 | 6 | 0 | 0 | 0 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 20 | 70 | 0 | 10 | 4 | 0 | 0 | 1 | 1 | 86 | 151 |
| 09:45 | 21 | 0 | 6 | 7 | 3 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 58 | 0 | 16 | 4 | 1 | 1 | 0 | 0 | 80 | 141 |
| 1 Hr | 130 | 0 | 30 | 14 | 16 | 0 | 0 | 0 | 190 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 84 | 1 | 9 | 1 | 0 | 2 | 1 | 0 | 98 | 308 | 0 | 63 | 17 | 5 | 2 | 2 | 2 | 399 | 694 |
| 10:00 | 24 | 0 | 3 | 2 | 8 | 0 | 1 | 0 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 23 | 54 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 62 | 124 |
| 10:15 | 24 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 31 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 49 | 1 | 8 | 2 | 1 | 0 | 0 | 1 | 62 | 116 |
| 10:30 | 19 | 0 | 5 | 2 | 2 | 0 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 57 | 1 | 14 | 6 | 2 | 0 | 0 | 0 | 80 | 124 |
| 10:45 | 20 | 0 | 2 | 1 | 6 | 0 | 2 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 20 | 65 | 0 | 6 | 2 | 2 | 1 | 0 | 0 | 76 | 129 |
| 1 Hr | 87 | 0 | 12 | 7 | 19 | 0 | 3 | 0 | 128 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 67 | 0 | 5 | 4 | 0 | 2 | 0 | 0 | 78 | 225 | 2 | 35 | 11 | 5 | 1 | 0 | 1 | 280 | 493 |
| 11:00 | 19 | 1 | 10 | 2 | 4 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 52 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 63 | 109 |
| 11:15 | 29 | 0 | 10 | 4 | 4 | 0 | 0 | 0 | 47 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 12 | 40 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 51 | 112 |
| 11:30 | 33 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 23 | 52 | 0 | 14 | 2 | 2 | 0 | 0 | 0 | 70 | 133 |
| 11:45 | 32 | 0 | 5 | 5 | 5 | 0 | 0 | 0 | 47 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | 48 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 60 | 135 |
| 1 Hr | 113 | 1 | 27 | 12 | 17 | 0 | 0 | 0 | 170 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 61 | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 69 | 192 | 0 | 36 | 12 | 3 | 1 | 0 | 0 | 244 | 489 |
| 12:00 | 28 | 0 | 9 | 2 | 4 | 0 | 0 | 0 | 43 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 15 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 20 | 49 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 60 | 126 |
| 12:15 | 35 | 0 | 8 | 4 | 2 | 0 | 1 | 0 | 50 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 50 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 60 | 128 |
| 12:30 | 32 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 20 | 71 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 81 | 142 |
| 12:45 | 31 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 40 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 45 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 59 | 129 |
| 1 Hr | 126 | 0 | 25 | 14 | 8 | 0 | 1 | 0 | 174 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 74 | 0 | 7 | 1 | 1 | 2 | 0 | 0 | 85 | 215 | 0 | 36 | 8 | 1 | 0 | 0 | 0 | 260 | 525 |
| 13:00 | 28 | 0 | 4 | 3 | 4 | 0 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 16 | 56 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 62 | 118 |
| 13:15 | 41 | 0 | 7 | 8 | 3 | 0 | 0 | 0 | 59 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 55 | 0 | 6 | 4 | 2 | 0 | 0 | 0 | 67 | 141 |
| 13:30 | 25 | 0 | 5 | 3 | 1 | 1 | 1 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 19 | 63 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 72 | 128 |
| 13:45 | 39 | 0 | 9 | 2 | 5 | 0 | 0 | 0 | 55 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 46 | 0 | 6 | 4 | 0 | 1 | 2 | 1 | 60 | 136 |
| 1 Hr | 133 | 0 | 25 | 16 | 13 | 1 | 1 | 0 | 189 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 60 | 1 | 3 | 0 | 0 | 2 | 0 | 0 | 66 | 220 | 0 | 24 | 10 | 3 | 1 | 2 | 1 | 261 | 523 |
| 14:00 | 30 | 0 | 8 | 5 | 1 | 1 | 0 | 0 | 45 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 14 | 73 | 0 | 11 | 1 | 2 | 0 | 0 | 0 | 87 | 149 |
| 14:15 | 31 | 0 | 8 | 6 | 4 | 4 | 0 | 0 | 53 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 59 | 0 | 10 | 1 | 2 | 1 | 0 | 0 | 73 | 144 |
| 14:30 | 54 | 0 | 7 | 1 | 2 | 1 | 0 | 0 | 65 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 19 | 66 | 0 | 10 | 4 | 1 | 2 | 0 | 0 | 83 | 169 |
| 14:45 | 23 | 0 | 5 | 2 | 4 | 1 | 0 | 0 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 71 | 0 | 8 | 1 | 1 | 1 | 0 | 1 | 83 | 143 |
| 1 Hr | 138 | 0 | 28 | 14 | 11 | 7 | 0 | 0 | 198 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 64 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 71 | 269 | 0 | 39 | 7 | 6 | 4 | 0 | 1 | 326 | 605 |
| 15:00 | 37 | 1 | 10 | 6 | 0 | 0 | 0 | 0 | 54 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 23 | 73 | 1 | 9 | 5 | 0 | 0 | 0 | 0 | 88 | 166 |
| 15:15 | 33 | 0 | 7 | 2 | 6 | 0 | 0 | 0 | 48 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 22 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 25 | 72 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 84 | 163 |
| 15:30 | 53 | 0 | 13 | 4 | 2 | 0 | 0 | 0 | 72 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 20 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 24 | 97 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 111 | 216 |
| 15:45 | 42 | 0 | 13 | 3 | 2 | 0 | 0 | 0 | 60 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 82 | 0 | 6 | 2 | 1 | 1 | 1 | 0 | 93 | 175 |
| 1 Hr | 165 | 1 | 43 | 15 | 10 | 0 | 0 | 0 | 234 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 83 | 1 | 6 | 0 | 0 | 2 | 0 | 0 | 92 | 324 | 1 | 36 | 10 | 3 | 1 | 1 | 0 | 376 | 720 |
| 16:00 | 69 | 0 | 11 | 3 | 1 | 0 | 0 | 0 | 84 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 18 | 76 | 1 | 8 | 1 | 1 | 0 | 1 | 0 | 88 | 193 |
| 16:15 | 70 | 0 | 12 | 3 | 2 | 0 | 0 | 0 | 87 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 17 | 106 | 0 | 17 | 2 | 2 | 0 | 0 | 0 | 127 | 233 |
| 16:30 | 70 | 0 | 12 | 1 | 4 | 0 | 0 | 0 | 87 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 22 | 104 | 0 | 10 | 1 | 1 | 0 | 0 | 1 | 117 | 230 |
| 16:45 | 58 | 0 | 17 | 2 | 5 | 0 | 0 | 0 | 82 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 32 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 35 | 125 | 0 | 21 | 2 | 0 | 2 | 0 | 0 | 150 | 272 |
| 1 Hr | 267 | 0 | 52 | 9 | 12 | 0 | 0 | 0 | 340 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 81 | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 92 | 411 | 1 | 56 | 6 | 4 | 2 | 1 | 1 | 482 | 928 |
| 17:00 | 95 | 1 | 13 | 2 | 0 | 0 | 1 | 0 | 112 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 34 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 38 | 119 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 135 | 288 |
| 17:15 | 93 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 154 | 0 | 11 | 3 | 0 | 0 | 1 | 0 | 169 | 299 |
| 17:30 | 101 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 115 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 29 | 129 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 138 | 285 |
| 17:45 | 65 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 30 | 121 | 1 | 13 | 0 | 0 | 2 | 0 | 0 | 137 | 239 |
| 1 Hr | 354 | 2 | 37 | 2 | 2 | 0 | 1 | 0 | 398 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 115 | 0 | 8 | 1 | 0 | 2 | 1 | 0 | 127 | 523 | 1 | 46 | 4 | 1 | 2 | 1 | 1 | 579 | 1111 |
| 18:00 | 65 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 71 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 28 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 31 | 101 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 113 | 218 |
| 18:15 | 34 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 41 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 34 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 35 | 96 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 102 | 185 |
| 18:30 | 47 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 51 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 74 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 86 | 163 |
| 18:45 | 42 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 27 | 98 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 107 | 180 |
| 1 Hr | 188 | 0 | 14 | 3 | 2 | 0 | 2 | 0 | 209 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 111 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 117 | 369 | 0 | 35 | 2 | 0 | 1 | 0 | 1 | 408 | 746 |
| Total | 2072 | 5 | 380 | 126 | 131 | 14 | 10 | 0 | 2738 | 103 | 1 | 16 | 2 | 1 | 1 | 0 | 1 | 125 | 977 | 7 | 68 | 11 | 1 | 23 | 2 | 1 | 1090 | 4162 | 7 | 566 | 104 | 39 | 23 | 13 | 12 | 4926 | 8879 |

Tracsis plc
Traffic and Data Services

**Client:** Oxfordshire CC
**Project:** 3262-LON Bicester
**Site:** 1
**Date:** 15/06/2016

Entry : C - B4100 (S)

| | Destination : A - B4100 (N) | | | | | | | | | Destination : B - A4095 (E) | | | | | | | | | Destination : C - B4100 (S) | | | | | | | | | Destination : D - A4095 (W) | | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | |
| 07:00 | 14 | 0 | 5 | 1 | 0 | 1 | 1 | 0 | 22 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 48 |
| 07:15 | 16 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | 9 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 46 |
| 07:30 | 18 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 24 | 15 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 17 | 59 |
| 07:45 | 19 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 24 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 52 |
| 1 Hr | 67 | 0 | 18 | 1 | 0 | 2 | 2 | 0 | 90 | 52 | 1 | 8 | 0 | 0 | 1 | 1 | 0 | 63 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 43 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 50 | 205 |
| 08:00 | 21 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 25 | 22 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 73 |
| 08:15 | 23 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 28 | 21 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 73 |
| 08:30 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 63 |
| 08:45 | 16 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 19 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 34 | 83 |
| 1 Hr | 76 | 0 | 10 | 1 | 0 | 2 | 1 | 0 | 90 | 95 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 103 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 91 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 98 | 292 |
| 09:00 | 9 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 17 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 27 | 67 |
| 09:15 | 18 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 23 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 55 |
| 09:30 | 23 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 34 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 61 |
| 09:45 | 8 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 12 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 32 |
| 1 Hr | 58 | 0 | 17 | 8 | 1 | 2 | 0 | 0 | 86 | 61 | 1 | 6 | 0 | 0 | 0 | 0 | 1 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 60 | 215 |
| 10:00 | 15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 47 |
| 10:15 | 21 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 29 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 8 | 47 |
| 10:30 | 12 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 16 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 16 | 51 |
| 10:45 | 11 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 16 | 10 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 40 |
| 1 Hr | 59 | 1 | 15 | 1 | 1 | 2 | 0 | 0 | 79 | 52 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 62 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 43 | 185 |
| 11:00 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 15 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 39 |
| 11:15 | 15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 19 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 50 |
| 11:30 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 | 44 |
| 11:45 | 22 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 26 | 16 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 58 |
| 1 Hr | 65 | 0 | 7 | 0 | 1 | 2 | 0 | 0 | 75 | 63 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 34 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 41 | 191 |
| 12:00 | 18 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 21 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 54 |
| 12:15 | 17 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 21 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 10 | 44 |
| 12:30 | 21 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 24 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 49 |
| 12:45 | 16 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 23 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 15 | 59 |
| 1 Hr | 72 | 1 | 10 | 4 | 0 | 2 | 0 | 0 | 89 | 68 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 70 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 46 | 206 |
| 13:00 | 19 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 25 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 64 |
| 13:15 | 25 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 30 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 61 |
| 13:30 | 31 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 54 |
| 13:45 | 22 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 29 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 51 |
| 1 Hr | 97 | 1 | 11 | 6 | 0 | 2 | 0 | 0 | 117 | 67 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 70 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 36 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 41 | 230 |
| 14:00 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 54 |
| 14:15 | 19 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 26 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 51 |
| 14:30 | 23 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 28 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 12 | 61 |
| 14:45 | 27 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 34 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 69 |
| 1 Hr | 92 | 2 | 12 | 5 | 0 | 2 | 0 | 0 | 113 | 63 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 44 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 51 | 235 |
| 15:00 | 38 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 42 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 86 |
| 15:15 | 25 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 30 | 24 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 92 |
| 15:30 | 33 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 40 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 87 |
| 15:45 | 38 | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 47 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 80 |
| 1 Hr | 134 | 3 | 18 | 2 | 0 | 2 | 0 | 0 | 159 | 94 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 345 |
| 16:00 | 35 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 41 | 14 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 75 |
| 16:15 | 40 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 48 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 87 |
| 16:30 | 41 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 46 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 17 | 86 |
| 16:45 | 28 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 31 | 28 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 20 | 83 |
| 1 Hr | 144 | 3 | 16 | 2 | 0 | 1 | 0 | 0 | 166 | 89 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 100 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 58 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 64 | 331 |
| 17:00 | 32 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 38 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 85 |
| 17:15 | 43 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 47 | 30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 102 |
| 17:30 | 44 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 47 | 48 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 121 |
| 17:45 | 37 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 39 | 36 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 99 |
| 1 Hr | 156 | 0 | 11 | 0 | 0 | 3 | 1 | 0 | 171 | 137 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 90 | 407 |
| 18:00 | 36 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 42 | 29 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 91 |
| 18:15 | 27 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 74 |
| 18:30 | 32 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 34 | 35 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 90 |
| 18:45 | 32 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 34 | 28 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 77 |
| 1 Hr | 127 | 0 | 10 | 0 | 1 | 1 | 0 | 0 | 139 | 118 | 1 | 8 | 0 | 0 | 0 | 1 | 0 | 128 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 64 | 332 |
| Total | 1147 | 11 | 155 | 30 | 4 | 23 | 4 | 0 | 1374 | 959 | 6 | 74 | 7 | 3 | 2 | 2 | 2 | 1055 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 666 | 4 | 47 | 14 | 0 | 1 | 1 | 0 | 733 | 3174 |

Tracsis plc
Traffic and Data Services

**Client:** Oxfordshire CC
**Project:** 3262-LON Bicester
**Site:** 1
**Date:** 15/06/2016

Entry : D - A4095 (W)

| | Destination : A - B4100 (N) | | | | | | | | | Destination : B - A4095 (E) | | | | | | | | | Destination : C - B4100 (S) | | | | | | | | | Destination : D - A4095 (W) | | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | |
| 07:00 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 56 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 64 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 07:15 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 22 | 75 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 90 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 07:30 | 15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 20 | 83 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 92 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 07:45 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 71 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 85 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 1 Hr | 56 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 67 | 285 | 2 | 40 | 4 | 0 | 0 | 0 | 0 | 331 | 25 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 425 |
| 08:00 | 22 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 27 | 106 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 113 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 08:15 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 106 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 119 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 08:30 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 97 | 0 | 13 | 4 | 1 | 0 | 0 | 0 | 115 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 161 |
| 08:45 | 18 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 21 | 111 | 2 | 6 | 3 | 1 | 1 | 0 | 0 | 124 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 1 Hr | 61 | 0 | 10 | 1 | 0 | 0 | 1 | 0 | 73 | 420 | 2 | 34 | 10 | 4 | 1 | 0 | 0 | 471 | 82 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 629 |
| 09:00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 78 | 1 | 5 | 3 | 3 | 3 | 0 | 0 | 93 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 09:15 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 64 | 0 | 12 | 5 | 1 | 1 | 0 | 1 | 84 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 09:30 | 9 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 12 | 47 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 59 | 15 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 09:45 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 34 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 42 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 1 Hr | 39 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 45 | 223 | 1 | 31 | 11 | 6 | 4 | 1 | 1 | 278 | 47 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 374 |
| 10:00 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 8 | 64 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 75 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 10:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 46 | 1 | 10 | 4 | 1 | 0 | 0 | 1 | 63 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 10:30 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 45 | 0 | 8 | 4 | 1 | 1 | 0 | 0 | 59 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 10:45 | 10 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 14 | 45 | 0 | 10 | 1 | 1 | 1 | 0 | 1 | 59 | 14 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 1 Hr | 33 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 40 | 200 | 1 | 39 | 9 | 3 | 2 | 0 | 2 | 256 | 40 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 343 |
| 11:00 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 51 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 63 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 11:15 | 16 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 21 | 38 | 0 | 7 | 4 | 1 | 0 | 0 | 0 | 50 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 11:30 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 49 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 57 | 10 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 11:45 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 42 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 55 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 1 Hr | 32 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 41 | 180 | 0 | 31 | 10 | 3 | 1 | 0 | 0 | 225 | 30 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 302 |
| 12:00 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 53 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 63 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 12:15 | 8 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 11 | 50 | 0 | 8 | 4 | 2 | 0 | 0 | 0 | 64 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 81 |
| 12:30 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 40 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 52 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 12:45 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 8 | 59 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 64 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 1 Hr | 36 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 44 | 202 | 0 | 28 | 11 | 2 | 0 | 0 | 0 | 243 | 43 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 335 |
| 13:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 49 | 0 | 9 | 4 | 0 | 1 | 1 | 0 | 64 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 13:15 | 11 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 15 | 55 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 67 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 13:30 | 11 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 14 | 59 | 1 | 7 | 3 | 1 | 0 | 0 | 0 | 71 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 13:45 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 14 | 61 | 0 | 12 | 2 | 2 | 0 | 0 | 0 | 77 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 1 Hr | 38 | 0 | 7 | 2 | 0 | 0 | 1 | 0 | 48 | 224 | 1 | 37 | 12 | 3 | 1 | 1 | 0 | 279 | 28 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 359 |
| 14:00 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 8 | 49 | 0 | 5 | 1 | 0 | 1 | 1 | 0 | 57 | 12 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 14:15 | 11 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 13 | 65 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 80 | 10 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 14:30 | 9 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 14 | 79 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 90 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 14:45 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 72 | 0 | 12 | 0 | 3 | 0 | 0 | 0 | 87 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 1 Hr | 43 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 53 | 265 | 0 | 35 | 8 | 3 | 2 | 1 | 0 | 314 | 61 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 433 |
| 15:00 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 78 | 0 | 15 | 1 | 0 | 1 | 0 | 0 | 95 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 15:15 | 12 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 15 | 93 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 106 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 135 |
| 15:30 | 9 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 11 | 79 | 0 | 10 | 4 | 2 | 0 | 1 | 1 | 97 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 15:45 | 14 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 20 | 88 | 0 | 9 | 2 | 2 | 0 | 0 | 0 | 101 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 1 Hr | 43 | 0 | 9 | 3 | 1 | 0 | 0 | 0 | 56 | 338 | 0 | 44 | 10 | 4 | 1 | 1 | 1 | 399 | 45 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 49 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 505 |
| 16:00 | 14 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 21 | 75 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 16:15 | 15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 20 | 112 | 1 | 16 | 0 | 1 | 1 | 0 | 1 | 132 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 16:30 | 14 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 20 | 100 | 0 | 18 | 1 | 0 | 1 | 0 | 0 | 120 | 14 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 16:45 | 20 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 25 | 126 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 141 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 183 |
| 1 Hr | 63 | 0 | 20 | 3 | 0 | 0 | 0 | 0 | 86 | 413 | 2 | 64 | 1 | 1 | 3 | 0 | 1 | 485 | 48 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 53 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 625 |
| 17:00 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 17 | 120 | 1 | 22 | 2 | 0 | 0 | 0 | 0 | 145 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| 17:15 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 147 | 0 | 19 | 2 | 1 | 2 | 2 | 1 | 174 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 17:30 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 131 | 0 | 15 | 3 | 1 | 0 | 2 | 0 | 152 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 17:45 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 176 | 1 | 9 | 1 | 0 | 0 | 2 | 0 | 189 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 |
| 1 Hr | 45 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 54 | 574 | 2 | 65 | 8 | 2 | 2 | 6 | 1 | 660 | 71 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 787 |
| 18:00 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 131 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 145 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 18:15 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 130 | 0 | 15 | 0 | 2 | 1 | 1 | 0 | 149 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 18:30 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 120 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 127 | 7 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 149 |
| 18:45 | 10 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 13 | 125 | 0 | 7 | 1 | 0 | 0 | 1 | 1 | 135 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 1 Hr | 45 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 54 | 506 | 0 | 41 | 1 | 3 | 1 | 3 | 1 | 556 | 45 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 53 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 664 |
| Total | 534 | 0 | 94 | 23 | 6 | 0 | 4 | 0 | 661 | 3830 | 11 | 489 | 95 | 34 | 18 | 13 | 7 | 4497 | 565 | 4 | 34 | 11 | 2 | 1 | 0 | 0 | 617 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 6 | 5781 |

Tracsis plc
Traffic and Data Services

**Client:** Oxfordshire CC
**Project:** 3262-LON Bicester
**Site:** 1
**Date:** 15/06/2016

ORIGIN SUMMARY

| | Origin : A - B4100 (N) | | | | | | | | | Origin : B - A4095 (E) | | | | | | | | | Origin : C - B4100 (S) | | | | | | | | | Origin : D - A4095 (W) | | | | | | | | | Origin Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | |
| 07:00 | 120 | 0 | 28 | 7 | 5 | 0 | 2 | 0 | 162 | 173 | 1 | 37 | 3 | 3 | 4 | 0 | 1 | 222 | 38 | 0 | 7 | 1 | 0 | 1 | 1 | 0 | 48 | 71 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 80 | 512 |
| 07:15 | 139 | 1 | 27 | 4 | 2 | 0 | 0 | 0 | 173 | 199 | 1 | 41 | 1 | 1 | 7 | 4 | 0 | 254 | 36 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 46 | 100 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 118 | 591 |
| 07:30 | 139 | 0 | 26 | 6 | 4 | 0 | 0 | 0 | 175 | 227 | 4 | 47 | 4 | 0 | 3 | 1 | 2 | 288 | 46 | 1 | 10 | 0 | 0 | 2 | 0 | 0 | 59 | 109 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 124 | 646 |
| 07:45 | 153 | 2 | 25 | 6 | 2 | 0 | 2 | 0 | 190 | 261 | 0 | 32 | 8 | 1 | 1 | 1 | 0 | 304 | 44 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 52 | 86 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 103 | 649 |
| 1 Hr | 551 | 3 | 106 | 23 | 13 | 0 | 4 | 0 | 700 | 860 | 6 | 157 | 16 | 5 | 15 | 6 | 3 | 1068 | 164 | 1 | 32 | 1 | 0 | 4 | 3 | 0 | 205 | 366 | 3 | 50 | 6 | 0 | 0 | 0 | 0 | 425 | 2398 |
| 08:00 | 152 | 2 | 26 | 7 | 2 | 0 | 1 | 0 | 190 | 207 | 1 | 27 | 5 | 7 | 1 | 0 | 1 | 249 | 63 | 0 | 7 | 0 | 2 | 0 | 1 | 0 | 73 | 145 | 0 | 10 | 1 | 1 | 0 | 1 | 0 | 158 | 670 |
| 08:15 | 171 | 0 | 23 | 11 | 4 | 1 | 0 | 0 | 210 | 208 | 0 | 23 | 5 | 8 | 0 | 0 | 0 | 244 | 61 | 1 | 9 | 1 | 0 | 1 | 0 | 0 | 73 | 137 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 151 | 678 |
| 08:30 | 169 | 0 | 13 | 5 | 3 | 0 | 1 | 0 | 191 | 213 | 0 | 31 | 10 | 5 | 1 | 0 | 0 | 260 | 60 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 63 | 138 | 0 | 16 | 6 | 1 | 0 | 0 | 0 | 161 | 675 |
| 08:45 | 115 | 1 | 8 | 3 | 3 | 2 | 0 | 0 | 132 | 192 | 1 | 19 | 3 | 5 | 1 | 2 | 1 | 224 | 79 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 83 | 143 | 2 | 8 | 4 | 1 | 1 | 0 | 0 | 159 | 598 |
| 1 Hr | 607 | 3 | 70 | 26 | 12 | 3 | 2 | 0 | 723 | 820 | 2 | 100 | 23 | 25 | 3 | 2 | 2 | 977 | 263 | 1 | 22 | 1 | 2 | 2 | 1 | 0 | 292 | 563 | 2 | 45 | 13 | 4 | 1 | 1 | 0 | 629 | 2621 |
| 09:00 | 102 | 0 | 13 | 10 | 7 | 1 | 0 | 0 | 133 | 173 | 1 | 26 | 8 | 7 | 1 | 1 | 1 | 218 | 53 | 0 | 10 | 3 | 1 | 0 | 0 | 0 | 67 | 107 | 1 | 5 | 3 | 3 | 3 | 0 | 0 | 122 | 540 |
| 09:15 | 80 | 0 | 16 | 9 | 3 | 1 | 0 | 0 | 109 | 138 | 0 | 34 | 7 | 4 | 1 | 0 | 0 | 184 | 48 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 55 | 79 | 0 | 14 | 6 | 1 | 1 | 0 | 1 | 102 | 450 |
| 09:30 | 66 | 1 | 8 | 2 | 6 | 0 | 0 | 0 | 83 | 116 | 0 | 19 | 6 | 6 | 1 | 2 | 1 | 151 | 45 | 1 | 8 | 6 | 0 | 0 | 0 | 1 | 61 | 71 | 1 | 10 | 5 | 2 | 0 | 0 | 0 | 89 | 384 |
| 09:45 | 75 | 3 | 16 | 7 | 5 | 0 | 0 | 0 | 106 | 102 | 0 | 23 | 11 | 4 | 1 | 0 | 0 | 141 | 27 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 32 | 52 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 61 | 340 |
| 1 Hr | 323 | 4 | 53 | 28 | 21 | 2 | 0 | 0 | 431 | 529 | 1 | 102 | 32 | 21 | 4 | 3 | 2 | 694 | 173 | 2 | 26 | 10 | 1 | 2 | 0 | 1 | 215 | 309 | 2 | 36 | 14 | 7 | 4 | 1 | 1 | 374 | 1714 |
| 10:00 | 63 | 0 | 11 | 7 | 4 | 0 | 0 | 0 | 85 | 96 | 0 | 13 | 5 | 8 | 1 | 1 | 0 | 124 | 42 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 47 | 82 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 96 | 352 |
| 10:15 | 64 | 0 | 13 | 3 | 7 | 0 | 0 | 0 | 87 | 93 | 1 | 12 | 4 | 4 | 0 | 0 | 2 | 116 | 34 | 1 | 10 | 1 | 0 | 1 | 0 | 0 | 47 | 55 | 1 | 12 | 4 | 1 | 0 | 0 | 1 | 74 | 324 |
| 10:30 | 77 | 0 | 6 | 6 | 3 | 0 | 0 | 0 | 92 | 91 | 1 | 19 | 8 | 4 | 1 | 0 | 0 | 124 | 43 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 51 | 67 | 0 | 9 | 5 | 1 | 1 | 0 | 0 | 83 | 350 |
| 10:45 | 71 | 0 | 16 | 5 | 3 | 1 | 0 | 0 | 96 | 104 | 0 | 9 | 5 | 8 | 1 | 2 | 0 | 129 | 31 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 40 | 69 | 0 | 13 | 5 | 1 | 1 | 0 | 1 | 90 | 355 |
| 1 Hr | 275 | 0 | 46 | 21 | 17 | 1 | 0 | 0 | 360 | 384 | 2 | 53 | 22 | 24 | 3 | 3 | 2 | 493 | 150 | 1 | 24 | 7 | 1 | 2 | 0 | 0 | 185 | 273 | 1 | 47 | 14 | 4 | 2 | 0 | 2 | 343 | 1381 |
| 11:00 | 68 | 0 | 13 | 8 | 4 | 1 | 0 | 0 | 94 | 80 | 1 | 19 | 4 | 4 | 1 | 0 | 0 | 109 | 37 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 39 | 57 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 71 | 313 |
| 11:15 | 59 | 1 | 5 | 5 | 3 | 0 | 2 | 0 | 75 | 80 | 0 | 18 | 9 | 5 | 0 | 0 | 0 | 112 | 42 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 50 | 66 | 0 | 11 | 5 | 2 | 0 | 0 | 0 | 84 | 321 |
| 11:30 | 67 | 0 | 15 | 6 | 3 | 0 | 0 | 0 | 91 | 105 | 0 | 18 | 3 | 6 | 1 | 0 | 0 | 133 | 37 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 44 | 64 | 0 | 6 | 4 | 2 | 0 | 0 | 0 | 76 | 344 |
| 11:45 | 81 | 0 | 10 | 1 | 5 | 0 | 0 | 0 | 97 | 106 | 0 | 14 | 9 | 5 | 1 | 0 | 0 | 135 | 46 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 58 | 55 | 1 | 13 | 2 | 0 | 0 | 0 | 0 | 71 | 361 |
| 1 Hr | 275 | 1 | 43 | 20 | 15 | 1 | 2 | 0 | 357 | 371 | 1 | 69 | 25 | 20 | 3 | 0 | 0 | 489 | 162 | 0 | 21 | 5 | 1 | 2 | 0 | 0 | 191 | 242 | 1 | 39 | 15 | 4 | 1 | 0 | 0 | 302 | 1339 |
| 12:00 | 52 | 0 | 10 | 4 | 3 | 0 | 0 | 0 | 69 | 94 | 0 | 19 | 7 | 5 | 1 | 0 | 0 | 126 | 50 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 54 | 80 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 93 | 342 |
| 12:15 | 81 | 0 | 6 | 4 | 2 | 0 | 0 | 0 | 93 | 101 | 0 | 18 | 6 | 2 | 0 | 1 | 0 | 128 | 37 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 44 | 64 | 0 | 10 | 4 | 3 | 0 | 0 | 0 | 81 | 346 |
| 12:30 | 82 | 3 | 9 | 3 | 6 | 0 | 1 | 0 | 104 | 119 | 0 | 17 | 4 | 1 | 1 | 0 | 0 | 142 | 46 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 49 | 62 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 76 | 371 |
| 12:45 | 58 | 1 | 5 | 7 | 3 | 0 | 0 | 0 | 74 | 104 | 0 | 16 | 7 | 2 | 0 | 0 | 0 | 129 | 47 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 59 | 76 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 85 | 347 |
| 1 Hr | 273 | 4 | 30 | 18 | 14 | 0 | 1 | 0 | 340 | 418 | 0 | 70 | 24 | 10 | 2 | 1 | 0 | 525 | 180 | 1 | 16 | 7 | 0 | 2 | 0 | 0 | 206 | 282 | 0 | 37 | 13 | 3 | 0 | 0 | 0 | 335 | 1406 |
| 13:00 | 65 | 0 | 8 | 4 | 3 | 0 | 0 | 0 | 80 | 99 | 0 | 10 | 4 | 4 | 1 | 0 | 0 | 118 | 56 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 64 | 65 | 0 | 9 | 4 | 0 | 1 | 1 | 0 | 80 | 342 |
| 13:15 | 72 | 0 | 9 | 4 | 3 | 0 | 0 | 0 | 88 | 111 | 0 | 13 | 12 | 5 | 0 | 0 | 0 | 141 | 53 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 61 | 73 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 91 | 381 |
| 13:30 | 76 | 1 | 13 | 7 | 2 | 0 | 2 | 0 | 101 | 106 | 1 | 12 | 4 | 2 | 2 | 1 | 0 | 128 | 51 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 54 | 76 | 1 | 9 | 3 | 1 | 0 | 1 | 0 | 91 | 374 |
| 13:45 | 58 | 2 | 7 | 2 | 1 | 0 | 0 | 0 | 70 | 102 | 0 | 19 | 6 | 5 | 1 | 2 | 1 | 136 | 42 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 51 | 76 | 0 | 16 | 3 | 2 | 0 | 0 | 0 | 97 | 354 |
| 1 Hr | 271 | 3 | 37 | 17 | 9 | 0 | 2 | 0 | 339 | 418 | 1 | 54 | 26 | 16 | 4 | 3 | 1 | 523 | 202 | 1 | 18 | 7 | 0 | 2 | 0 | 0 | 230 | 290 | 1 | 48 | 14 | 3 | 1 | 2 | 0 | 359 | 1451 |
| 14:00 | 55 | 0 | 7 | 9 | 4 | 0 | 0 | 0 | 75 | 116 | 0 | 21 | 7 | 3 | 2 | 0 | 0 | 149 | 49 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 54 | 67 | 0 | 7 | 2 | 1 | 1 | 1 | 0 | 79 | 357 |
| 14:15 | 65 | 1 | 10 | 4 | 2 | 0 | 0 | 0 | 82 | 106 | 0 | 20 | 7 | 6 | 5 | 0 | 0 | 144 | 42 | 1 | 6 | 1 | 0 | 1 | 0 | 0 | 51 | 86 | 0 | 13 | 6 | 0 | 0 | 0 | 0 | 105 | 382 |
| 14:30 | 82 | 1 | 12 | 4 | 3 | 0 | 0 | 0 | 102 | 139 | 0 | 18 | 5 | 3 | 4 | 0 | 0 | 169 | 51 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 61 | 99 | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 115 | 447 |
| 14:45 | 75 | 0 | 9 | 3 | 3 | 2 | 1 | 0 | 93 | 118 | 0 | 14 | 3 | 5 | 2 | 0 | 1 | 143 | 57 | 1 | 8 | 2 | 0 | 1 | 0 | 0 | 69 | 117 | 0 | 14 | 0 | 3 | 0 | 0 | 0 | 134 | 439 |
| 1 Hr | 277 | 2 | 38 | 20 | 12 | 2 | 1 | 0 | 352 | 479 | 0 | 73 | 22 | 17 | 13 | 0 | 1 | 605 | 199 | 6 | 22 | 6 | 0 | 2 | 0 | 0 | 235 | 369 | 0 | 44 | 13 | 4 | 2 | 1 | 0 | 433 | 1625 |
| 15:00 | 56 | 1 | 11 | 3 | 0 | 0 | 1 | 0 | 72 | 132 | 2 | 20 | 11 | 0 | 1 | 0 | 0 | 166 | 81 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 86 | 94 | 1 | 18 | 2 | 0 | 1 | 0 | 0 | 116 | 440 |
| 15:15 | 72 | 1 | 25 | 6 | 1 | 0 | 1 | 0 | 106 | 133 | 0 | 20 | 3 | 7 | 0 | 0 | 0 | 163 | 85 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 92 | 119 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 135 | 496 |
| 15:30 | 66 | 0 | 17 | 2 | 2 | 0 | 1 | 0 | 88 | 178 | 1 | 27 | 6 | 3 | 1 | 0 | 0 | 216 | 78 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 87 | 103 | 0 | 11 | 4 | 3 | 0 | 1 | 1 | 123 | 514 |
| 15:45 | 70 | 1 | 16 | 5 | 2 | 2 | 2 | 0 | 98 | 146 | 0 | 19 | 5 | 3 | 1 | 1 | 0 | 175 | 69 | 1 | 8 | 0 | 0 | 2 | 0 | 0 | 80 | 111 | 0 | 14 | 3 | 2 | 1 | 0 | 0 | 131 | 484 |
| 1 Hr | 264 | 3 | 69 | 16 | 5 | 2 | 5 | 0 | 364 | 589 | 3 | 86 | 25 | 13 | 3 | 1 | 0 | 720 | 313 | 3 | 23 | 2 | 1 | 3 | 0 | 0 | 345 | 427 | 1 | 54 | 14 | 5 | 2 | 1 | 1 | 505 | 1934 |
| 16:00 | 72 | 0 | 24 | 5 | 0 | 3 | 0 | 0 | 104 | 163 | 1 | 21 | 4 | 2 | 1 | 1 | 0 | 193 | 64 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 75 | 97 | 0 | 23 | 0 | 0 | 1 | 0 | 0 | 121 | 493 |
| 16:15 | 108 | 0 | 16 | 2 | 0 | 1 | 0 | 0 | 127 | 191 | 0 | 33 | 5 | 4 | 0 | 0 | 0 | 233 | 77 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 87 | 140 | 1 | 20 | 1 | 1 | 1 | 0 | 1 | 165 | 612 |
| 16:30 | 105 | 1 | 9 | 3 | 0 | 2 | 0 | 0 | 120 | 198 | 0 | 23 | 2 | 5 | 1 | 0 | 1 | 230 | 76 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 86 | 128 | 0 | 23 | 4 | 0 | 1 | 0 | 0 | 156 | 592 |
| 16:45 | 105 | 1 | 15 | 4 | 1 | 0 | 0 | 0 | 126 | 219 | 0 | 41 | 5 | 5 | 2 | 0 | 0 | 272 | 75 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 83 | 160 | 1 | 21 | 1 | 0 | 0 | 0 | 0 | 183 | 664 |
| 1 Hr | 390 | 2 | 64 | 14 | 1 | 6 | 0 | 0 | 477 | 771 | 1 | 118 | 16 | 16 | 4 | 1 | 1 | 928 | 292 | 4 | 29 | 5 | 0 | 1 | 0 | 0 | 331 | 525 | 2 | 87 | 6 | 1 | 3 | 0 | 1 | 625 | 2361 |
| 17:00 | 113 | 0 | 21 | 5 | 3 | 1 | 0 | 0 | 143 | 251 | 1 | 30 | 3 | 0 | 1 | 1 | 1 | 288 | 75 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 85 | 154 | 1 | 25 | 2 | 0 | 0 | 0 | 0 | 182 | 698 |
| 17:15 | 127 | 1 | 13 | 0 | 1 | 0 | 0 | 0 | 142 | 278 | 0 | 17 | 3 | 0 | 0 | 1 | 0 | 299 | 94 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 102 | 172 | 0 | 22 | 2 | 1 | 2 | 2 | 1 | 202 | 745 |
| 17:30 | 117 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 133 | 257 | 0 | 23 | 1 | 2 | 1 | 1 | 0 | 285 | 116 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 121 | 159 | 0 | 17 | 3 | 1 | 0 | 3 | 0 | 183 | 722 |
| 17:45 | 137 | 1 | 9 | 0 | 1 | 0 | 1 | 0 | 149 | 212 | 2 | 22 | 0 | 1 | 2 | 0 | 0 | 239 | 92 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 99 | 205 | 1 | 11 | 1 | 0 | 0 | 2 | 0 | 220 | 707 |
| 1 Hr | 494 | 2 | 55 | 9 | 5 | 1 | 1 | 0 | 567 | 998 | 3 | 92 | 7 | 3 | 4 | 3 | 1 | 1111 | 377 | 0 | 25 | 0 | 0 | 3 | 1 | 1 | 407 | 690 | 2 | 75 | 8 | 2 | 2 | 7 | 1 | 787 | 2872 |
| 18:00 | 108 | 0 | 11 | 1 | 0 | 1 | 1 | 0 | 122 | 197 | 0 | 19 | 0 | 1 | 1 | 0 | 0 | 218 | 79 | 1 | 9 | 0 | 1 | 0 | 1 | 0 | 91 | 156 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 172 | 603 |
| 18:15 | 117 | 0 | 7 | 1 | 2 | 0 | 0 | 0 | 127 | 168 | 0 | 14 | 2 | 0 | 0 | 0 | 1 | 185 | 70 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 74 | 161 | 0 | 20 | 0 | 2 | 1 | 1 | 0 | 185 | 571 |
| 18:30 | 64 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 71 | 146 | 0 | 14 | 2 | 0 | 0 | 1 | 0 | 163 | 85 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 90 | 137 | 0 | 9 | 0 | 2 | 0 | 1 | 0 | 149 | 473 |
| 18:45 | 83 | 0 | 8 | 1 | 0 | 0 | 2 | 0 | 94 | 166 | 0 | 9 | 1 | 1 | 2 | 1 | 0 | 180 | 72 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 77 | 142 | 0 | 11 | 1 | 1 | 0 | 2 | 1 | 158 | 509 |
| 1 Hr | 372 | 0 | 31 | 4 | 2 | 2 | 3 | 0 | 414 | 677 | 0 | 56 | 5 | 2 | 3 | 2 | 1 | 746 | 306 | 1 | 21 | 0 | 1 | 1 | 2 | 0 | 332 | 596 | 0 | 56 | 1 | 5 | 1 | 4 | 1 | 664 | 2156 |
| Total | 4372 | 27 | 642 | 216 | 126 | 20 | 21 | 0 | 5424 | 7314 | 20 | 1030 | 243 | 172 | 61 | 25 | 14 | 8879 | 2781 | 21 | 279 | 51 | 7 | 26 | 7 | 2 | 3174 | 4932 | 15 | 618 | 131 | 42 | 19 | 17 | 7 | 5781 | 23258 |

Tracsis plc
Traffic and Data Services

**Client:** Oxfordshire CC
**Project:** 3262-LON Bicester
**Site:** 1
**Date:** 15/06/2016

DESTINATION SUMMARY

| | Destination : A - B4100 (N) | | | | | | | | | Destination : B - A4095 (E) | | | | | | | | | Destination : C - B4100 (S) | | | | | | | | | Destination : D - A4095 (W) | | | | | | | | | Dest Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | CAR | Taxi | LGV | OGV1 | OGV2 | PSV | MCL | PCL | Total | |
| 07:00 | 65 | 0 | 19 | 3 | 3 | 3 | 1 | 0 | 94 | 131 | 1 | 20 | 7 | 5 | 0 | 0 | 0 | 164 | 60 | 1 | 11 | 2 | 0 | 1 | 1 | 0 | 76 | 146 | 0 | 28 | 1 | 0 | 1 | 1 | 1 | 178 | 512 |
| 07:15 | 85 | 0 | 22 | 1 | 1 | 2 | 1 | 0 | 112 | 159 | 1 | 32 | 2 | 2 | 0 | 1 | 0 | 197 | 69 | 1 | 9 | 0 | 0 | 1 | 0 | 0 | 80 | 161 | 1 | 30 | 3 | 0 | 4 | 3 | 0 | 202 | 591 |
| 07:30 | 93 | 1 | 23 | 5 | 0 | 1 | 0 | 0 | 123 | 168 | 2 | 25 | 4 | 4 | 2 | 0 | 0 | 205 | 71 | 2 | 10 | 3 | 0 | 0 | 0 | 1 | 87 | 189 | 1 | 36 | 1 | 0 | 2 | 1 | 1 | 231 | 646 |
| 07:45 | 95 | 0 | 15 | 5 | 1 | 2 | 1 | 0 | 119 | 175 | 1 | 28 | 4 | 2 | 0 | 2 | 0 | 212 | 70 | 1 | 10 | 2 | 0 | 0 | 0 | 0 | 83 | 204 | 0 | 27 | 3 | 0 | 0 | 1 | 0 | 235 | 649 |
| 1 Hr | 338 | 1 | 79 | 14 | 5 | 8 | 3 | 0 | 448 | 633 | 5 | 105 | 17 | 13 | 2 | 3 | 0 | 778 | 270 | 5 | 40 | 7 | 0 | 2 | 1 | 1 | 326 | 700 | 2 | 121 | 8 | 0 | 7 | 6 | 2 | 846 | 2398 |
| 08:00 | 91 | 0 | 13 | 2 | 5 | 0 | 2 | 0 | 113 | 206 | 0 | 26 | 4 | 5 | 0 | 1 | 0 | 242 | 87 | 3 | 8 | 3 | 0 | 0 | 0 | 0 | 101 | 183 | 0 | 23 | 4 | 2 | 1 | 0 | 1 | 214 | 670 |
| 08:15 | 86 | 0 | 16 | 3 | 6 | 1 | 0 | 0 | 112 | 220 | 0 | 31 | 9 | 6 | 1 | 0 | 0 | 267 | 103 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 110 | 168 | 1 | 13 | 6 | 1 | 0 | 0 | 0 | 189 | 678 |
| 08:30 | 58 | 0 | 18 | 3 | 3 | 0 | 0 | 0 | 82 | 209 | 0 | 20 | 7 | 4 | 0 | 0 | 0 | 240 | 118 | 0 | 6 | 3 | 0 | 1 | 1 | 0 | 129 | 195 | 0 | 19 | 8 | 2 | 0 | 0 | 0 | 224 | 675 |
| 08:45 | 59 | 0 | 8 | 3 | 2 | 1 | 1 | 0 | 74 | 215 | 2 | 11 | 6 | 3 | 3 | 0 | 0 | 240 | 80 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 84 | 175 | 1 | 16 | 1 | 4 | 1 | 1 | 1 | 200 | 598 |
| 1 Hr | 294 | 0 | 55 | 11 | 16 | 2 | 3 | 0 | 381 | 850 | 2 | 88 | 26 | 18 | 4 | 1 | 0 | 989 | 388 | 4 | 23 | 7 | 0 | 1 | 1 | 0 | 424 | 721 | 2 | 71 | 19 | 9 | 2 | 1 | 2 | 827 | 2621 |
| 09:00 | 74 | 0 | 12 | 5 | 5 | 0 | 0 | 0 | 96 | 156 | 1 | 16 | 10 | 9 | 4 | 0 | 0 | 196 | 70 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 78 | 135 | 0 | 23 | 6 | 4 | 0 | 1 | 1 | 170 | 540 |
| 09:15 | 56 | 0 | 16 | 3 | 3 | 1 | 0 | 0 | 79 | 121 | 0 | 20 | 10 | 4 | 2 | 0 | 1 | 158 | 64 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 79 | 104 | 1 | 20 | 7 | 1 | 1 | 0 | 0 | 134 | 450 |
| 09:30 | 60 | 0 | 12 | 10 | 6 | 0 | 0 | 0 | 88 | 95 | 1 | 17 | 5 | 5 | 0 | 0 | 1 | 124 | 54 | 1 | 6 | 0 | 1 | 1 | 1 | 0 | 64 | 89 | 1 | 10 | 4 | 2 | 0 | 1 | 1 | 108 | 384 |
| 09:45 | 37 | 0 | 10 | 7 | 3 | 1 | 0 | 0 | 58 | 89 | 1 | 19 | 6 | 6 | 0 | 1 | 0 | 122 | 60 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 64 | 70 | 0 | 19 | 5 | 1 | 1 | 0 | 0 | 96 | 340 |
| 1 Hr | 227 | 0 | 50 | 25 | 17 | 2 | 0 | 0 | 321 | 461 | 3 | 72 | 31 | 24 | 6 | 1 | 2 | 600 | 248 | 4 | 23 | 6 | 1 | 2 | 1 | 0 | 285 | 398 | 2 | 72 | 22 | 8 | 2 | 2 | 2 | 508 | 1714 |
| 10:00 | 45 | 0 | 6 | 3 | 9 | 0 | 1 | 0 | 64 | 109 | 0 | 20 | 6 | 3 | 0 | 0 | 0 | 138 | 60 | 0 | 7 | 2 | 1 | 1 | 0 | 0 | 71 | 69 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 79 | 352 |
| 10:15 | 51 | 1 | 8 | 2 | 3 | 1 | 0 | 0 | 66 | 77 | 1 | 19 | 6 | 8 | 0 | 0 | 2 | 113 | 50 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 60 | 68 | 1 | 11 | 3 | 1 | 0 | 0 | 1 | 85 | 324 |
| 10:30 | 42 | 0 | 9 | 2 | 3 | 0 | 0 | 0 | 56 | 95 | 0 | 14 | 10 | 3 | 1 | 0 | 0 | 123 | 61 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 66 | 80 | 1 | 14 | 8 | 2 | 0 | 0 | 0 | 105 | 350 |
| 10:45 | 41 | 0 | 7 | 4 | 6 | 1 | 2 | 0 | 61 | 90 | 0 | 19 | 7 | 4 | 2 | 0 | 1 | 123 | 61 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 70 | 83 | 0 | 12 | 3 | 2 | 1 | 0 | 0 | 101 | 355 |
| 1 Hr | 179 | 1 | 30 | 11 | 21 | 2 | 3 | 0 | 247 | 371 | 1 | 72 | 29 | 18 | 3 | 0 | 3 | 497 | 232 | 0 | 23 | 8 | 2 | 2 | 0 | 0 | 267 | 300 | 2 | 45 | 16 | 5 | 1 | 0 | 1 | 370 | 1381 |
| 11:00 | 36 | 1 | 11 | 2 | 5 | 0 | 0 | 0 | 55 | 92 | 0 | 17 | 11 | 4 | 2 | 0 | 0 | 126 | 45 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 50 | 69 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 82 | 313 |
| 11:15 | 60 | 0 | 16 | 5 | 5 | 1 | 0 | 0 | 87 | 82 | 0 | 14 | 7 | 4 | 0 | 1 | 0 | 108 | 46 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 53 | 59 | 0 | 8 | 4 | 1 | 0 | 1 | 0 | 73 | 321 |
| 11:30 | 52 | 0 | 4 | 1 | 4 | 0 | 0 | 0 | 61 | 95 | 0 | 19 | 6 | 5 | 0 | 0 | 0 | 125 | 61 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 70 | 65 | 0 | 16 | 5 | 2 | 0 | 0 | 0 | 88 | 344 |
| 11:45 | 63 | 0 | 10 | 6 | 5 | 1 | 0 | 0 | 85 | 97 | 0 | 20 | 4 | 5 | 0 | 0 | 0 | 126 | 61 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 66 | 67 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 84 | 361 |
| 1 Hr | 211 | 1 | 41 | 14 | 19 | 2 | 0 | 0 | 288 | 366 | 0 | 70 | 28 | 18 | 2 | 1 | 0 | 485 | 213 | 2 | 15 | 7 | 0 | 2 | 0 | 0 | 239 | 260 | 0 | 46 | 16 | 3 | 1 | 1 | 0 | 327 | 1339 |
| 12:00 | 60 | 1 | 11 | 3 | 4 | 0 | 0 | 0 | 79 | 99 | 0 | 12 | 8 | 2 | 0 | 0 | 0 | 121 | 51 | 0 | 8 | 1 | 1 | 1 | 0 | 0 | 62 | 66 | 0 | 10 | 3 | 1 | 0 | 0 | 0 | 80 | 342 |
| 12:15 | 60 | 0 | 13 | 5 | 3 | 1 | 1 | 0 | 83 | 98 | 0 | 12 | 6 | 4 | 0 | 0 | 0 | 120 | 51 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 56 | 74 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 87 | 346 |
| 12:30 | 62 | 0 | 8 | 4 | 1 | 0 | 0 | 0 | 75 | 87 | 0 | 15 | 5 | 5 | 0 | 0 | 0 | 112 | 70 | 3 | 6 | 0 | 0 | 1 | 1 | 0 | 81 | 90 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 103 | 371 |
| 12:45 | 52 | 0 | 9 | 8 | 1 | 1 | 0 | 0 | 71 | 108 | 0 | 5 | 9 | 3 | 0 | 0 | 0 | 125 | 60 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 64 | 65 | 1 | 17 | 3 | 1 | 0 | 0 | 0 | 87 | 347 |
| 1 Hr | 234 | 1 | 41 | 20 | 9 | 2 | 1 | 0 | 308 | 392 | 0 | 44 | 28 | 14 | 0 | 0 | 0 | 478 | 232 | 3 | 20 | 4 | 1 | 2 | 1 | 0 | 263 | 295 | 1 | 48 | 10 | 3 | 0 | 0 | 0 | 357 | 1406 |
| 13:00 | 52 | 0 | 9 | 4 | 4 | 0 | 0 | 0 | 69 | 97 | 0 | 14 | 7 | 3 | 1 | 1 | 0 | 123 | 52 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 58 | 84 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 92 | 342 |
| 13:15 | 77 | 0 | 11 | 12 | 3 | 1 | 0 | 0 | 104 | 110 | 0 | 15 | 4 | 2 | 0 | 0 | 0 | 131 | 44 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 50 | 78 | 0 | 9 | 6 | 3 | 0 | 0 | 0 | 96 | 381 |
| 13:30 | 67 | 1 | 8 | 3 | 1 | 1 | 2 | 0 | 83 | 125 | 1 | 16 | 7 | 3 | 0 | 1 | 0 | 153 | 43 | 2 | 1 | 2 | 0 | 1 | 1 | 0 | 50 | 74 | 0 | 10 | 3 | 1 | 0 | 0 | 0 | 88 | 374 |
| 13:45 | 73 | 0 | 15 | 5 | 5 | 1 | 0 | 0 | 99 | 101 | 1 | 16 | 4 | 3 | 0 | 0 | 0 | 125 | 42 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 50 | 62 | 0 | 10 | 4 | 0 | 1 | 2 | 1 | 80 | 354 |
| 1 Hr | 269 | 1 | 43 | 24 | 13 | 3 | 2 | 0 | 355 | 433 | 2 | 61 | 22 | 11 | 1 | 2 | 0 | 532 | 181 | 3 | 18 | 3 | 0 | 2 | 1 | 0 | 208 | 298 | 0 | 35 | 15 | 4 | 1 | 2 | 1 | 356 | 1451 |
| 14:00 | 59 | 1 | 10 | 5 | 2 | 1 | 0 | 0 | 78 | 95 | 1 | 11 | 6 | 4 | 1 | 1 | 0 | 119 | 41 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 48 | 92 | 0 | 14 | 4 | 2 | 0 | 0 | 0 | 112 | 357 |
| 14:15 | 61 | 0 | 14 | 8 | 4 | 5 | 0 | 0 | 92 | 107 | 1 | 19 | 7 | 2 | 0 | 0 | 0 | 136 | 46 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 53 | 85 | 0 | 12 | 1 | 2 | 1 | 0 | 0 | 101 | 382 |
| 14:30 | 87 | 1 | 13 | 4 | 2 | 1 | 0 | 0 | 108 | 147 | 1 | 16 | 8 | 3 | 1 | 0 | 0 | 176 | 49 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 55 | 88 | 1 | 11 | 5 | 1 | 2 | 0 | 0 | 108 | 447 |
| 14:45 | 67 | 0 | 10 | 4 | 4 | 2 | 0 | 0 | 87 | 127 | 0 | 23 | 3 | 6 | 2 | 0 | 0 | 161 | 70 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 74 | 103 | 1 | 9 | 1 | 1 | 1 | 0 | 1 | 117 | 439 |
| 1 Hr | 274 | 2 | 47 | 21 | 12 | 9 | 0 | 0 | 365 | 476 | 3 | 69 | 24 | 15 | 4 | 1 | 0 | 592 | 206 | 1 | 15 | 5 | 0 | 2 | 1 | 0 | 230 | 368 | 2 | 46 | 11 | 6 | 4 | 0 | 1 | 438 | 1625 |
| 15:00 | 83 | 3 | 14 | 6 | 0 | 0 | 0 | 0 | 106 | 130 | 0 | 22 | 2 | 0 | 1 | 1 | 0 | 156 | 44 | 2 | 5 | 3 | 0 | 1 | 0 | 0 | 55 | 106 | 1 | 11 | 5 | 0 | 0 | 0 | 0 | 123 | 440 |
| 15:15 | 70 | 0 | 11 | 5 | 6 | 1 | 0 | 0 | 93 | 155 | 1 | 26 | 8 | 2 | 0 | 1 | 0 | 193 | 60 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 71 | 124 | 0 | 12 | 2 | 1 | 0 | 0 | 0 | 139 | 496 |
| 15:30 | 95 | 0 | 20 | 5 | 3 | 0 | 0 | 0 | 123 | 142 | 0 | 29 | 6 | 4 | 0 | 2 | 1 | 184 | 57 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 62 | 131 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 145 | 514 |
| 15:45 | 94 | 1 | 25 | 4 | 2 | 1 | 0 | 0 | 127 | 148 | 0 | 21 | 7 | 4 | 3 | 1 | 0 | 184 | 47 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 50 | 107 | 0 | 11 | 2 | 1 | 1 | 1 | 0 | 123 | 484 |
| 1 Hr | 342 | 4 | 70 | 20 | 11 | 2 | 0 | 0 | 449 | 575 | 1 | 98 | 23 | 10 | 4 | 5 | 1 | 717 | 208 | 4 | 19 | 3 | 0 | 3 | 1 | 0 | 238 | 468 | 1 | 45 | 11 | 3 | 1 | 1 | 0 | 530 | 1934 |
| 16:00 | 118 | 2 | 21 | 4 | 1 | 0 | 0 | 0 | 146 | 122 | 1 | 32 | 2 | 0 | 4 | 0 | 0 | 161 | 51 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 63 | 105 | 1 | 13 | 2 | 1 | 0 | 1 | 0 | 123 | 493 |
| 16:15 | 125 | 0 | 23 | 4 | 2 | 1 | 0 | 0 | 155 | 188 | 1 | 25 | 2 | 1 | 2 | 0 | 1 | 220 | 62 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 70 | 141 | 0 | 22 | 2 | 2 | 0 | 0 | 0 | 167 | 612 |
| 16:30 | 125 | 1 | 21 | 2 | 4 | 0 | 0 | 0 | 153 | 178 | 0 | 27 | 3 | 0 | 3 | 0 | 0 | 211 | 66 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 73 | 138 | 0 | 14 | 1 | 1 | 0 | 0 | 1 | 155 | 592 |
| 16:45 | 106 | 0 | 23 | 4 | 5 | 0 | 0 | 0 | 138 | 213 | 1 | 24 | 4 | 1 | 0 | 0 | 0 | 243 | 76 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 86 | 164 | 1 | 25 | 5 | 0 | 2 | 0 | 0 | 197 | 664 |
| 1 Hr | 474 | 3 | 88 | 14 | 12 | 1 | 0 | 0 | 592 | 701 | 3 | 108 | 11 | 2 | 9 | 0 | 1 | 835 | 255 | 1 | 28 | 6 | 0 | 2 | 0 | 0 | 292 | 548 | 2 | 74 | 10 | 4 | 2 | 1 | 1 | 642 | 2361 |
| 17:00 | 141 | 1 | 21 | 2 | 0 | 0 | 2 | 0 | 167 | 207 | 1 | 35 | 7 | 3 | 1 | 0 | 0 | 254 | 87 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 98 | 158 | 0 | 19 | 1 | 0 | 0 | 0 | 1 | 179 | 698 |
| 17:15 | 146 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 158 | 246 | 0 | 28 | 2 | 2 | 2 | 2 | 1 | 283 | 76 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 80 | 203 | 0 | 17 | 3 | 0 | 0 | 1 | 0 | 224 | 745 |
| 17:30 | 151 | 0 | 16 | 0 | 1 | 1 | 1 | 0 | 170 | 245 | 0 | 24 | 6 | 1 | 0 | 2 | 0 | 278 | 71 | 0 | 4 | 1 | 0 | 1 | 1 | 0 | 78 | 182 | 0 | 12 | 1 | 1 | 0 | 0 | 0 | 196 | 722 |
| 17:45 | 117 | 1 | 8 | 0 | 1 | 1 | 0 | 0 | 128 | 291 | 1 | 18 | 1 | 1 | 0 | 2 | 1 | 315 | 77 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 84 | 161 | 1 | 15 | 0 | 0 | 2 | 1 | 0 | 180 | 707 |
| 1 Hr | 555 | 2 | 56 | 2 | 2 | 3 | 3 | 0 | 623 | 989 | 2 | 105 | 16 | 7 | 3 | 6 | 2 | 1130 | 311 | 2 | 23 | 1 | 0 | 2 | 1 | 0 | 340 | 704 | 1 | 63 | 5 | 1 | 2 | 2 | 1 | 779 | 2872 |
| 18:00 | 114 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 128 | 212 | 1 | 26 | 1 | 0 | 1 | 0 | 0 | 241 | 72 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 77 | 142 | 0 | 14 | 0 | 0 | 0 | 1 | 0 | 157 | 603 |
| 18:15 | 73 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 84 | 226 | 0 | 24 | 1 | 4 | 1 | 2 | 0 | 258 | 86 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 91 | 131 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 138 | 571 |
| 18:30 | 89 | 0 | 5 | 1 | 0 | 1 | 1 | 0 | 97 | 188 | 0 | 9 | 1 | 1 | 1 | 1 | 0 | 201 | 52 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 57 | 103 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 118 | 473 |
| 18:45 | 84 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 93 | 189 | 0 | 15 | 1 | 0 | 0 | 2 | 1 | 208 | 61 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 68 | 129 | 0 | 8 | 1 | 0 | 1 | 1 | 0 | 140 | 509 |
| 1 Hr | 360 | 0 | 31 | 3 | 4 | 1 | 3 | 0 | 402 | 815 | 1 | 74 | 4 | 5 | 3 | 5 | 1 | 908 | 271 | 0 | 17 | 1 | 1 | 2 | 1 | 0 | 293 | 505 | 0 | 42 | 2 | 0 | 1 | 2 | 1 | 553 | 2156 |
| Total | 3757 | 16 | 631 | 179 | 141 | 37 | 18 | 0 | 4779 | 7062 | 23 | 966 | 259 | 155 | 41 | 25 | 10 | 8541 | 3015 | 29 | 264 | 58 | 5 | 24 | 9 | 1 | 3405 | 5565 | 15 | 708 | 145 | 46 | 24 | 18 | 12 | 6533 | 23258 |

**Site No.** 00000007 **Site Ref.** B4100 0007 **Lat/Lng.** 51.93435 -1.172228

**B4100 NORTH OF BICESTER** **Channel:** Northbound

## Vehicle Count Summary
## From 01/01/2016 To 01/01/2017

| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | 5-DayAve. | 7-DayAve. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 21 | 25 | 24 | 26 | 30 | 39 | 43 | 25 | 30 |
| 01:00 | 16 | 18 | 19 | 22 | 21 | 24 | 23 | 19 | 20 |
| 02:00 | 15 | 15 | 15 | 18 | 20 | 21 | 18 | 17 | 17 |
| 03:00 | 17 | 16 | 17 | 18 | 18 | 19 | 16 | 17 | 17 |
| 04:00 | 33 | 36 | 35 | 35 | 36 | 22 | 17 | 35 | 31 |
| 05:00 | 82 | 85 | 85 | 83 | 79 | 40 | 29 | 83 | 69 |
| 06:00 | 197 | 218 | 221 | 214 | 199 | 63 | 47 | 210 | 166 |
| 07:00 | 412 | 455 | 461 | 458 | 419 | 118 | 79 | 441 | 343 |
| 08:00 | 340 | 384 | 385 | 380 | 359 | 191 | 108 | 370 | 307 |
| 09:00 | 257 | 274 | 271 | 276 | 281 | 274 | 178 | 272 | 259 |
| 10:00 | 249 | 249 | 259 | 261 | 283 | 315 | 256 | 260 | 268 |
| 11:00 | 271 | 275 | 278 | 286 | 316 | 358 | 295 | 285 | 297 |
| 12:00 | 289 | 296 | 308 | 301 | 368 | 385 | 326 | 312 | 325 |
| 13:00 | 312 | 321 | 331 | 328 | 415 | 363 | 312 | 341 | 340 |
| 14:00 | 343 | 365 | 374 | 375 | 477 | 343 | 293 | 387 | 367 |
| 15:00 | 410 | 435 | 452 | 457 | 540 | 323 | 301 | 459 | 417 |
| 16:00 | 536 | 573 | 591 | 599 | 596 | 341 | 306 | 579 | 506 |
| 17:00 | 600 | 633 | 653 | 663 | 593 | 312 | 252 | 628 | 529 |
| 18:00 | 402 | 429 | 436 | 438 | 444 | 260 | 232 | 430 | 377 |
| 19:00 | 255 | 273 | 285 | 307 | 294 | 199 | 194 | 283 | 258 |
| 20:00 | 157 | 164 | 183 | 182 | 173 | 144 | 118 | 172 | 160 |
| 21:00 | 109 | 122 | 137 | 136 | 122 | 113 | 85 | 125 | 118 |
| 22:00 | 92 | 106 | 115 | 123 | 117 | 102 | 57 | 111 | 102 |
| 23:00 | 38 | 46 | 50 | 56 | 69 | 68 | 32 | 52 | 51 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 4420 | 4689 | 4798 | 4823 | 5092 | 3583 | 2937 | 4764 | 4335 |
| 16H(6-22) | 5138 | 5466 | 5625 | 5662 | 5880 | 4103 | 3382 | 5554 | 5036 |
| 18H(6-24) | 5269 | 5617 | 5790 | 5841 | 6067 | 4272 | 3471 | 5717 | 5190 |
| 24H(0-24) | 5452 | 5813 | 5985 | 6044 | 6271 | 4437 | 3616 | 5913 | 5374 |
| AM Peak | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 11:00 | 07:00 | 07:00 |
| | 412 | 455 | 461 | 458 | 419 | 358 | 295 | 441 | 343 |
| PM Peak | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 12:00 | 12:00 | 17:00 | 17:00 |
| | 600 | 633 | 653 | 663 | 596 | 385 | 326 | 628 | 529 |

**Site No.** 00000007 **Site Ref.** B4100 0007 **Lat/Lng.** 51.93435 -1.172228

**B4100 NORTH OF BICESTER** **Channel:** Southbound

**Vehicle Count Summary**

**From 01/01/2016 To 01/01/2017**

| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | 5-DayAve. | 7-DayAve. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 24 | 20 | 21 | 24 | 26 | 37 | 42 | 23 | 28 |
| 01:00 | 14 | 14 | 15 | 16 | 17 | 20 | 23 | 15 | 17 |
| 02:00 | 14 | 15 | 16 | 15 | 17 | 18 | 15 | 15 | 16 |
| 03:00 | 26 | 26 | 28 | 30 | 27 | 21 | 15 | 28 | 25 |
| 04:00 | 37 | 36 | 35 | 35 | 37 | 15 | 9 | 36 | 29 |
| 05:00 | 113 | 115 | 119 | 113 | 107 | 41 | 24 | 113 | 90 |
| 06:00 | 309 | 329 | 341 | 324 | 281 | 88 | 47 | 317 | 245 |
| 07:00 | 613 | 668 | 674 | 645 | 589 | 161 | 72 | 638 | 489 |
| 08:00 | 628 | 657 | 655 | 637 | 570 | 249 | 111 | 629 | 501 |
| 09:00 | 400 | 416 | 425 | 409 | 388 | 300 | 224 | 408 | 366 |
| 10:00 | 348 | 349 | 346 | 341 | 347 | 357 | 322 | 346 | 344 |
| 11:00 | 344 | 334 | 338 | 333 | 358 | 404 | 360 | 341 | 353 |
| 12:00 | 329 | 325 | 330 | 332 | 364 | 427 | 377 | 336 | 355 |
| 13:00 | 322 | 325 | 330 | 329 | 374 | 401 | 348 | 336 | 347 |
| 14:00 | 323 | 328 | 340 | 340 | 392 | 368 | 334 | 345 | 346 |
| 15:00 | 333 | 351 | 357 | 357 | 412 | 355 | 324 | 362 | 356 |
| 16:00 | 448 | 468 | 485 | 482 | 511 | 351 | 338 | 479 | 440 |
| 17:00 | 519 | 545 | 547 | 552 | 517 | 312 | 340 | 536 | 476 |
| 18:00 | 371 | 413 | 426 | 424 | 393 | 260 | 310 | 406 | 371 |
| 19:00 | 220 | 240 | 261 | 254 | 255 | 194 | 224 | 246 | 235 |
| 20:00 | 133 | 141 | 154 | 158 | 162 | 125 | 139 | 150 | 145 |
| 21:00 | 95 | 110 | 115 | 124 | 110 | 93 | 102 | 111 | 107 |
| 22:00 | 60 | 71 | 71 | 80 | 83 | 81 | 56 | 73 | 72 |
| 23:00 | 33 | 39 | 43 | 46 | 58 | 61 | 36 | 44 | 45 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 4978 | 5180 | 5252 | 5181 | 5215 | 3944 | 3460 | 5161 | 4744 |
| 16H(6-22) | 5735 | 6000 | 6123 | 6041 | 6022 | 4444 | 3972 | 5984 | 5477 |
| 18H(6-24) | 5828 | 6110 | 6237 | 6166 | 6163 | 4585 | 4063 | 6101 | 5593 |
| 24H(0-24) | 6056 | 6335 | 6471 | 6400 | 6394 | 4739 | 4191 | 6331 | 5798 |
| **AM Peak** | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 11:00 | 07:00 | 08:00 |
| | 628 | 668 | 674 | 645 | 589 | 404 | 360 | 638 | 501 |
| **PM Peak** | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 12:00 | 12:00 | 17:00 | 17:00 |
| | 519 | 545 | 547 | 552 | 517 | 427 | 377 | 536 | 476 |

**Site No.** 00000007 **Site Ref.** B4100 0007 **Lat/Lng.** 51.93435 -1.172228

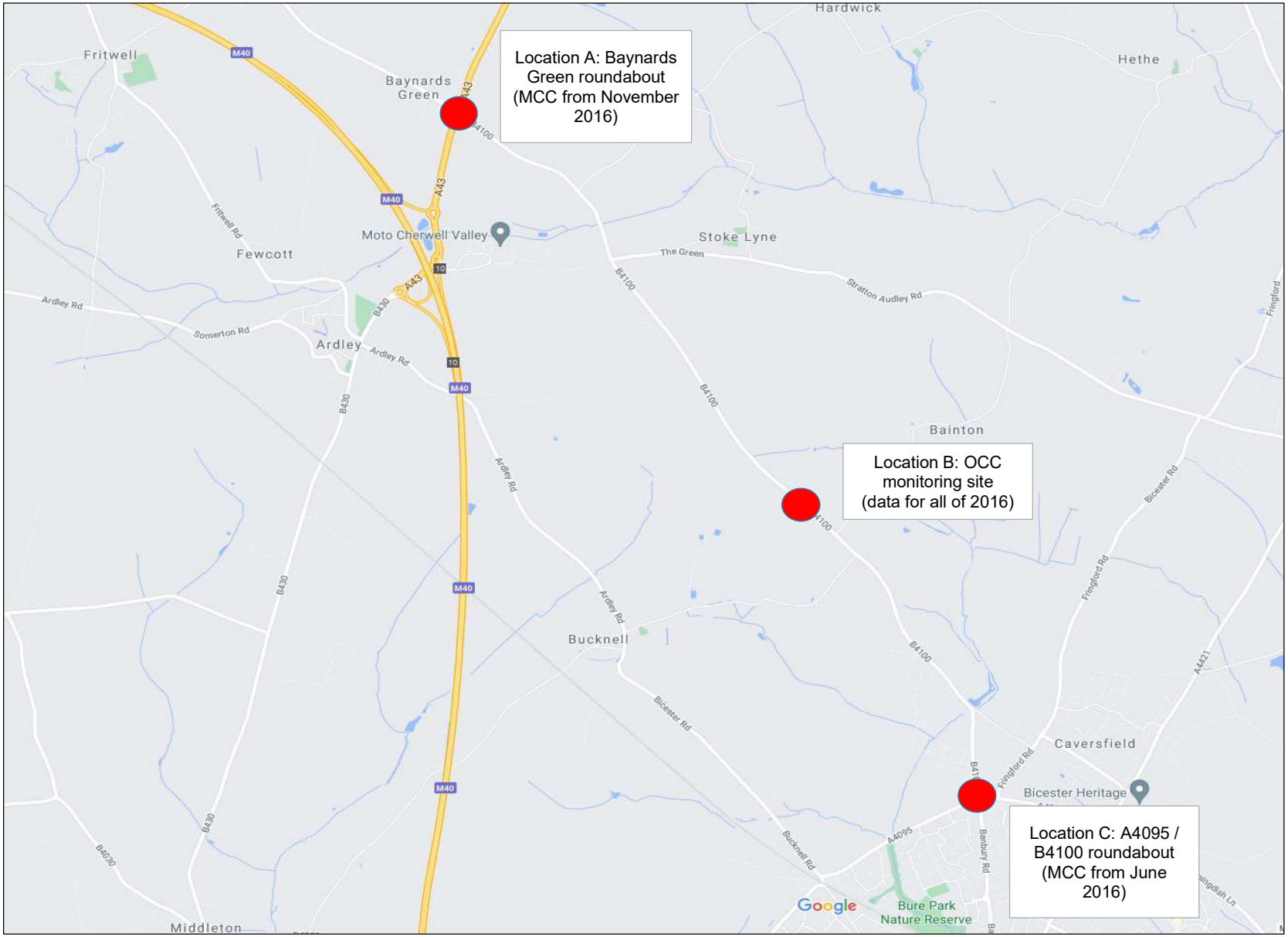
**B4100 NORTH OF BICESTER** **Channel:** Total Flow

**Vehicle Count Summary**

**From 01/01/2016 To 01/01/2017**

| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | 5-DayAve. | 7-DayAve. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 45 | 44 | 45 | 50 | 56 | 77 | 85 | 48 | 57 |
| 01:00 | 30 | 32 | 34 | 38 | 38 | 43 | 45 | 34 | 37 |
| 02:00 | 28 | 30 | 31 | 33 | 37 | 40 | 33 | 32 | 33 |
| 03:00 | 44 | 43 | 45 | 48 | 45 | 40 | 31 | 45 | 42 |
| 04:00 | 69 | 71 | 70 | 71 | 73 | 38 | 26 | 71 | 60 |
| 05:00 | 195 | 200 | 204 | 197 | 185 | 81 | 53 | 196 | 159 |
| 06:00 | 506 | 547 | 562 | 537 | 479 | 152 | 93 | 526 | 411 |
| 07:00 | 1024 | 1123 | 1135 | 1103 | 1008 | 279 | 151 | 1079 | 832 |
| 08:00 | 968 | 1041 | 1040 | 1017 | 928 | 441 | 219 | 999 | 808 |
| 09:00 | 656 | 690 | 696 | 685 | 669 | 574 | 402 | 679 | 625 |
| 10:00 | 597 | 598 | 605 | 603 | 631 | 671 | 578 | 607 | 612 |
| 11:00 | 614 | 609 | 616 | 619 | 675 | 762 | 655 | 627 | 650 |
| 12:00 | 618 | 621 | 637 | 634 | 732 | 812 | 703 | 648 | 680 |
| 13:00 | 634 | 646 | 662 | 657 | 789 | 763 | 660 | 677 | 687 |
| 14:00 | 667 | 694 | 714 | 714 | 869 | 711 | 627 | 731 | 713 |
| 15:00 | 743 | 786 | 809 | 814 | 952 | 677 | 625 | 821 | 772 |
| 16:00 | 984 | 1042 | 1075 | 1080 | 1107 | 692 | 644 | 1058 | 946 |
| 17:00 | 1119 | 1178 | 1200 | 1215 | 1110 | 624 | 593 | 1164 | 1006 |
| 18:00 | 773 | 842 | 862 | 863 | 837 | 520 | 542 | 835 | 749 |
| 19:00 | 474 | 513 | 546 | 561 | 549 | 393 | 418 | 529 | 494 |
| 20:00 | 291 | 305 | 337 | 340 | 335 | 269 | 257 | 322 | 305 |
| 21:00 | 205 | 231 | 252 | 259 | 232 | 205 | 187 | 236 | 225 |
| 22:00 | 152 | 176 | 186 | 202 | 200 | 182 | 113 | 183 | 173 |
| 23:00 | 72 | 85 | 93 | 102 | 127 | 129 | 68 | 96 | 97 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 9398 | 9869 | 10050 | 10004 | 10307 | 7527 | 6398 | 9926 | 9079 |
| 16H(6-22) | 10874 | 11466 | 11747 | 11702 | 11902 | 8546 | 7353 | 11538 | 10513 |
| 18H(6-24) | 11097 | 11727 | 12027 | 12007 | 12230 | 8857 | 7534 | 11818 | 10783 |
| 24H(0-24) | 11508 | 12147 | 12456 | 12444 | 12665 | 9176 | 7807 | 12244 | 11172 |
| **AM Peak** | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 11:00 | 07:00 | 07:00 |
| | 1024 | 1123 | 1135 | 1103 | 1008 | 762 | 655 | 1079 | 832 |
| **PM Peak** | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 12:00 | 12:00 | 17:00 | 17:00 |
| | 1119 | 1178 | 1200 | 1215 | 1110 | 812 | 703 | 1164 | 1006 |

# APPENDIX Q: B4100 FLOW VALIDATION CALCULATIONS




**LOCATION OF TRAFFIC COUNT DATA / FLOW VALIDATION CHECKS**

| AM Peak (08:00 - 09:00) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location Reference | Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| | Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| A | 565 | 718 | 639 | 770 | 3.0 | 1.9 | 52 | 7% | - | Yes | - | Yes |
| B | - | 629 | 542 | 676 | - | 1.8 | 47 | 7% | Yes | - | - | Yes |
| C | 619 | 765 | 591 | 734 | 1.1 | 1.1 | -31 | -4% | - | Yes | - | Yes |

| PM Peak (16:30 - 17:30) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location Reference | Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| | Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| A | 465 | 523 | 541 | 603 | 3.4 | 3.4 | 80 | 15% | Yes | - | - | Yes |
| B | - | 536 | 487 | 555 | - | 0.8 | 19 | 4% | Yes | - | - | Yes |
| C | 496 | 567 | 509 | 574 | 0.6 | 0.3 | 7 | 1% | Yes | - | - | Yes |

## B4100 Flow Validation (Southbound)

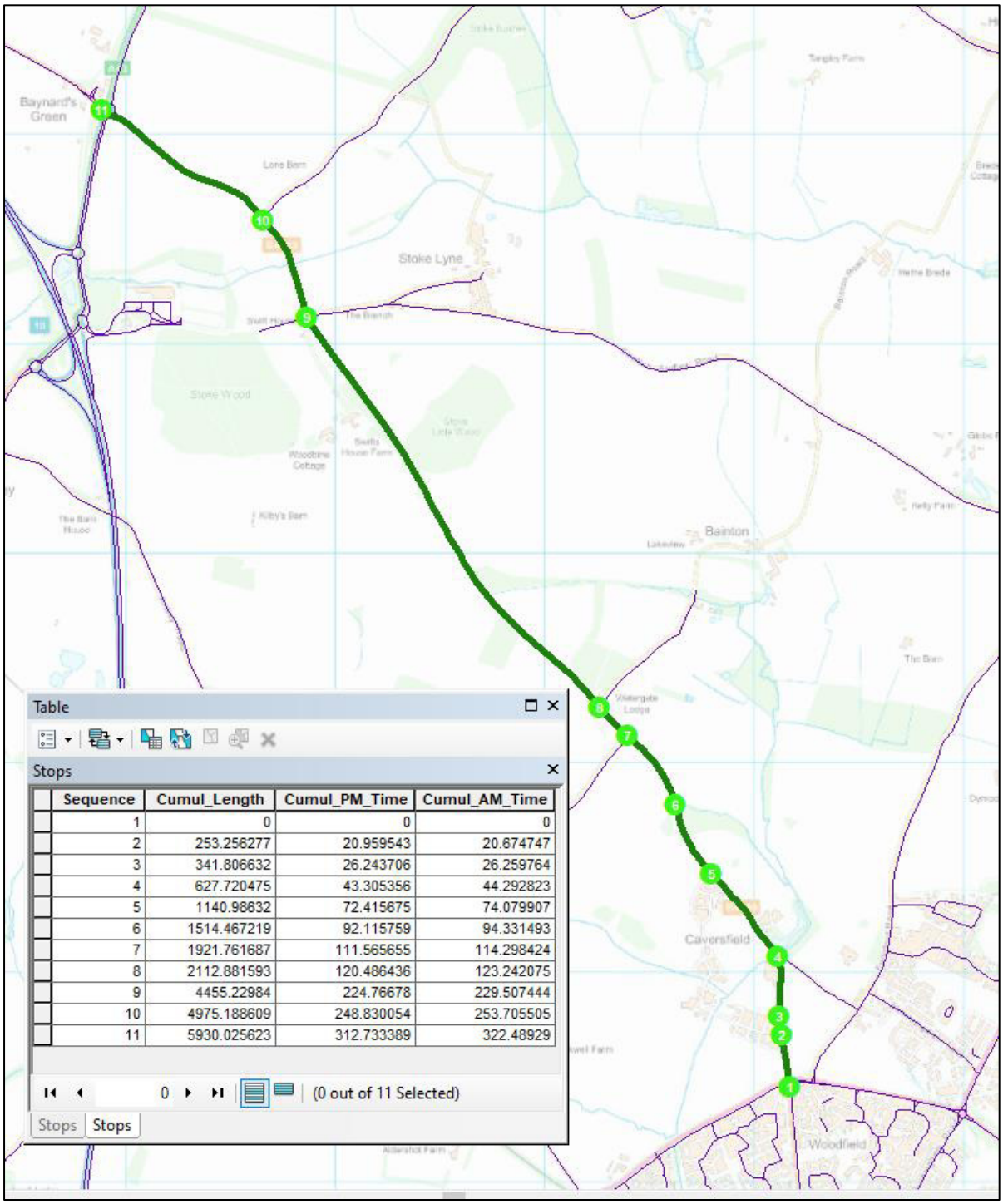
| AM Peak (08:00 - 09:00) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location Reference | Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| | Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| A | 454 | 554 | 376 | 467 | 3.8 | 3.9 | -87 | -16% | Yes | - | - | Yes |
| B | - | 370 | 349 | 440 | - | 3.5 | 70 | 19% | Yes | - | - | Yes |
| C | 366 | 467 | 348 | 440 | 1.0 | 1.3 | -27 | -6% | Yes | - | - | Yes |

| PM Peak (16:30 - 17:30) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location Reference | Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| | Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| A | 599 | 663 | 504 | 565 | 4.0 | 4.0 | -98 | -15% | Yes | - | - | Yes |
| B | - | 628 | 473 | 520 | - | 4.5 | -108 | -17% | No | - | - | Yes |
| C | 560 | 623 | 506 | 565 | 2.3 | 2.4 | -58 | -9% | Yes | - | - | Yes |

## B4100 Flow Validation (Northbound)

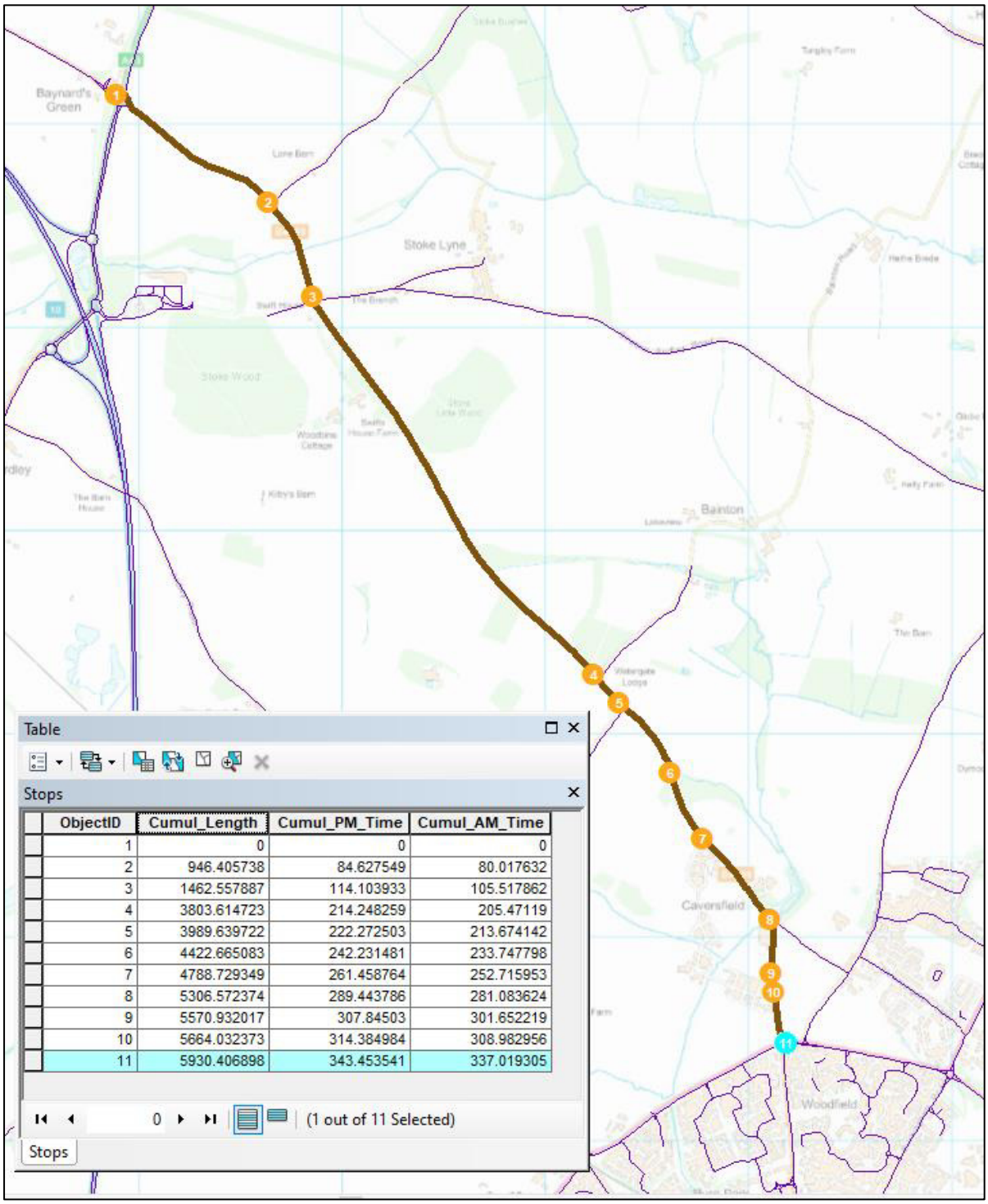
# APPENDIX R: B4100 TRAFFICMASTER DATA

# B4100 Trafficmaster Journey Time Data (Northbound)




| Sequence | Cumul_Length | Cumul_PM_Time | Cumul_AM_Time |
|---|---|---|---|
| 1 | 0 | 0 | 0 |
| 2 | 253.256277 | 20.959543 | 20.674747 |
| 3 | 341.806632 | 26.243706 | 26.259764 |
| 4 | 627.720475 | 43.305356 | 44.292823 |
| 5 | 1140.98632 | 72.415675 | 74.079907 |
| 6 | 1514.467219 | 92.115759 | 94.331493 |
| 7 | 1921.761687 | 111.565655 | 114.298424 |
| 8 | 2112.881593 | 120.486436 | 123.242075 |
| 9 | 4455.22984 | 224.76678 | 229.507444 |
| 10 | 4975.188609 | 248.830054 | 253.705505 |
| 11 | 5930.025623 | 312.733389 | 322.48929 |

# B4100 Trafficmaster Journey Time Data (Southbound)

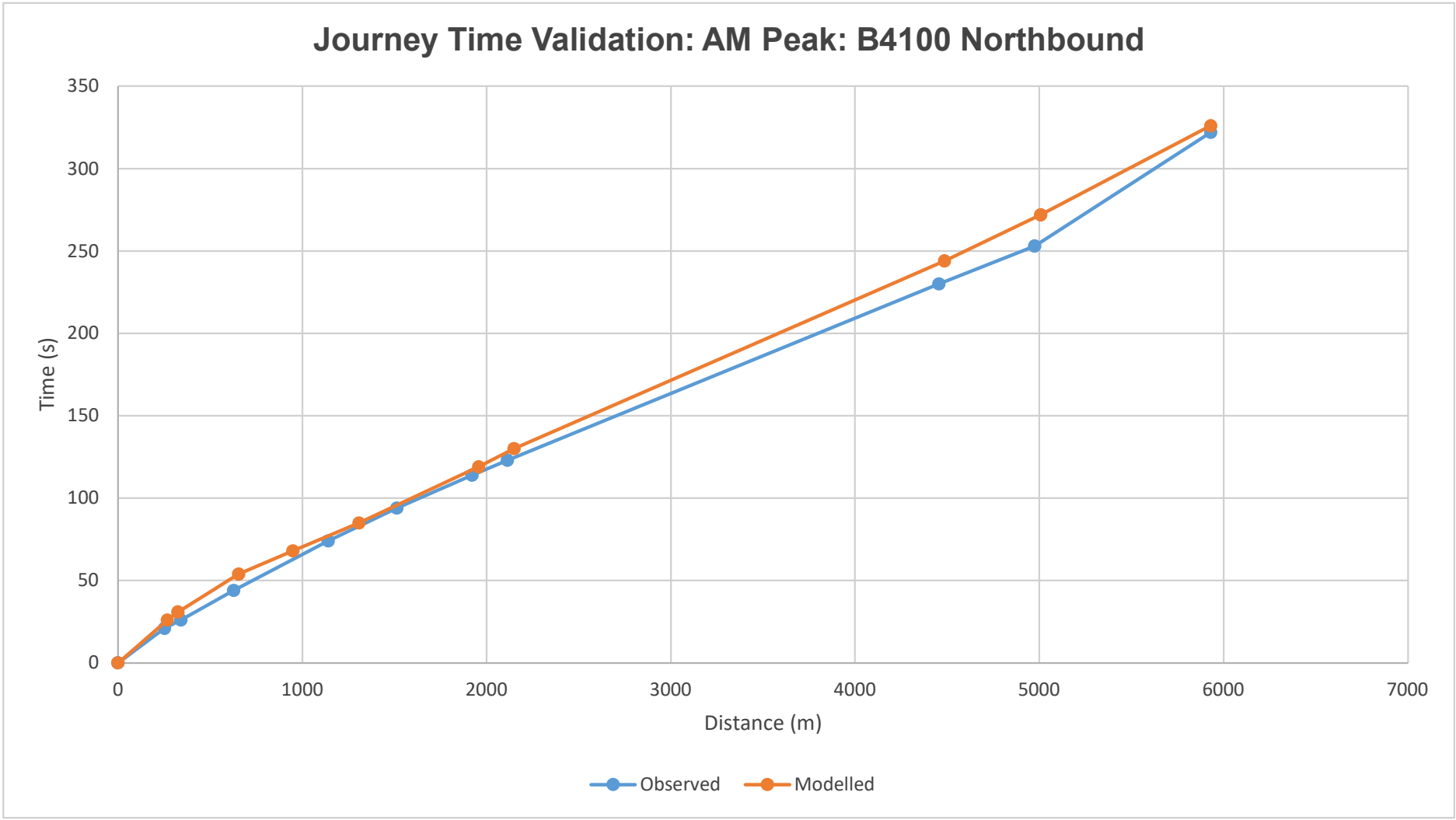


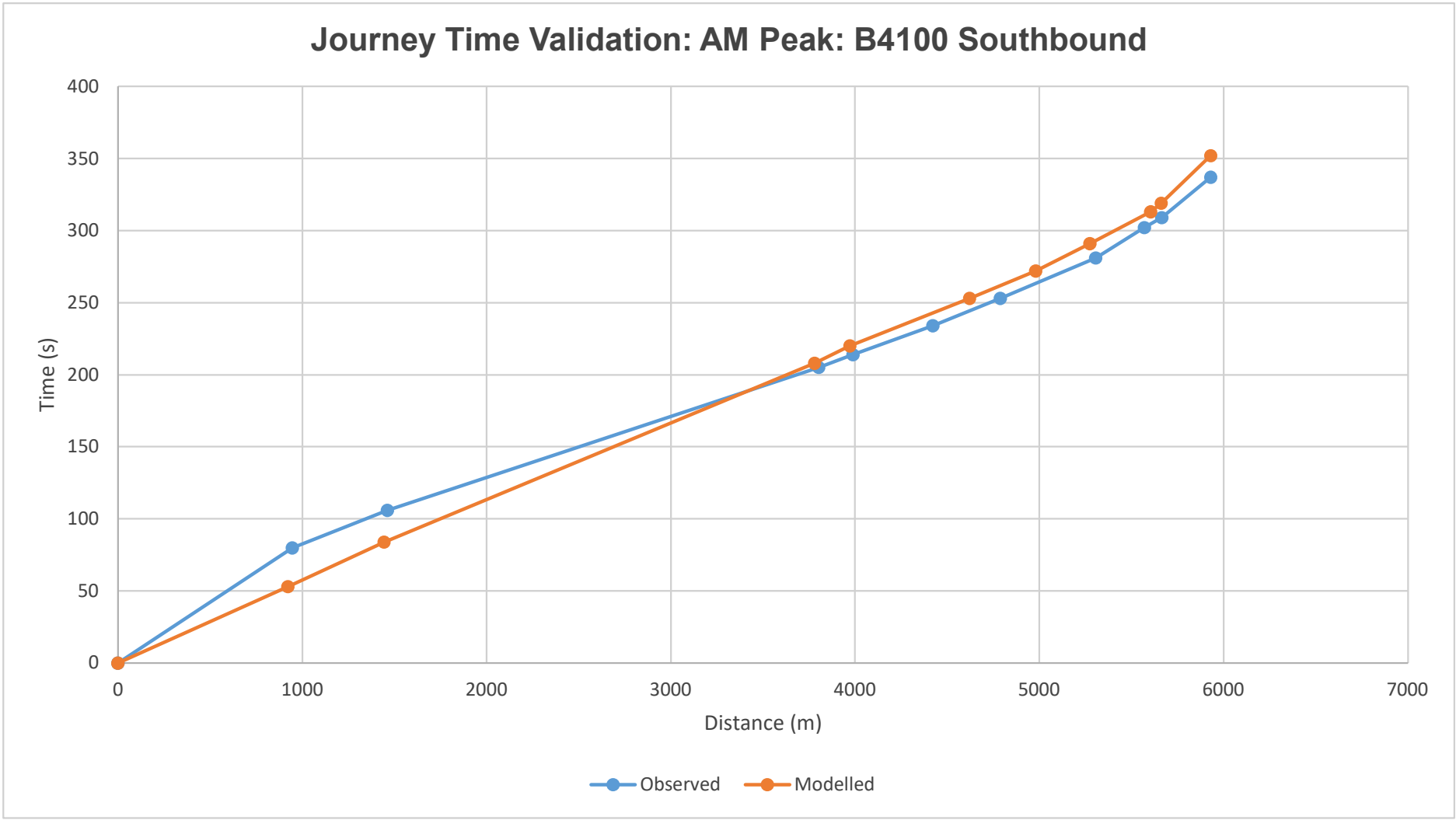

| ObjectID | Cumul_Length | Cumul_PM_Time | Cumul_AM_Time |
|---|---|---|---|
| 1 | 0 | 0 | 0 |
| 2 | 946.405738 | 84.627549 | 80.017632 |
| 3 | 1462.557887 | 114.103933 | 105.517862 |
| 4 | 3803.614723 | 214.248259 | 205.47119 |
| 5 | 3989.639722 | 222.272503 | 213.674142 |
| 6 | 4422.665083 | 242.231481 | 233.747798 |
| 7 | 4788.729349 | 261.458764 | 252.715953 |
| 8 | 5306.572374 | 289.443786 | 281.083624 |
| 9 | 5570.932017 | 307.84503 | 301.652219 |
| 10 | 5664.032373 | 314.384984 | 308.982956 |
| 11 | 5930.406898 | 343.453541 | 337.019305 |

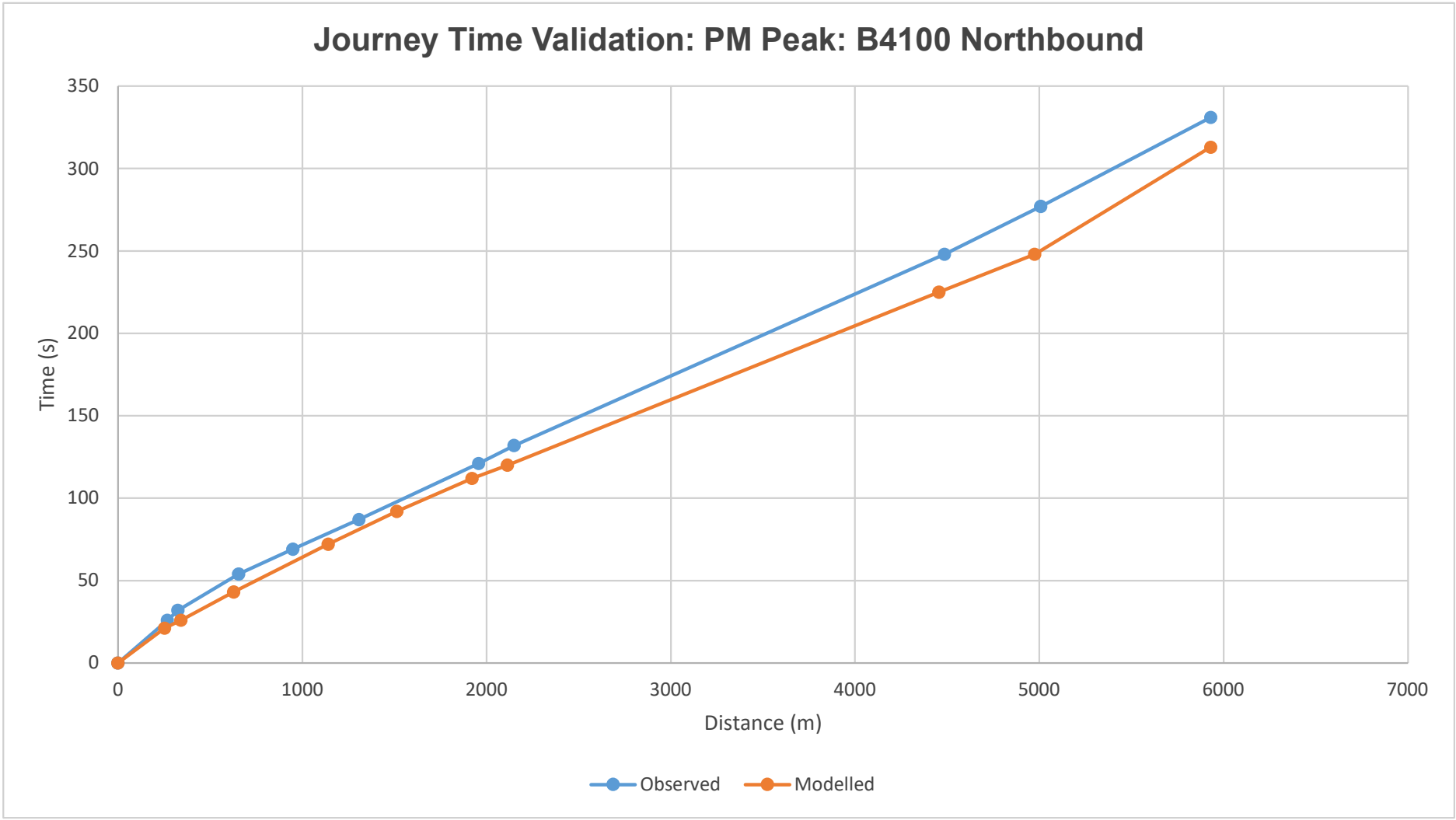
# APPENDIX S: B4100 JOURNEY TIME VALIDATION CALCULATIONS

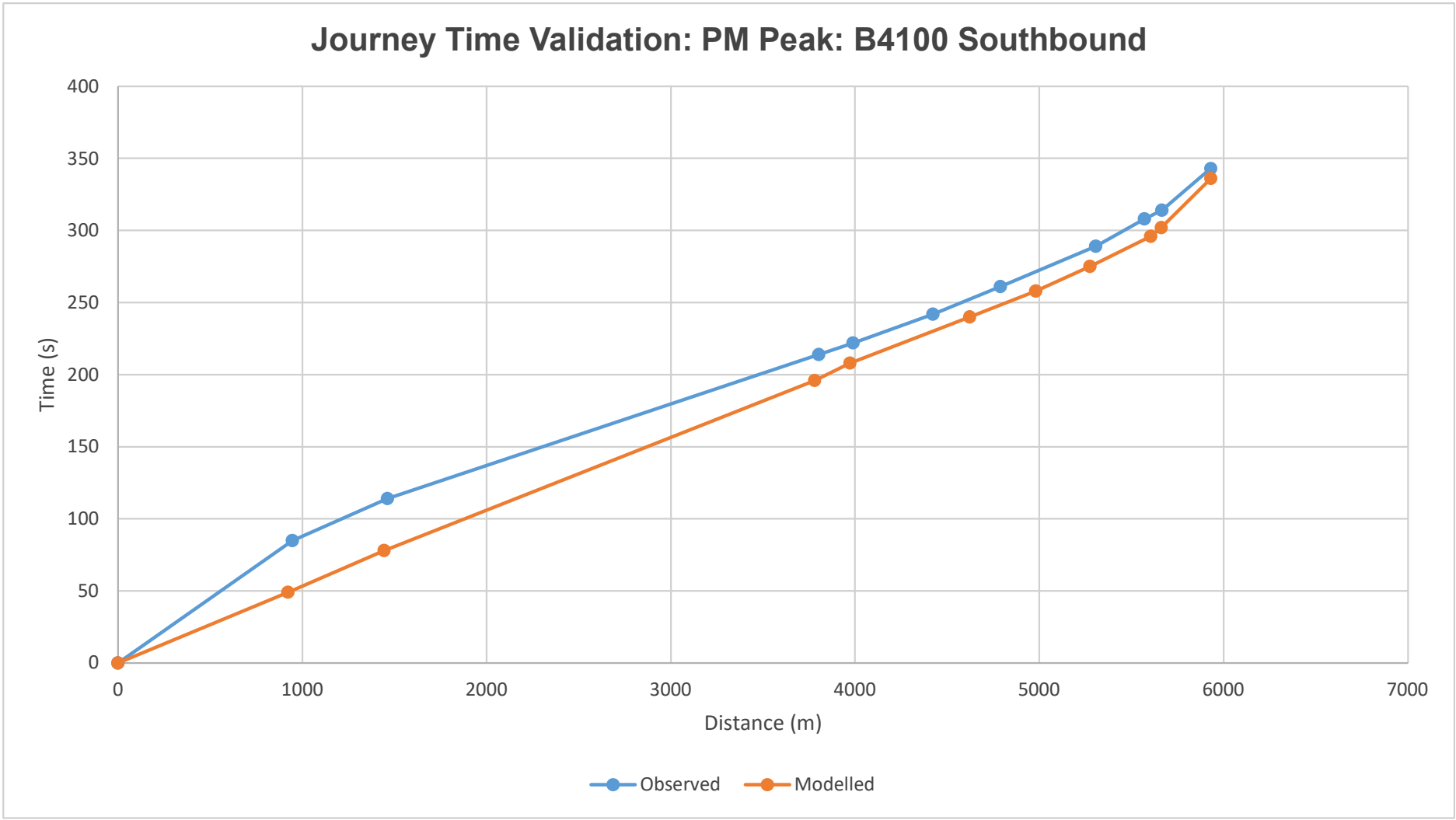
| Time Period | Direction | Distance (m) | | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Trafficmaster | Saturn | Observed | Modelled | AbsDiff | %Diff | Within 15% | Within 60s | Validate? |
| AM Peak Hour | Southbound | 5930 | 5930 | 337 | 352 | 15 | 4.5% | Yes | Yes | Yes |
| | Northbound | 5930 | 5930 | 322 | 326 | 4 | 1.2% | Yes | Yes | Yes |
| PM Peak Hour | Southbound | 5930 | 5930 | 343 | 336 | -7 | -2.0% | Yes | Yes | Yes |
| | Northbound | 5930 | 5930 | 313 | 331 | 18 | 5.8% | Yes | Yes | Yes |

**B4100 Journey Time Validation**


Journey Time Validation: AM Peak: B4100 Northbound
Time (s)
350
300
250
200
150
100
50
0
0
1000
2000
3000
4000
5000
6000
7000
Distance (m)
Observed
Modelled


Journey Time Validation: AM Peak: B4100 Southbound
Time (s)
400
350
300
250
200
150
100
50
0
0
1000
2000
3000
4000
5000
6000
7000
Distance (m)
Observed
Modelled


Journey Time Validation: PM Peak: B4100 Northbound
Time (s)
350
300
250
200
150
100
50
0
0
1000
2000
3000
4000
5000
6000
7000
Distance (m)
Observed
Modelled


Journey Time Validation: PM Peak: B4100 Southbound
Time (s)
400
350
300
250
200
150
100
50
0
0
1000
2000
3000
4000
5000
6000
7000
Distance (m)
Observed
Modelled

# APPENDIX T: ADDITIONAL B4100 FLOW VALIDATION (AECOM)

| AM Peak (08:00 - 09:00) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 464 | 546 | 376 | 467 | 4.3 | 3.5 | -79 | -15% | Yes | - | - | Yes |

| PM Peak (16:30 - 17:30) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 583 | 660 | 504 | 565 | 3.4 | 3.8 | -95 | -14% | Yes | - | - | Yes |

## B4100 Flow Validation (Northbound)

| AM Peak (08:00 - 09:00) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 491 | 647 | 639 | 770 | 6.2 | 4.6 | 123 | 19% | No | - | - | Yes |

| PM Peak (16:30 - 17:30) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 542 | 599 | 541 | 603 | 0.0 | 0.2 | 4 | 1% | Yes | - | - | Yes |

## B4100 Flow Validation (Southbound)

**Note: Observed data from MCC at Baynards Green roundabout. Count undertaken in March 2016 and data provided by Aecom.**

# APPENDIX U: B4100 ALTERNATIVE DATASETS (OCC ATC)

| | |
|---|---|
| **Client:** | Oxfordshire County Council |
| **Project:** | Bicester - ATC Report |
| **Job Number** | 3262-LON |
| **Start Date:** | 15-Jun-16 |
| **Site No.** | 1 |
| **Road** | Wk1. B4100 - Road from Aynho |
| **Location:** | 51.917265, -1.156096 |
| **Directions** | Northbound Southbound |

1. Wk1. B4100 - Road from Aynho - 51.917265, -1.156096



| | |
|---|---|
| **Job Number** | 3262-LON |
| **Client:** | Oxfordshire County Council |
| **Project:** | Bicester - ATC Report |
| **Location:** | 51.917265, -1.156096 |
| **Site No.** | 1 |
| **Road** | Wk1. B4100 - Road from Aynho |
| **Start Date:** | 15-Jun-16 |
| **Directions** | Northbound Southbound |

# Bicester - ATC Report

**Site:**

1. Wk1. B4100 - Road from Aynho - 51.917265, -1.156096

**Incidents / Observations**

***Site 1 Wk2*** *- Data loss, Mon 27th Jun 09:30-12:15 & 18:00 until Tues 28th Jun 15:15 and Sun 26th Jun 15:30-19:00 patched with Mon 4th Jul 09:30-12:15 & 18:00 until Tues 5th Jul 15:15 and Sun 3rd Jul 15:30-19:00 data.*
***Site 2 Wk1*** *- Missing data Mon 20th Jun 00:00-24:00 and Wed 15th Jun 06:30 until Sun 17th Jun 24:00. Data loss, Tues 21st Jun 08:30-24:00 patched with Tues 14th Jun data. Mon 20th Jun and Wed 15th Jun until Sun 17th Jun patched with Mon 4th Jul 00:00-24:00 and Wed 29th Jun 06:30 until Sun 3rd Jul 24:00 data.*
***Site 2 Wk2*** *- Data loss, Wed 22nd Jun 00:00 until Thurs 23rd Jun 24:00 patched with Thurs 7th Jul 00:00-15:00.*

Contact: [redacted]

Tracsis plc
Unit 3 Spectrum House
32-34 Gordon House Road
London
NW5 1LP

Tel: 020 7424 8080

Tracsis plc
Traffic and Data Services

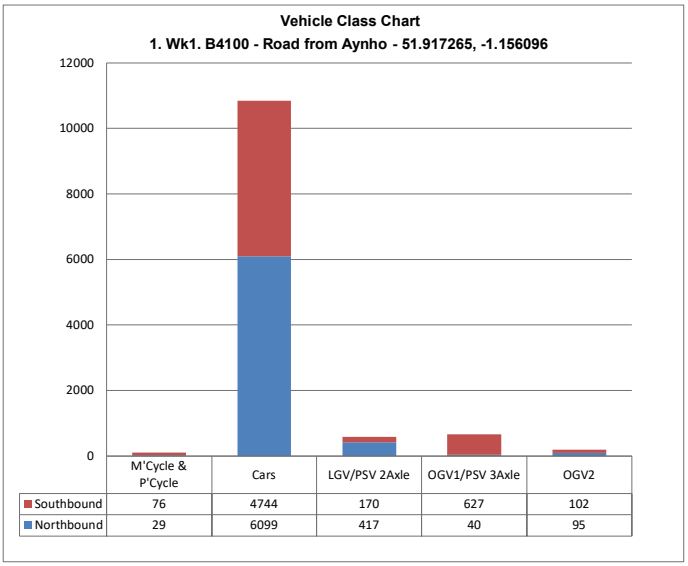
| | |
|---|---|
| **Job Number** | 3262-LON |
| **Client:** | Oxfordshire County Council |
| **Project:** | Bicester - ATC Report |
| **Location:** | 51.917265, -1.156096 |
| **Site No.** | 1 |
| **Road** | Wk1. B4100 - Road from Aynho |
| **Start Date** | 15-Jun-16 |
| **Direction** | Northbound Southbound |

## Vehicle Class Summary

| | |
|---|---|
| **M'Cycle & P'Cycle** | 1% |
| **Cars** | 87% |
| **LGV** | 5% |
| **OGV1 & PSV** | 5% |
| **OGV2** | 2% |

| | Northbound | | | | | | Southbound | | | | | | Combined | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M'Cycle & P'Cycle | Cars | LGV/PSV 2Axle | OGV1/PSV 3Axle | OGV2 | Total | M'Cycle & P'Cycle | Cars | LGV/PSV 2Axle | OGV1/PSV 3Axle | OGV2 | Total | M'Cycle & P'Cycle | Cars | LGV/PSV 2Axle | OGV1/PSV 3Axle | OGV2 | Total |
| 00:00 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 7 | 0 | 1 | 0 | 9 | 0 | 18 | 0 | 1 | 0 | 19 |
| 00:15 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 6 | 0 | 2 | 1 | 8 | 0 | 16 | 0 | 2 | 1 | 18 |
| 00:30 | 0 | 9 | 1 | 0 | 0 | 11 | 0 | 4 | 0 | 1 | 0 | 5 | 0 | 13 | 1 | 1 | 1 | 16 |
| 00:45 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 9 | 0 | 1 | 0 | 10 |
| 01:00 | 0 | 8 | 1 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 11 | 1 | 0 | 0 | 12 |
| 01:15 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 6 | 0 | 1 | 1 | 8 | 0 | 14 | 0 | 1 | 1 | 16 |
| 01:30 | 0 | 4 | 1 | 0 | 0 | 5 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 7 | 1 | 1 | 0 | 9 |
| 01:45 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 7 |
| 02:00 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 7 |
| 02:15 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 1 | 1 | 7 |
| 02:30 | 0 | 4 | 1 | 0 | 0 | 5 | 1 | 5 | 0 | 0 | 0 | 6 | 1 | 9 | 1 | 0 | 0 | 11 |
| 02:45 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 1 | 9 |
| 03:00 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 1 | 7 | 0 | 11 | 0 | 0 | 1 | 12 |
| 03:15 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 7 | 0 | 1 | 0 | 8 | 0 | 12 | 0 | 1 | 0 | 14 |
| 03:30 | 0 | 5 | 1 | 0 | 0 | 6 | 0 | 5 | 0 | 1 | 0 | 7 | 0 | 10 | 1 | 2 | 0 | 13 |
| 03:45 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 1 | 1 | 11 | 0 | 13 | 0 | 2 | 1 | 15 |
| 04:00 | 0 | 6 | 1 | 0 | 0 | 8 | 0 | 7 | 0 | 1 | 0 | 8 | 0 | 13 | 1 | 1 | 1 | 16 |
| 04:15 | 0 | 6 | 1 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 13 | 1 | 1 | 0 | 14 |
| 04:30 | 0 | 9 | 1 | 0 | 0 | 11 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 18 | 2 | 0 | 0 | 20 |
| 04:45 | 0 | 12 | 1 | 0 | 1 | 13 | 0 | 12 | 2 | 1 | 0 | 15 | 0 | 23 | 3 | 1 | 1 | 28 |
| 05:00 | 1 | 13 | 3 | 0 | 0 | 18 | 0 | 11 | 1 | 0 | 1 | 12 | 1 | 24 | 4 | 0 | 1 | 30 |
| 05:15 | 0 | 14 | 4 | 1 | 0 | 18 | 0 | 20 | 1 | 1 | 1 | 24 | 0 | 34 | 5 | 2 | 1 | 42 |
| 05:30 | 0 | 24 | 3 | 0 | 1 | 28 | 0 | 29 | 1 | 2 | 0 | 32 | 0 | 54 | 3 | 2 | 1 | 60 |
| 05:45 | 0 | 26 | 1 | 0 | 1 | 28 | 0 | 33 | 2 | 4 | 1 | 40 | 0 | 58 | 4 | 4 | 2 | 67 |
| 06:00 | 1 | 45 | 2 | 1 | 0 | 48 | 1 | 32 | 2 | 4 | 1 | 40 | 1 | 77 | 4 | 5 | 1 | 87 |
| 06:15 | 0 | 46 | 4 | 2 | 1 | 52 | 1 | 42 | 2 | 4 | 0 | 50 | 1 | 88 | 6 | 6 | 1 | 102 |
| 06:30 | 0 | 55 | 5 | 1 | 0 | 61 | 1 | 70 | 3 | 7 | 1 | 81 | 1 | 125 | 8 | 8 | 1 | 143 |
| 06:45 | 0 | 80 | 5 | 1 | 1 | 88 | 1 | 103 | 2 | 10 | 2 | 118 | 1 | 183 | 8 | 12 | 3 | 207 |
| 07:00 | 0 | 107 | 9 | 1 | 1 | 118 | 2 | 103 | 3 | 12 | 3 | 123 | 2 | 210 | 12 | 13 | 3 | 241 |
| 07:15 | 0 | 119 | 3 | 2 | 0 | 124 | 2 | 129 | 5 | 13 | 2 | 151 | 2 | 248 | 9 | 15 | 2 | 275 |
| 07:30 | 1 | 131 | 7 | 1 | 1 | 141 | 1 | 135 | 5 | 17 | 2 | 160 | 2 | 266 | 12 | 17 | 3 | 301 |
| 07:45 | 0 | 138 | 6 | 1 | 1 | 146 | 2 | 146 | 3 | 16 | 3 | 170 | 2 | 284 | 9 | 17 | 4 | 316 |
| 08:00 | 1 | 133 | 6 | 1 | 1 | 141 | 3 | 141 | 6 | 17 | 2 | 169 | 3 | 274 | 12 | 18 | 3 | 310 |
| 08:15 | 0 | 113 | 6 | 1 | 2 | 122 | 3 | 152 | 6 | 17 | 3 | 181 | 3 | 266 | 12 | 18 | 4 | 303 |
| 08:30 | 0 | 92 | 7 | 0 | 1 | 100 | 2 | 119 | 5 | 16 | 3 | 145 | 2 | 211 | 12 | 16 | 4 | 245 |
| 08:45 | 1 | 96 | 5 | 1 | 2 | 104 | 1 | 113 | 4 | 18 | 2 | 138 | 2 | 209 | 8 | 19 | 4 | 242 |
| 09:00 | 0 | 97 | 7 | 1 | 1 | 107 | 2 | 89 | 4 | 12 | 1 | 109 | 3 | 186 | 11 | 13 | 3 | 216 |
| 09:15 | 0 | 69 | 7 | 0 | 2 | 79 | 1 | 74 | 3 | 12 | 2 | 91 | 1 | 143 | 10 | 12 | 4 | 170 |
| 09:30 | 1 | 73 | 7 | 1 | 3 | 84 | 1 | 71 | 4 | 13 | 1 | 90 | 2 | 144 | 11 | 14 | 4 | 174 |
| 09:45 | 0 | 66 | 13 | 1 | 2 | 82 | 1 | 66 | 4 | 13 | 2 | 86 | 1 | 132 | 17 | 13 | 4 | 168 |
| 10:00 | 0 | 66 | 6 | 1 | 3 | 76 | 1 | 54 | 2 | 11 | 1 | 69 | 2 | 120 | 8 | 12 | 4 | 146 |
| 10:15 | 1 | 72 | 9 | 1 | 2 | 84 | 0 | 69 | 4 | 14 | 1 | 87 | 1 | 141 | 12 | 15 | 3 | 171 |
| 10:30 | 0 | 66 | 6 | 1 | 3 | 76 | 1 | 55 | 2 | 9 | 2 | 69 | 1 | 121 | 8 | 10 | 5 | 145 |
| 10:45 | 1 | 64 | 8 | 1 | 2 | 76 | 0 | 57 | 4 | 11 | 1 | 74 | 1 | 121 | 12 | 12 | 3 | 150 |
| 11:00 | 1 | 71 | 9 | 1 | 2 | 83 | 1 | 53 | 3 | 12 | 2 | 71 | 2 | 124 | 12 | 12 | 3 | 154 |
| 11:15 | 0 | 75 | 8 | 1 | 2 | 86 | 1 | 55 | 2 | 13 | 2 | 72 | 1 | 130 | 10 | 13 | 4 | 158 |
| 11:30 | 0 | 73 | 6 | 1 | 2 | 81 | 1 | 50 | 4 | 12 | 2 | 70 | 2 | 123 | 10 | 13 | 4 | 151 |
| 11:45 | 0 | 75 | 10 | 1 | 1 | 87 | 1 | 52 | 3 | 14 | 2 | 71 | 2 | 127 | 13 | 15 | 3 | 159 |
| 12:00 | 0 | 76 | 9 | 0 | 3 | 88 | 1 | 61 | 2 | 10 | 1 | 75 | 1 | 138 | 11 | 10 | 4 | 163 |
| 12:15 | 1 | 73 | 10 | 0 | 2 | 86 | 1 | 60 | 2 | 9 | 1 | 72 | 1 | 133 | 12 | 9 | 3 | 158 |
| 12:30 | 1 | 83 | 8 | 0 | 2 | 95 | 1 | 57 | 3 | 10 | 2 | 74 | 2 | 140 | 11 | 11 | 4 | 168 |
| 12:45 | 0 | 77 | 9 | 1 | 2 | 89 | 0 | 50 | 3 | 12 | 1 | 67 | 0 | 128 | 12 | 13 | 3 | 156 |
| 13:00 | 0 | 78 | 9 | 1 | 3 | 90 | 1 | 60 | 3 | 11 | 2 | 77 | 1 | 138 | 12 | 12 | 5 | 167 |
| 13:15 | 0 | 88 | 10 | 0 | 2 | 100 | 2 | 59 | 2 | 10 | 2 | 75 | 2 | 147 | 12 | 10 | 3 | 175 |
| 13:30 | 1 | 85 | 8 | 0 | 3 | 98 | 3 | 62 | 2 | 12 | 2 | 81 | 4 | 147 | 11 | 12 | 5 | 179 |
| 13:45 | 0 | 89 | 10 | 2 | 3 | 103 | 1 | 59 | 2 | 11 | 1 | 75 | 1 | 147 | 12 | 13 | 4 | 177 |
| 14:00 | 0 | 78 | 8 | 1 | 2 | 89 | 0 | 51 | 4 | 9 | 2 | 67 | 1 | 129 | 12 | 10 | 4 | 156 |
| 14:15 | 0 | 88 | 14 | 1 | 1 | 104 | 2 | 57 | 1 | 10 | 1 | 70 | 2 | 144 | 15 | 11 | 3 | 175 |
| 14:30 | 1 | 98 | 10 | 1 | 2 | 111 | 2 | 65 | 2 | 8 | 0 | 77 | 2 | 163 | 12 | 9 | 2 | 188 |
| 14:45 | 0 | 88 | 10 | 1 | 2 | 100 | 2 | 64 | 3 | 8 | 2 | 80 | 2 | 152 | 13 | 9 | 4 | 180 |
| 15:00 | 0 | 99 | 8 | 1 | 1 | 108 | 0 | 59 | 3 | 10 | 2 | 74 | 1 | 158 | 11 | 10 | 3 | 182 |
| 15:15 | 0 | 106 | 9 | 0 | 1 | 117 | 1 | 62 | 3 | 11 | 2 | 79 | 1 | 168 | 12 | 11 | 4 | 196 |
| 15:30 | 0 | 120 | 8 | 0 | 2 | 130 | 2 | 59 | 4 | 12 | 3 | 81 | 3 | 180 | 12 | 12 | 5 | 211 |
| 15:45 | 0 | 115 | 9 | 1 | 2 | 126 | 2 | 58 | 2 | 15 | 3 | 80 | 2 | 173 | 12 | 15 | 4 | 207 |
| 16:00 | 1 | 144 | 8 | 0 | 2 | 155 | 1 | 73 | 3 | 11 | 1 | 90 | 1 | 218 | 12 | 12 | 3 | 245 |
| 16:15 | 1 | 139 | 8 | 0 | 1 | 149 | 2 | 91 | 4 | 11 | 1 | 109 | 2 | 230 | 11 | 11 | 3 | 257 |
| 16:30 | 0 | 160 | 8 | 0 | 2 | 171 | 1 | 93 | 3 | 10 | 2 | 109 | 2 | 253 | 11 | 10 | 4 | 280 |
| 16:45 | 0 | 139 | 6 | 0 | 1 | 147 | 1 | 102 | 2 | 9 | 2 | 116 | 1 | 241 | 9 | 10 | 3 | 263 |
| 17:00 | 1 | 165 | 8 | 0 | 1 | 175 | 2 | 107 | 2 | 10 | 2 | 123 | 4 | 272 | 10 | 10 | 3 | 299 |
| 17:15 | 1 | 171 | 8 | 0 | 1 | 180 | 2 | 114 | 2 | 7 | 1 | 125 | 2 | 285 | 9 | 8 | 1 | 306 |
| 17:30 | 1 | 178 | 5 | 0 | 1 | 186 | 2 | 107 | 1 | 10 | 2 | 122 | 3 | 285 | 6 | 11 | 3 | 308 |
| 17:45 | 1 | 147 | 5 | 0 | 1 | 154 | 3 | 104 | 1 | 8 | 2 | 118 | 4 | 251 | 6 | 8 | 3 | 272 |
| 18:00 | 1 | 123 | 3 | 0 | 1 | 129 | 2 | 83 | 1 | 10 | 2 | 99 | 3 | 206 | 5 | 11 | 3 | 228 |
| 18:15 | 1 | 109 | 4 | 0 | 0 | 113 | 0 | 91 | 1 | 6 | 0 | 98 | 1 | 199 | 5 | 6 | 1 | 212 |
| 18:30 | 0 | 106 | 4 | 0 | 1 | 112 | 0 | 65 | 2 | 7 | 1 | 75 | 1 | 171 | 6 | 7 | 2 | 187 |
| 18:45 | 0 | 106 | 2 | 0 | 0 | 109 | 1 | 62 | 1 | 5 | 0 | 70 | 2 | 168 | 4 | 6 | 0 | 179 |
| 19:00 | 0 | 78 | 3 | 0 | 0 | 82 | 1 | 54 | 1 | 3 | 0 | 60 | 1 | 132 | 4 | 4 | 1 | 142 |
| 19:15 | 1 | 70 | 2 | 0 | 0 | 73 | 0 | 49 | 1 | 3 | 1 | 54 | 1 | 119 | 3 | 3 | 1 | 127 |
| 19:30 | 1 | 73 | 1 | 0 | 1 | 76 | 2 | 42 | 1 | 3 | 1 | 49 | 2 | 115 | 2 | 3 | 2 | 125 |
| 19:45 | 0 | 64 | 1 | 0 | 1 | 66 | 1 | 43 | 1 | 3 | 0 | 48 | 1 | 107 | 2 | 3 | 1 | 114 |
| 20:00 | 0 | 48 | 2 | 0 | 1 | 50 | 1 | 32 | 1 | 3 | 1 | 37 | 1 | 80 | 3 | 3 | 1 | 88 |
| 20:15 | 0 | 42 | 1 | 0 | 1 | 44 | 0 | 31 | 1 | 2 | 0 | 35 | 1 | 74 | 2 | 2 | 1 | 79 |
| 20:30 | 0 | 42 | 1 | 0 | 0 | 43 | 0 | 29 | 1 | 2 | 1 | 34 | 1 | 71 | 2 | 2 | 1 | 77 |
| 20:45 | 0 | 34 | 1 | 0 | 1 | 37 | 0 | 27 | 0 | 2 | 0 | 29 | 0 | 61 | 2 | 2 | 1 | 66 |
| 21:00 | 0 | 31 | 1 | 0 | 0 | 34 | 0 | 20 | 0 | 1 | 1 | 23 | 0 | 51 | 2 | 1 | 2 | 56 |
| 21:15 | 0 | 29 | 1 | 1 | 1 | 31 | 0 | 20 | 0 | 2 | 0 | 22 | 0 | 49 | 1 | 3 | 1 | 54 |
| 21:30 | 0 | 35 | 1 | 0 | 0 | 37 | 0 | 19 | 0 | 1 | 0 | 21 | 0 | 55 | 1 | 1 | 1 | 58 |
| 21:45 | 0 | 34 | 1 | 0 | 1 | 36 | 0 | 17 | 0 | 1 | 0 | 18 | 0 | 52 | 1 | 1 | 1 | 55 |
| 22:00 | 1 | 36 | 0 | 1 | 0 | 38 | 0 | 15 | 0 | 1 | 0 | 17 | 1 | 51 | 1 | 2 | 0 | 55 |
| 22:15 | 0 | 30 | 0 | 0 | 1 | 31 | 0 | 16 | 0 | 1 | 0 | 17 | 0 | 46 | 0 | 1 | 1 | 48 |
| 22:30 | 0 | 28 | 0 | 0 | 0 | 28 | 0 | 14 | 0 | 2 | 1 | 17 | 0 | 42 | 0 | 2 | 1 | 45 |
| 22:45 | 0 | 21 | 0 | 0 | 0 | 22 | 0 | 11 | 1 | 0 | 0 | 12 | 0 | 33 | 1 | 0 | 1 | 34 |
| 23:00 | 1 | 14 | 0 | 0 | 0 | 15 | 0 | 8 | 0 | 0 | 0 | 9 | 1 | 23 | 0 | 0 | 0 | 25 |
| 23:15 | 0 | 16 | 0 | 0 | 1 | 17 | 0 | 10 | 0 | 2 | 0 | 12 | 0 | 26 | 0 | 2 | 1 | 29 |
| 23:30 | 0 | 15 | 0 | 0 | 0 | 15 | 0 | 9 | 0 | 1 | 0 | 10 | 0 | 24 | 0 | 1 | 0 | 25 |
| 23:45 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 8 | 0 | 1 | 0 | 9 | 0 | 15 | 0 | 1 | 0 | 17 |
| **Total** | **29** | **6099** | **417** | **40** | **95** | **6681** | **76** | **4744** | **170** | **627** | **102** | **5719** | **105** | **10843** | **586** | **667** | **197** | **12399** |

1. Wk1. B4100 - Road from Aynho - 51.917265, -1.156096 | Weekday Averag



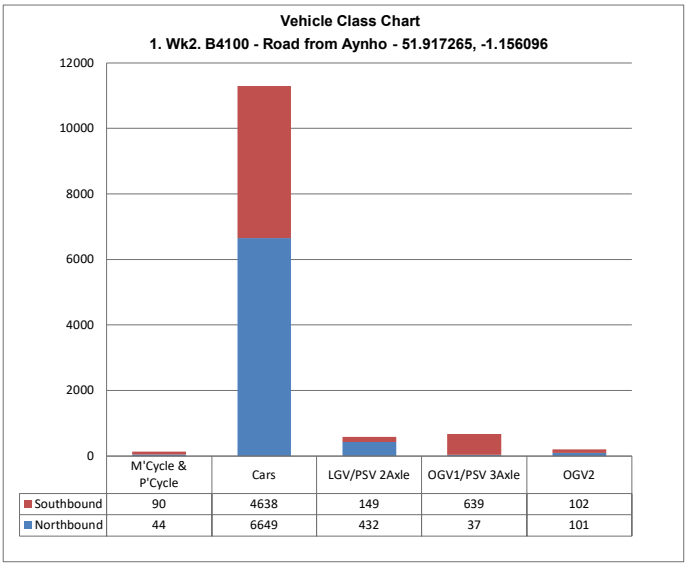
Tracsis plc
Traffic and Data Services

| | |
|---|---|
| **Job Number** | 3262-LON |
| **Client:** | Oxfordshire County Council |
| **Project:** | Bicester - ATC Report |
| **Location:** | 51.917265, -1.156096 |
| **Site No.** | 1 |
| **Road** | Wk2. B4100 - Road from Aynho |
| **Start Date** | 22-Jun-16 |
| **Direction** | Northbound Southbound |

## Vehicle Class Summary

| | |
|---|---|
| **M'Cycle & P'Cycle** | 1% |
| **Cars** | 88% |
| **LGV** | 5% |
| **OGV1 & PSV** | 5% |
| **OGV2** | 2% |

1. Wk2. B4100 - Road from Aynho - 51.917265, -1.156096 | Weekday Averag




| | Northbound | | | | | | Southbound | | | | | | Combined | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M'Cycle & P'Cycle | Cars | LGV/PSV 2Axle | OGV1/PSV 3Axle | OGV2 | Total | M'Cycle & P'Cycle | Cars | LGV/PSV 2Axle | OGV1/PSV 3Axle | OGV2 | Total | M'Cycle & P'Cycle | Cars | LGV/PSV 2Axle | OGV1/PSV 3Axle | OGV2 | Total |
| 00:00 | 0 | 11 | 1 | 0 | 0 | 12 | 0 | 6 | 0 | 1 | 0 | 7 | 0 | 17 | 1 | 1 | 0 | 19 |
| 00:15 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 5 | 0 | 1 | 0 | 6 | 0 | 13 | 1 | 1 | 0 | 15 |
| 00:30 | 0 | 6 | 1 | 0 | 1 | 7 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 10 | 1 | 0 | 1 | 12 |
| 00:45 | 0 | 6 | 1 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 11 | 1 | 0 | 1 | 13 |
| 01:00 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 9 | 0 | 1 | 0 | 10 |
| 01:15 | 0 | 6 | 1 | 0 | 1 | 8 | 0 | 4 | 0 | 1 | 0 | 5 | 0 | 10 | 1 | 1 | 1 | 13 |
| 01:30 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 0 | 5 | 0 | 9 | 1 | 0 | 0 | 10 |
| 01:45 | 0 | 4 | 1 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 7 | 1 | 0 | 0 | 9 |
| 02:00 | 0 | 5 | 1 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 7 | 1 | 0 | 1 | 9 |
| 02:15 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 5 |
| 02:30 | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 3 | 0 | 0 | 0 | 4 | 1 | 7 | 0 | 0 | 0 | 9 |
| 02:45 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 0 | 1 | 9 |
| 03:00 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 0 | 0 | 9 |
| 03:15 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 12 | 0 | 1 | 0 | 13 |
| 03:30 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 1 | 0 | 7 | 0 | 10 | 1 | 1 | 0 | 12 |
| 03:45 | 0 | 7 | 1 | 0 | 0 | 8 | 0 | 9 | 1 | 1 | 1 | 12 | 0 | 16 | 2 | 1 | 1 | 20 |
| 04:00 | 0 | 6 | 0 | 0 | 1 | 7 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 12 | 1 | 1 | 1 | 14 |
| 04:15 | 0 | 7 | 2 | 0 | 1 | 10 | 0 | 8 | 0 | 0 | 0 | 9 | 0 | 15 | 2 | 1 | 1 | 18 |
| 04:30 | 0 | 12 | 1 | 1 | 1 | 15 | 0 | 10 | 0 | 0 | 0 | 11 | 0 | 21 | 1 | 2 | 1 | 25 |
| 04:45 | 0 | 12 | 2 | 0 | 1 | 15 | 0 | 12 | 1 | 0 | 0 | 14 | 0 | 25 | 3 | 1 | 1 | 29 |
| 05:00 | 0 | 10 | 4 | 1 | 1 | 15 | 0 | 7 | 1 | 1 | 0 | 9 | 0 | 17 | 5 | 1 | 1 | 25 |
| 05:15 | 0 | 16 | 2 | 1 | 1 | 21 | 0 | 20 | 1 | 1 | 0 | 22 | 0 | 36 | 3 | 2 | 1 | 42 |
| 05:30 | 0 | 25 | 2 | 1 | 1 | 28 | 0 | 31 | 1 | 3 | 1 | 36 | 0 | 56 | 3 | 3 | 2 | 64 |
| 05:45 | 0 | 33 | 3 | 0 | 2 | 37 | 0 | 40 | 2 | 2 | 0 | 44 | 0 | 73 | 5 | 2 | 2 | 82 |
| 06:00 | 0 | 46 | 4 | 0 | 0 | 49 | 0 | 34 | 3 | 3 | 1 | 41 | 0 | 79 | 7 | 4 | 1 | 91 |
| 06:15 | 0 | 43 | 5 | 0 | 0 | 49 | 1 | 38 | 2 | 5 | 1 | 46 | 1 | 81 | 7 | 5 | 1 | 95 |
| 06:30 | 0 | 57 | 5 | 0 | 0 | 63 | 1 | 61 | 3 | 9 | 2 | 76 | 1 | 118 | 8 | 9 | 2 | 138 |
| 06:45 | 0 | 89 | 4 | 0 | 1 | 94 | 1 | 87 | 2 | 10 | 2 | 102 | 1 | 176 | 6 | 11 | 2 | 197 |
| 07:00 | 1 | 102 | 7 | 1 | 1 | 111 | 2 | 93 | 2 | 10 | 3 | 110 | 2 | 195 | 9 | 11 | 3 | 221 |
| 07:15 | 0 | 135 | 6 | 2 | 1 | 144 | 4 | 119 | 3 | 17 | 2 | 145 | 4 | 254 | 10 | 19 | 3 | 290 |
| 07:30 | 2 | 138 | 7 | 1 | 1 | 149 | 1 | 120 | 4 | 16 | 2 | 144 | 3 | 258 | 11 | 18 | 3 | 293 |
| 07:45 | 1 | 131 | 8 | 1 | 1 | 142 | 2 | 131 | 3 | 17 | 4 | 158 | 3 | 262 | 11 | 18 | 6 | 300 |
| 08:00 | 0 | 136 | 4 | 0 | 2 | 143 | 2 | 139 | 5 | 12 | 3 | 161 | 2 | 275 | 9 | 12 | 5 | 304 |
| 08:15 | 0 | 115 | 7 | 0 | 1 | 123 | 2 | 155 | 6 | 14 | 3 | 179 | 2 | 270 | 13 | 14 | 4 | 302 |
| 08:30 | 0 | 106 | 5 | 1 | 1 | 113 | 2 | 119 | 4 | 14 | 2 | 141 | 2 | 225 | 9 | 14 | 4 | 254 |
| 08:45 | 0 | 94 | 6 | 0 | 3 | 103 | 2 | 106 | 3 | 15 | 3 | 128 | 2 | 200 | 9 | 15 | 5 | 231 |
| 09:00 | 0 | 90 | 9 | 1 | 1 | 102 | 1 | 83 | 3 | 11 | 2 | 100 | 2 | 173 | 12 | 11 | 4 | 202 |
| 09:15 | 0 | 79 | 10 | 1 | 1 | 92 | 1 | 69 | 2 | 13 | 1 | 85 | 1 | 149 | 12 | 13 | 2 | 177 |
| 09:30 | 0 | 65 | 7 | 1 | 1 | 73 | 1 | 48 | 1 | 15 | 2 | 68 | 1 | 113 | 8 | 16 | 3 | 141 |
| 09:45 | 0 | 66 | 7 | 1 | 2 | 77 | 1 | 49 | 2 | 12 | 2 | 66 | 1 | 115 | 9 | 13 | 4 | 142 |
| 10:00 | 1 | 63 | 8 | 1 | 2 | 75 | 1 | 45 | 3 | 14 | 2 | 65 | 2 | 108 | 11 | 16 | 4 | 140 |
| 10:15 | 0 | 67 | 7 | 1 | 1 | 76 | 1 | 38 | 1 | 16 | 3 | 60 | 1 | 105 | 8 | 17 | 4 | 136 |
| 10:30 | 0 | 66 | 7 | 1 | 2 | 76 | 1 | 43 | 1 | 15 | 1 | 61 | 1 | 109 | 8 | 16 | 3 | 137 |
| 10:45 | 1 | 76 | 9 | 1 | 2 | 87 | 1 | 46 | 1 | 15 | 1 | 65 | 2 | 122 | 10 | 16 | 3 | 152 |
| 11:00 | 0 | 66 | 10 | 0 | 3 | 79 | 1 | 44 | 2 | 13 | 3 | 62 | 1 | 110 | 12 | 13 | 6 | 142 |
| 11:15 | 1 | 70 | 8 | 0 | 2 | 81 | 1 | 38 | 1 | 15 | 1 | 56 | 2 | 108 | 9 | 15 | 3 | 137 |
| 11:30 | 1 | 72 | 6 | 1 | 2 | 82 | 1 | 45 | 2 | 11 | 2 | 62 | 2 | 117 | 8 | 12 | 4 | 143 |
| 11:45 | 0 | 73 | 7 | 1 | 1 | 82 | 2 | 37 | 1 | 18 | 1 | 60 | 2 | 110 | 9 | 19 | 3 | 142 |
| 12:00 | 0 | 82 | 9 | 2 | 1 | 94 | 1 | 40 | 1 | 14 | 3 | 60 | 2 | 122 | 11 | 16 | 4 | 154 |
| 12:15 | 0 | 83 | 9 | 1 | 2 | 95 | 1 | 47 | 2 | 14 | 1 | 65 | 1 | 130 | 11 | 15 | 3 | 160 |
| 12:30 | 1 | 81 | 9 | 0 | 1 | 91 | 1 | 56 | 2 | 11 | 2 | 72 | 2 | 136 | 11 | 11 | 3 | 164 |
| 12:45 | 1 | 88 | 8 | 1 | 1 | 98 | 2 | 59 | 2 | 10 | 1 | 74 | 3 | 147 | 9 | 10 | 3 | 172 |
| 13:00 | 0 | 94 | 8 | 1 | 2 | 105 | 2 | 51 | 2 | 9 | 1 | 66 | 2 | 145 | 10 | 10 | 3 | 171 |
| 13:15 | 0 | 92 | 7 | 1 | 2 | 102 | 2 | 48 | 2 | 12 | 1 | 65 | 2 | 141 | 9 | 12 | 3 | 167 |
| 13:30 | 0 | 96 | 10 | 1 | 2 | 109 | 1 | 49 | 1 | 10 | 1 | 62 | 1 | 145 | 11 | 10 | 3 | 170 |
| 13:45 | 0 | 83 | 9 | 1 | 2 | 96 | 1 | 45 | 2 | 9 | 3 | 59 | 1 | 128 | 11 | 10 | 5 | 155 |
| 14:00 | 0 | 100 | 7 | 1 | 1 | 110 | 2 | 45 | 2 | 14 | 2 | 64 | 2 | 145 | 9 | 14 | 3 | 174 |
| 14:15 | 0 | 90 | 11 | 2 | 2 | 105 | 1 | 46 | 2 | 7 | 1 | 58 | 1 | 136 | 13 | 9 | 3 | 163 |
| 14:30 | 0 | 101 | 9 | 1 | 2 | 114 | 2 | 57 | 2 | 12 | 1 | 74 | 3 | 158 | 11 | 14 | 3 | 188 |
| 14:45 | 1 | 101 | 9 | 0 | 2 | 113 | 2 | 56 | 2 | 16 | 1 | 77 | 4 | 157 | 11 | 16 | 3 | 190 |
| 15:00 | 0 | 108 | 6 | 1 | 2 | 116 | 3 | 52 | 3 | 14 | 3 | 75 | 3 | 160 | 9 | 14 | 4 | 191 |
| 15:15 | 0 | 109 | 10 | 0 | 1 | 121 | 1 | 77 | 3 | 7 | 1 | 88 | 1 | 186 | 13 | 7 | 2 | 209 |
| 15:30 | 1 | 138 | 12 | 0 | 1 | 152 | 1 | 68 | 2 | 10 | 1 | 82 | 1 | 206 | 14 | 10 | 2 | 234 |
| 15:45 | 1 | 122 | 9 | 1 | 2 | 135 | 1 | 76 | 4 | 10 | 2 | 92 | 1 | 199 | 12 | 12 | 3 | 227 |
| 16:00 | 0 | 150 | 7 | 0 | 3 | 160 | 1 | 93 | 2 | 9 | 2 | 108 | 1 | 243 | 9 | 9 | 4 | 267 |
| 16:15 | 1 | 164 | 8 | 0 | 1 | 174 | 2 | 107 | 4 | 10 | 2 | 126 | 3 | 271 | 12 | 11 | 3 | 299 |
| 16:30 | 1 | 180 | 7 | 0 | 3 | 191 | 2 | 95 | 3 | 10 | 2 | 113 | 3 | 275 | 10 | 10 | 5 | 304 |
| 16:45 | 1 | 161 | 5 | 0 | 2 | 169 | 2 | 126 | 4 | 10 | 3 | 146 | 3 | 288 | 9 | 10 | 5 | 315 |
| 17:00 | 1 | 166 | 6 | 0 | 1 | 173 | 3 | 114 | 2 | 9 | 1 | 130 | 3 | 280 | 8 | 9 | 2 | 303 |
| 17:15 | 1 | 181 | 7 | 0 | 0 | 190 | 1 | 134 | 3 | 7 | 2 | 146 | 1 | 315 | 10 | 7 | 3 | 336 |
| 17:30 | 0 | 177 | 5 | 1 | 1 | 184 | 0 | 126 | 2 | 6 | 0 | 135 | 1 | 303 | 7 | 7 | 1 | 319 |
| 17:45 | 1 | 151 | 5 | 0 | 1 | 159 | 1 | 123 | 3 | 7 | 0 | 135 | 2 | 274 | 8 | 7 | 2 | 294 |
| 18:00 | 1 | 121 | 5 | 0 | 1 | 128 | 1 | 98 | 2 | 9 | 1 | 112 | 2 | 220 | 7 | 9 | 2 | 240 |
| 18:15 | 0 | 141 | 5 | 0 | 1 | 147 | 4 | 88 | 2 | 9 | 1 | 104 | 4 | 229 | 6 | 10 | 2 | 251 |
| 18:30 | 0 | 129 | 6 | 0 | 2 | 137 | 4 | 65 | 2 | 8 | 1 | 80 | 4 | 194 | 8 | 8 | 3 | 217 |
| 18:45 | 1 | 111 | 4 | 0 | 1 | 116 | 2 | 68 | 1 | 6 | 1 | 79 | 3 | 179 | 5 | 6 | 2 | 195 |
| 19:00 | 1 | 102 | 4 | 0 | 1 | 107 | 1 | 55 | 1 | 4 | 0 | 62 | 2 | 157 | 4 | 4 | 1 | 169 |
| 19:15 | 1 | 96 | 4 | 0 | 1 | 102 | 2 | 56 | 0 | 5 | 1 | 64 | 3 | 152 | 5 | 5 | 2 | 166 |
| 19:30 | 1 | 88 | 3 | 0 | 0 | 93 | 1 | 43 | 2 | 3 | 1 | 50 | 2 | 131 | 5 | 3 | 1 | 142 |
| 19:45 | 1 | 77 | 5 | 0 | 1 | 83 | 0 | 48 | 1 | 3 | 0 | 52 | 1 | 125 | 5 | 3 | 1 | 135 |
| 20:00 | 1 | 75 | 4 | 0 | 1 | 81 | 1 | 36 | 1 | 2 | 0 | 40 | 1 | 111 | 5 | 2 | 1 | 121 |
| 20:15 | 2 | 78 | 3 | 0 | 0 | 84 | 0 | 38 | 0 | 1 | 0 | 40 | 2 | 116 | 4 | 1 | 0 | 124 |
| 20:30 | 3 | 65 | 2 | 0 | 0 | 70 | 0 | 35 | 0 | 2 | 0 | 38 | 3 | 100 | 2 | 2 | 1 | 108 |
| 20:45 | 3 | 52 | 3 | 0 | 2 | 60 | 1 | 28 | 0 | 2 | 0 | 32 | 4 | 79 | 3 | 2 | 3 | 91 |
| 21:00 | 4 | 53 | 2 | 0 | 1 | 60 | 0 | 24 | 1 | 2 | 0 | 28 | 4 | 78 | 4 | 2 | 1 | 88 |
| 21:15 | 2 | 39 | 1 | 0 | 1 | 42 | 0 | 25 | 1 | 2 | 0 | 29 | 2 | 63 | 2 | 2 | 1 | 70 |
| 21:30 | 0 | 47 | 3 | 0 | 0 | 50 | 0 | 27 | 0 | 1 | 0 | 28 | 0 | 74 | 3 | 1 | 1 | 78 |
| 21:45 | 0 | 34 | 1 | 0 | 0 | 35 | 0 | 18 | 1 | 1 | 0 | 20 | 0 | 52 | 1 | 1 | 1 | 54 |
| 22:00 | 1 | 40 | 1 | 0 | 0 | 43 | 0 | 16 | 0 | 1 | 0 | 18 | 2 | 56 | 1 | 1 | 0 | 61 |
| 22:15 | 0 | 37 | 0 | 0 | 1 | 38 | 0 | 17 | 1 | 1 | 0 | 18 | 0 | 53 | 1 | 1 | 1 | 56 |
| 22:30 | 0 | 26 | 1 | 0 | 1 | 27 | 0 | 16 | 0 | 0 | 0 | 17 | 0 | 41 | 1 | 0 | 1 | 44 |
| 22:45 | 0 | 21 | 0 | 0 | 0 | 22 | 0 | 15 | 0 | 0 | 0 | 16 | 0 | 36 | 1 | 0 | 1 | 38 |
| 23:00 | 0 | 22 | 0 | 0 | 0 | 23 | 0 | 13 | 1 | 1 | 0 | 15 | 0 | 35 | 1 | 1 | 0 | 38 |
| 23:15 | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 9 | 0 | 1 | 0 | 11 | 0 | 27 | 0 | 1 | 0 | 28 |
| 23:30 | 0 | 14 | 0 | 0 | 1 | 15 | 0 | 8 | 0 | 1 | 0 | 10 | 0 | 22 | 1 | 1 | 1 | 25 |
| 23:45 | 0 | 12 | 1 | 0 | 0 | 13 | 0 | 8 | 0 | 1 | 0 | 9 | 0 | 20 | 1 | 1 | 1 | 22 |
| **Total** | **44** | **6649** | **432** | **37** | **101** | **7263** | **90** | **4638** | **149** | **639** | **102** | **5617** | **133** | **11287** | **581** | **676** | **203** | **12880** |

# APPENDIX V: ADDITIONAL B4100 FLOW VALIDATION (OCC DATA)

| AM Peak (08:00 - 09:00) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 519 | 549 | 348 | 440 | 8.2 | 4.9 | -108 | -20% | No | - | - | No |

| PM Peak (16:30 - 17:30) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 567 | 661 | 506 | 565 | 2.6 | 3.8 | -95 | -14% | Yes | - | - | Yes |

## B4100 Flow Validation (Northbound)

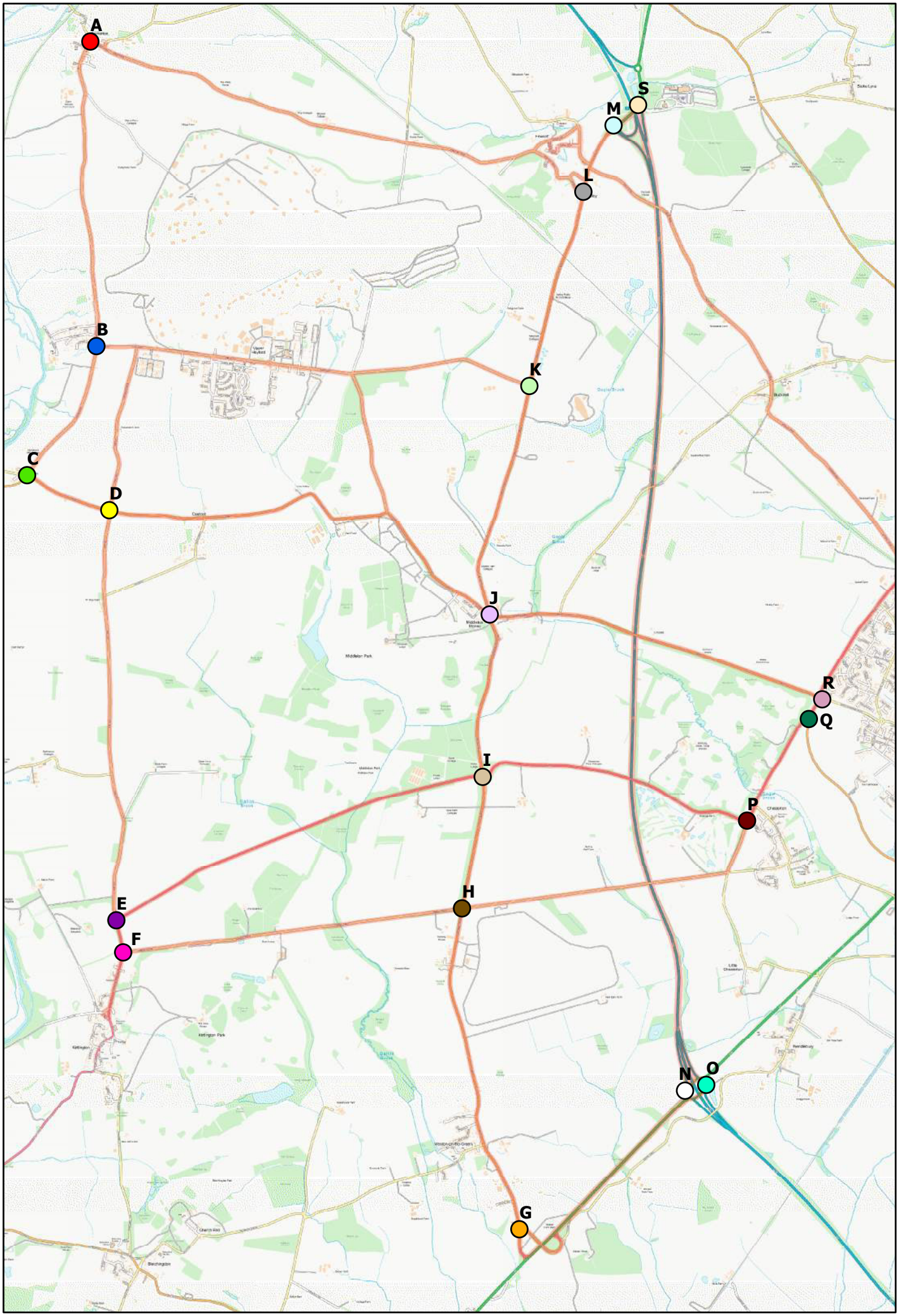
| AM Peak (08:00 - 09:00) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 669 | 700 | 591 | 734 | 3.1 | 1.3 | 34 | 5% | - | Yes | - | Yes |

| PM Peak (16:30 - 17:30) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Observed | | Modelled | | GEH | | Total Veh | | | | | Validate? |
| Car | Total | Car | Total | Car | Total | Diff | % Diff | <700 | 700-2700 | >2700 | |
| 464 | 517 | 509 | 574 | 2.0 | 2.4 | 57 | 11% | Yes | - | - | Yes |

## B4100 Flow Validation (Southbound)

**Note: Observed data from ATC on B4100. Count undertaken in June 2016 and data provided by OCC.**

# APPENDIX W: M40 LMVR JOURNEY TIME VALIDATION DATA


A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
P
Q
R
S

**Journey Time Validation Summary**

| AM Peak | | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Route | | Observed | Modelled | AbsDiff | %Diff | Within 15% | Within 60s | Validate? |
| Blue | NB | 723 | 784 | 61 | 8% | yes | no | yes |
| | SB | 741 | 823 | 82 | 11% | yes | no | yes |
| Green | EB | 531 | 499 | -32 | -6% | yes | yes | yes |
| | WB | 714 | 539 | -175 | -24% | no | no | no |
| Purple | NB | 559 | 530 | -29 | -5% | yes | yes | yes |
| | SB | 615 | 623 | 8 | 1% | yes | yes | yes |
| Yellow | CW | 770 | 693 | -77 | -10% | yes | no | yes |
| | Anti-CW | 708 | 718 | 10 | 1% | yes | yes | yes |
| A-F | SB | 540 | 496 | -44 | -8% | yes | yes | yes |
| F-A | NB | 541 | 495 | -46 | -9% | yes | yes | yes |
| C-R | EB | 487 | 464 | -23 | -5% | yes | yes | yes |
| R-C | WB | 485 | 488 | 3 | 1% | yes | yes | yes |
| F-R | EB | 447 | 412 | -35 | -8% | yes | yes | yes |
| R-F | WB | 452 | 420 | -32 | -7% | yes | yes | yes |
| S-G (M-way) | SB | 783 | 705 | -78 | -10% | yes | no | yes |
| G-S (M-way) | NB | 472 | 542 | 70 | 15% | yes | no | yes |
| S-G (Local) | SB | 647 | 569 | -78 | -12% | yes | no | yes |
| G-S (Local) | NB | 630 | 582 | -48 | -8% | yes | yes | yes |
| C-S | EB | 591 | 559 | -32 | -5% | yes | yes | yes |
| S-C | WB | 606 | 539 | -67 | -11% | yes | no | yes |
| | | | | | | | | 95% |

| Inter Peak | | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Route | | Observed | Modelled | AbsDiff | %Diff | Within 15% | Within 60s | Validate? |
| Blue | NB | 831 | 764 | -67 | -8% | yes | no | yes |
| | SB | 877 | 782 | -95 | -11% | yes | no | yes |
| Green | EB | 513 | 483 | -30 | -6% | yes | yes | yes |
| | WB | 549 | 484 | -65 | -12% | yes | no | yes |
| Purple | NB | 538 | 527 | -11 | -2% | yes | yes | yes |
| | SB | 540 | 540 | 0 | 0% | yes | yes | yes |
| Yellow | CW | 725 | 670 | -55 | -8% | yes | yes | yes |
| | Anti-CW | 654 | 669 | 15 | 2% | yes | yes | yes |
| A-F | SB | 534 | 493 | -41 | -8% | yes | yes | yes |
| F-A | NB | 535 | 493 | -42 | -8% | yes | yes | yes |
| C-R | EB | 463 | 461 | -2 | 0% | yes | yes | yes |
| R-C | WB | 461 | 456 | -5 | -1% | yes | yes | yes |
| F-R | EB | 447 | 411 | -36 | -8% | yes | yes | yes |
| R-F | WB | 447 | 408 | -39 | -9% | yes | yes | yes |
| S-G (M-way) | SB | 529 | 465 | -64 | -12% | yes | no | yes |
| G-S (M-way) | NB | 522 | 509 | -13 | -2% | yes | yes | yes |
| S-G (Local) | SB | 627 | 531 | -96 | -15% | no | no | no |
| G-S (Local) | NB | 618 | 577 | -41 | -7% | yes | yes | yes |
| C-S | EB | 601 | 554 | -47 | -8% | yes | yes | yes |
| S-C | WB | 611 | 525 | -86 | -14% | yes | no | yes |
| | | | | | | | | 95% |

| **PM Peak** | | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Route | | Observed | Modelled | AbsDiff | %Diff | Within 15% | Within 60s | Validate? |
| Blue | NB | 803 | 865 | 62 | 8% | yes | no | yes |
| | SB | 916 | 809 | -107 | -12% | yes | no | yes |
| Green | EB | 603 | 516 | -87 | -14% | yes | no | yes |
| | WB | 707 | 518 | -189 | -27% | no | no | no |
| Purple | NB | 671 | 602 | -69 | -10% | yes | no | yes |
| | SB | 644 | 569 | -75 | -12% | yes | no | yes |
| Yellow | CW | 763 | 708 | -55 | -7% | yes | yes | yes |
| | Anti-CW | 681 | 697 | 16 | 2% | yes | yes | yes |
| A-F | SB | 523 | 495 | -28 | -5% | yes | yes | yes |
| F-A | NB | 525 | 499 | -26 | -5% | yes | yes | yes |
| C-R | EB | 482 | 463 | -19 | -4% | yes | yes | yes |
| R-C | WB | 476 | 456 | -20 | -4% | yes | yes | yes |
| F-R | EB | 458 | 420 | -38 | -8% | yes | yes | yes |
| R-F | WB | 459 | 413 | -46 | -10% | yes | yes | yes |
| S-G (M-way) | SB | 552 | 525 | -27 | -5% | yes | yes | yes |
| G-S (M-way) | NB | 552 | 642 | 90 | 16% | no | no | no |
| S-G (Local) | SB | 630 | 536 | -94 | -15% | yes | no | yes |
| G-S (Local) | NB | 625 | 620 | -5 | -1% | yes | yes | yes |
| C-S | EB | 608 | 577 | -31 | -5% | yes | yes | yes |
| S-C | WB | 612 | 526 | -86 | -14% | yes | no | yes |
| | | | | | | | | 90% |

| **Blue** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Northbound** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Launton Road / Skimmingdish Lane roundabout (A) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Under railway bridge Launton Road | 804 | 83 | 84 | 174 | 81 | 84 | 83 |
| 3 Stop Line Launton Road/London Road Junction | 1780 | 159 | 186 | 250 | 186 | 170 | 186 |
| 4 Left turn into Bucknell Road from Field Street | 2611 | 281 | 308 | 378 | 313 | 347 | 398 |
| 5 Under railway bridge Bucknell Road/Howes Lane Junction | 4100 | 404 | 446 | 511 | 451 | 472 | 536 |
| 6 Ardley Road /B430 Junction (B) | 8982 | 723 | 784 | 831 | 764 | 803 | 865 |

| **Blue** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Southbound** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Ardley Road /B430 Junction (B) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Under railway bridge Bucknell Road/Howes Lane Junction | 4882 | 299 | 320 | 313 | 305 | 333 | 308 |
| 3 Right turn into Field Street | 6371 | 451 | 485 | 478 | 457 | 512 | 474 |
| 4 Left turn into Launton Road | 7226 | 578 | 638 | 633 | 595 | 656 | 612 |
| 5 Under railway bridge Launton Road | 8202 | 650 | 735 | 717 | 693 | 800 | 711 |
| 6 Launton Road / Skimmingdish Lane roundabout (A) | 9006 | 741 | 823 | 877 | 782 | 916 | 809 |

| **Green** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Eastbound** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 M40/A41 Roundabout (A) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Cross stopline Vendee Drive roundabout | 2712 | 123 | 125 | 125 | 126 | 141 | 127 |
| 3 Cross stopline Esso roundabout towards Boundary Way | 3629 | 209 | 216 | 219 | 216 | 272 | 226 |
| 4 Cross stopline London Road roundabout towards A41 | 5219 | 334 | 314 | 321 | 311 | 394 | 330 |
| 5 Under railway bridge at Marsh Gibbon turning (B) | 8769 | 531 | 499 | 513 | 483 | 603 | 516 |

| **Green** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Westbound** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Under railway bridge at Marsh Gibbon turning (B) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Cross stopline London Road roundabout towards A41 | 3153 | 220 | 203 | 198 | 191 | 228 | 206 |
| 3 Cross stopline Esso roundabout towards Boundary Way | 4755 | 481 | 295 | 314 | 274 | 453 | 298 |
| 4 Cross stopline Vendee Drive roundabout | 5693 | 567 | 377 | 392 | 353 | 542 | 381 |
| 5 M40/A41 Roundabout (A) | 8381 | 714 | 539 | 549 | 484 | 707 | 518 |

| **Purple** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Northbound** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Vendee Drive roundabout (A) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Cross stopline Esso roundabout towards Oxford Road | 917 | 110 | 84 | 73 | 83 | 78 | 91 |
| 3 Cross stopline mini roundabouts with Middleton Stoney Road | 1249 | 157 | 125 | 124 | 124 | 151 | 141 |
| 4 Cross stopline St John's Street roundabout | 1892 | 229 | 193 | 204 | 193 | 273 | 216 |
| 5 Under railway bridge on Buckingham Road | 2321 | 280 | 260 | 263 | 262 | 346 | 302 |
| 6 Cross stopline Skimmingdish Lane roundabout towards A4421 | 3631 | 393 | 399 | 378 | 398 | 485 | 451 |
| 7 Right turn into Stoke Lyne Road (B) | 6390 | 559 | 530 | 538 | 527 | 671 | 602 |

| **Purple** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Southbound** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Left turn from Stoke Lyne Road (B) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Cross stopline Skimmingdish Lane roundabout towards Buckingham Road | 2759 | 166 | 165 | 160 | 131 | 175 | 134 |
| 3 Under railway bridge on Buckingham Road | 4069 | 315 | 321 | 297 | 278 | 350 | 286 |
| 4 Cross stopline St John's Street roundabout | 4508 | 421 | 413 | 359 | 343 | 420 | 359 |
| 5 Cross stopline mini roundabouts with Middleton Stoney Road | 5146 | 495 | 490 | 431 | 412 | 514 | 430 |
| 6 Cross stopline Esso roundabout towards A41 | 5478 | 542 | 532 | 476 | 452 | 581 | 477 |
| 7 Vendee Drive roundabout (A) | 6402 | 615 | 623 | 540 | 540 | 644 | 569 |

| **Yellow** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Clockwise** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Vendee Drive roundabout (A) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Cross stopline towards Howes Lane from Middleton Stoney roundabout | 1737 | 84 | 99 | 81 | 99 | 86 | 103 |
| 3 Under railway bridge Bucknell Road/Howes Lane Junction | 3169 | 174 | 186 | 169 | 185 | 176 | 195 |
| 4 Cross stopline Banbury Road roundabout towards A4095 | 4298 | 248 | 270 | 242 | 268 | 255 | 287 |
| 5 Cross stopline A4421 roundabout towards Skimmingdish Lane | 5125 | 306 | 329 | 296 | 322 | 312 | 348 |
| 6 Cross stopline Launton road roundabout towards Charbridge Lane | 6541 | 384 | 440 | 380 | 429 | 416 | 456 |
| 7 Cross stopline roundabout with Gavray Drive | 8425 | 507 | 521 | 513 | 509 | 536 | 537 |
| 8 Cross stopline roundabout with London Road towards A41 | 9593 | 603 | 601 | 603 | 586 | 616 | 616 |
| 9 Cross stopline Esso roundabout towards Oxford Road (B) | 9593 | 770 | 693 | 725 | 670 | 763 | 708 |

| **Yellow** | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|
| **Anti-clockwise** | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| 1 Vendee Drive roundabout (B) | 0 | 00 | 00 | 00 | 00 | 00 | 00 |
| 2 Cross stopline Esso roundabout towards Boundary Way | 1499 | 00 | 00 | 00 | 00 | 00 | 00 |
| 3 Cross stopline  London Road roundabout towards A4421 | 1499 | 84 | 95 | 83 | 92 | 87 | 102 |
| 4 Cross stopline roundabout with Gavray Drive | 2705 | 169 | 171 | 159 | 168 | 160 | 179 |
| 5 Cross stopline Launton Road roundabout towards Skimmingdish Lane | 4513 | 292 | 253 | 280 | 249 | 274 | 262 |
| 6 Cross stopline A4421 roundabout towards A4095 | 5899 | 385 | 356 | 357 | 349 | 359 | 364 |
| 7 Cross stopline Banbury Road roundabout | 6717 | 445 | 417 | 407 | 403 | 419 | 425 |
| 8 Under railway bridge Bucknell Road/Howes Lane Junction | 7841 | 518 | 522 | 480 | 485 | 492 | 511 |
| 9 Cross stopline Howes Lane towards Vendee Drive at Middleton Stoney Road roundabout (A) | 9287 | 624 | 616 | 573 | 574 | 597 | 601 |
| 10 Vendee Drive roundabout | 11015 | 708 | 718 | 654 | 669 | 681 | 697 |

| **A-F** | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **SB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| A | Water St/ Ardley Rd | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| B | Somerton Rd/ Camp Rd | 877 | 183 | 145 | 187 | 145 | 182 | 145 |
| C | B4030/ Station Rd | 1891 | 261 | 210 | 265 | 210 | 258 | 210 |
| D | B4030/ Port Way | 2647 | 309 | 253 | 313 | 253 | 306 | 253 |
| E | A4095 / Port Way | 3713 | 518 | 466 | 513 | 463 | 502 | 464 |
| F | A4095/ Akeman St | 4911 | 540 | 496 | 534 | 493 | 523 | 495 |

| **F-A** | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **NB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| F | A4095/ Akeman St | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| E | A4095 / Port Way | 1541 | 21 | 30 | 21 | 30 | 21 | 32 |
| D | B4030/ Port Way | 2627 | 233 | 241 | 223 | 240 | 218 | 244 |
| C | B4030/ Station Rd | 3376 | 281 | 281 | 270 | 280 | 267 | 285 |
| B | Somerton Rd/ Camp Rd | 5072 | 358 | 346 | 349 | 345 | 342 | 350 |
| A | Water St/ Ardley Rd | 5830 | 541 | 495 | 535 | 493 | 525 | 499 |

| **C-R** | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **EB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| C | B4030/ Station Rd | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| D | B4030/ Port Way | 1650 | 48 | 40 | 48 | 39 | 48 | 40 |
| J | B430/ B4030 Middleton Stoney Crossroads | 2078 | 320 | 306 | 297 | 305 | 310 | 306 |
| R | B4030/Howes Ln | 2542 | 487 | 464 | 463 | 461 | 482 | 463 |

| **R-C** | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **WB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| R | B4030/Howes Ln | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| J | B430/ B4030 Middleton Stoney Crossroads | 1613 | 165 | 227 | 165 | 196 | 165 | 194 |
| D | B4030/ Port Way | 2898 | 437 | 449 | 414 | 417 | 427 | 416 |
| C | B4030/ Station Rd | 3386 | 485 | 488 | 461 | 456 | 476 | 456 |

| **F-R** | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **SB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| F | A4095/ Akeman St | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| E | A4095 / Port Way | 807 | 21 | 34 | 21 | 34 | 21 | 35 |
| I | A4095/ B430 | 1278 | 200 | 210 | 197 | 209 | 204 | 213 |
| P | A4095/ Unclassified | 2597 | 335 | 321 | 335 | 320 | 333 | 325 |
| Q | A4095/ Vendee Dr | 3620 | 422 | 390 | 423 | 389 | 432 | 397 |
| R | B4030/Howes Ln | 4032 | 447 | 412 | 447 | 411 | 458 | 420 |

| **R-F** | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **NB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| R | B4030/Howes Ln | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| Q | A4095/ Vendee Dr | 553 | 18 | 29 | 18 | 23 | 18 | 26 |
| P | A4095/ Unclassified | 1857 | 105 | 100 | 106 | 92 | 117 | 96 |
| I | A4095/ B430 | 2325 | 240 | 219 | 244 | 209 | 247 | 213 |
| E | A4095 / Port Way | 3476 | 431 | 389 | 426 | 378 | 438 | 383 |
| F | A4095/ Akeman St | 3896 | 452 | 420 | 447 | 408 | 459 | 413 |

| S-G (M-way) | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **SB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| S | M40 J10 Cherwell Roundabout | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| O | M40 Jn9/ A41 | 4562 | 572 | 587 | 404 | 347 | 422 | 395 |
| G | B4030/ B4030 Overbridge | 5267 | 783 | 705 | 529 | 465 | 552 | 525 |

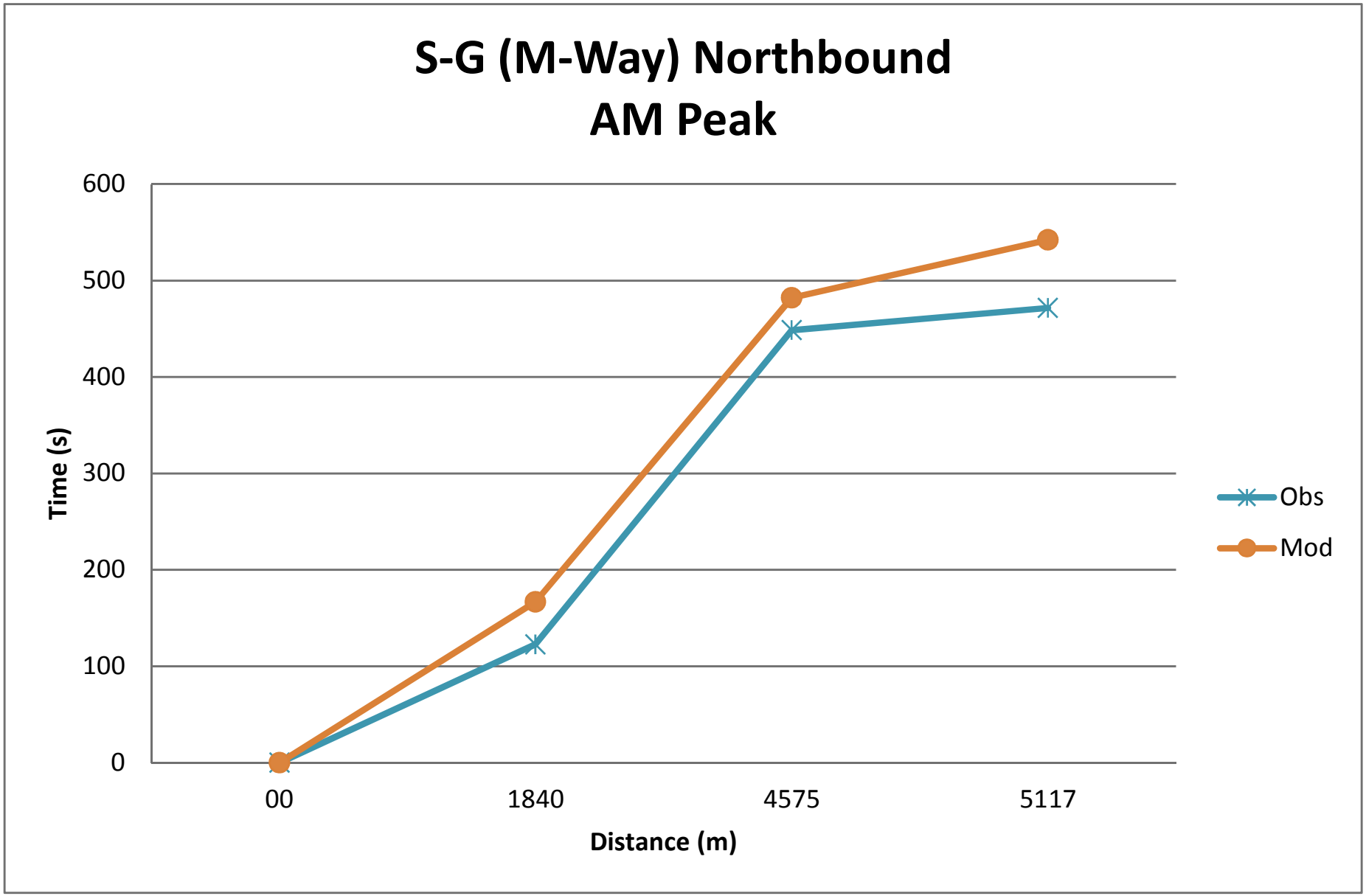
| G-S (M-way) | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **NB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| G | B4030/ B4030 Overbridge | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| N | M40 Jn9/ A34 | 1840 | 123 | 167 | 141 | 132 | 146 | 195 |
| M | Ardley Roundabout | 4575 | 449 | 482 | 496 | 451 | 525 | 581 |
| S | M40 J10 Cherwell Roundabout | 5117 | 472 | 542 | 522 | 509 | 552 | 642 |

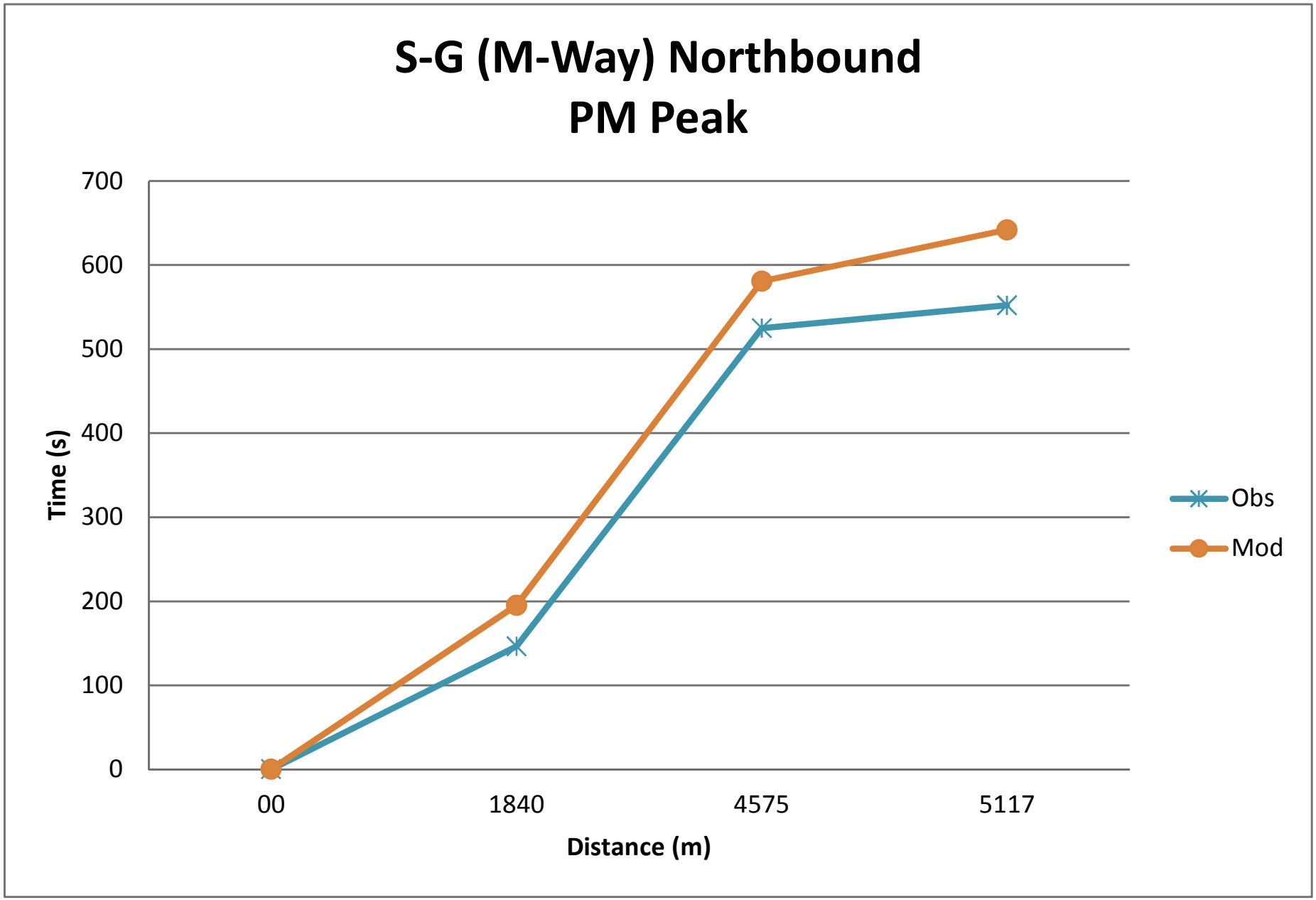
| S-G (Local) | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **SB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| S | M40 J10 Cherwell Roundabout | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| M | Ardley Roundabout | 1500 | 37 | 21 | 36 | 18 | 37 | 18 |
| L | B430/ Church Rd | 3000 | 91 | 61 | 92 | 53 | 95 | 54 |
| K | B430/ Unclassified | 4194 | 178 | 144 | 183 | 132 | 186 | 132 |
| J | B430/ B4030 Middleton Stoney Crossroads | 4776 | 343 | 285 | 312 | 257 | 316 | 263 |
| I | A4095/ B430 | 6091 | 424 | 366 | 400 | 334 | 407 | 339 |
| H | B430/Green Lane | 7406 | 476 | 421 | 456 | 387 | 464 | 392 |
| G | B4030/ B4030 Overbridge | 7975 | 647 | 569 | 627 | 531 | 630 | 536 |

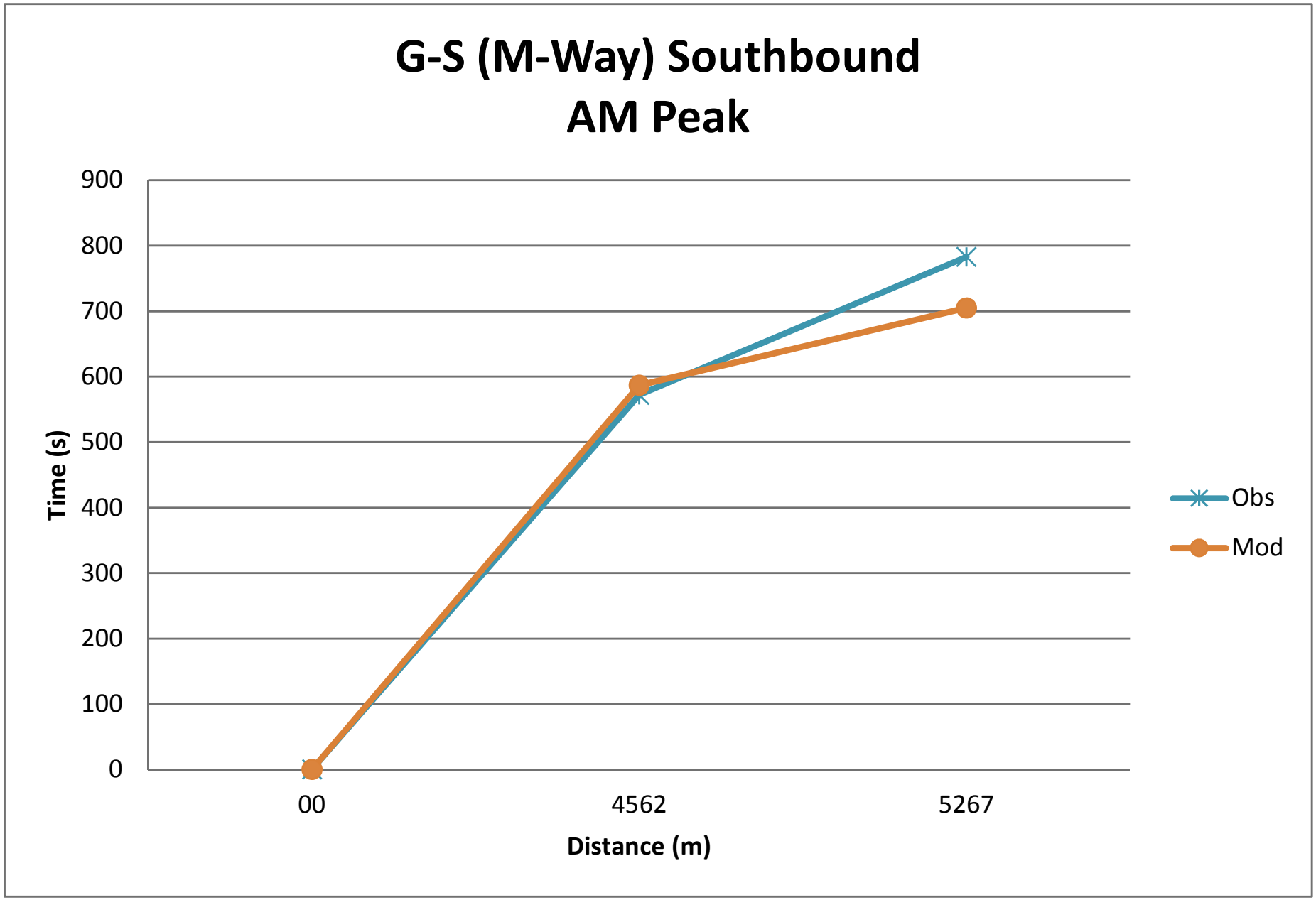
| G-S (Local) | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **NB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| G | B4030/ B4030 Overbridge | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| H | B430/Green Lane | 1287 | 170 | 139 | 171 | 139 | 166 | 141 |
| I | A4095/ B430 | 2602 | 223 | 192 | 227 | 193 | 223 | 195 |
| J | B430/ B4030 Middleton Stoney Crossroads | 4147 | 303 | 293 | 315 | 291 | 314 | 311 |
| K | B430/ Unclassified | 5462 | 469 | 395 | 445 | 393 | 444 | 415 |
| L | B430/ Church Rd | 6777 | 556 | 474 | 536 | 472 | 536 | 496 |
| M | Ardley Roundabout | 9512 | 607 | 522 | 592 | 518 | 597 | 559 |
| S | M40 J10 Cherwell Roundabout | 10094 | 630 | 582 | 618 | 577 | 625 | 620 |

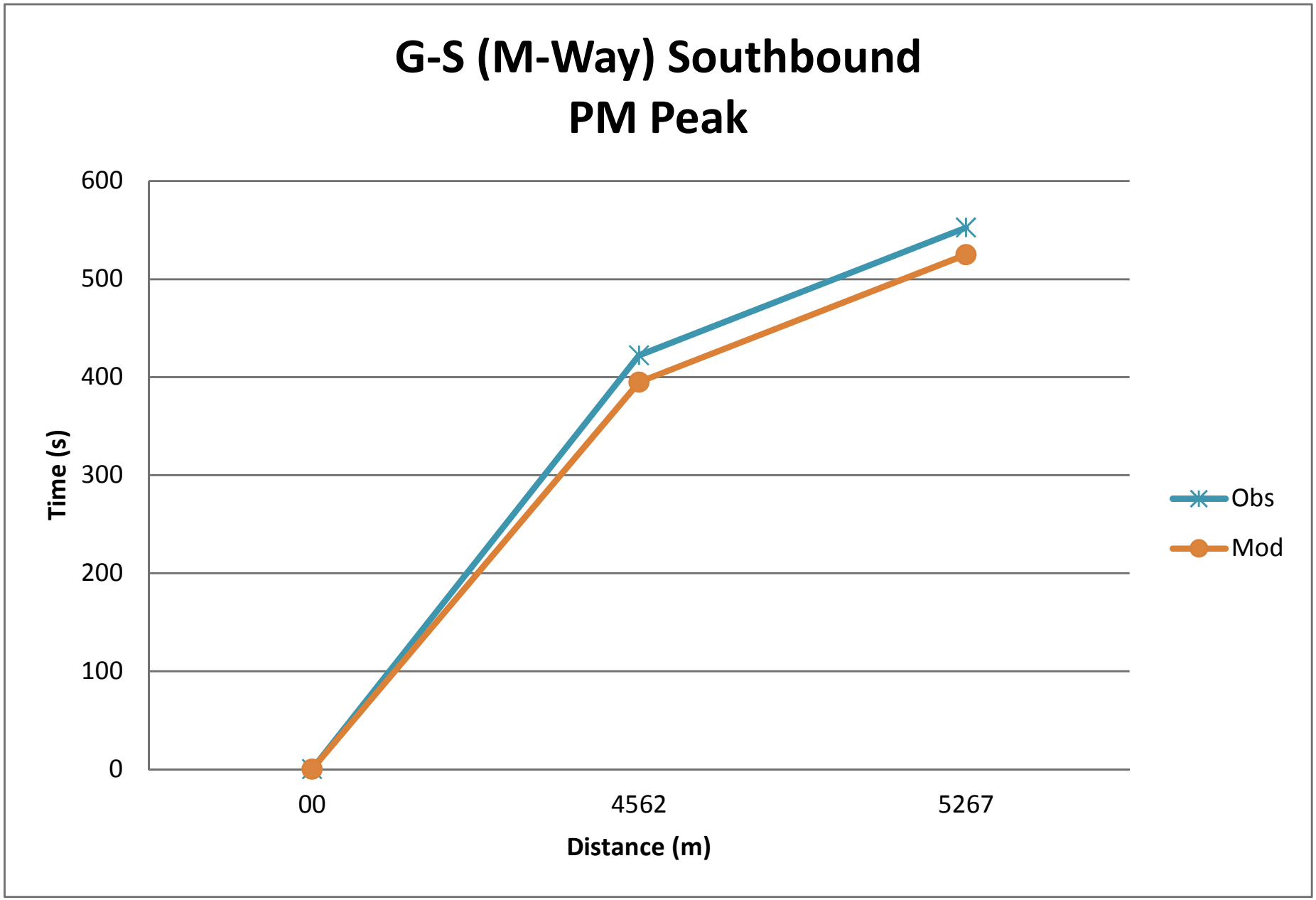
| C-S | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **EB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| C | B4030/ Station Rd | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| B | Somerton Rd/ Camp Rd | 818 | 77 | 69 | 78 | 68 | 76 | 68 |
| K | B430/ Unclassified | 1885 | 429 | 372 | 428 | 370 | 428 | 372 |
| L | B430/ Church Rd | 3200 | 516 | 451 | 518 | 449 | 519 | 453 |
| M | Ardley Roundabout | 5935 | 568 | 499 | 575 | 496 | 581 | 516 |
| S | M40 J10 Cherwell Roundabout | 6494 | 591 | 559 | 601 | 554 | 608 | 577 |

| S-C | | | AM | | IP | | PM | |
|---|---|---|---|---|---|---|---|---|
| **WB** | | Distance | Obs | Mod | Obs | Mod | Obs | Mod |
| S | M40 J10 Cherwell Roundabout | 00 | 00 | 00 | 00 | 00 | 00 | 00 |
| M | Ardley Roundabout | 1500 | 37 | 21 | 36 | 18 | 37 | 18 |
| L | B430/ Church Rd | 3000 | 91 | 61 | 92 | 53 | 95 | 54 |
| K | B430/ Unclassified | 3575 | 178 | 148 | 183 | 136 | 186 | 136 |
| B | Somerton Rd/ Camp Rd | 4727 | 528 | 474 | 532 | 460 | 536 | 461 |
| C | B4030/ Station Rd | 5266 | 606 | 539 | 611 | 525 | 612 | 526 |


S-G (M-Way) Northbound
AM Peak
600
500
400
300
200
100
0
Time (s)
00
1840
4575
5117
Distance (m)
Obs
Mod


S-G (M-Way) Northbound
PM Peak
700
600
500
400
300
200
100
0
Time (s)
00
1840
4575
5117
Distance (m)
Obs
Mod


G-S (M-Way) Southbound
AM Peak
900
800
700
600
500
400
300
200
100
0
Time (s)
00
4562
5267
Distance (m)
Obs
Mod


G-S (M-Way) Southbound
PM Peak
600
500
400
300
200
100
0
Time (s)
00
4562
5267
Distance (m)
Obs
Mod

# APPENDIX X: M40 LMVR FLOW VALIDATION DATA

All flows in **Veh** unless otherwise stated
All modelled flows are **Actuals**

| | | | | AM Peak | | | |

| | | | | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Observed | | | | Modelled (Actual) | | | | Car | LGV | HGVeh | Total Veh | Observed | | | | Modelled (Actual) | | | | Car | LGV | HGVeh | Total Veh | | |
| | MCC | From | TO | Car | LGV | HGV | Total | Car | LGV | HGVeh | Total | GEH | GEH | GEH | Diff | % Diff | GEH | Car | LGV | HGV | Total | Car | LGV | HGV | Total | GEH | GEH | GEH | Diff | % Diff | GEH |
| 275 | 1e | Chilgrove Drive | Unclassified | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.44 | 0.00 | 0.00 | -1 | -100% | 1.44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 |
| 276 | 1e | Chilgrove Drive | Camp Road South | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 |
| 277 | 1e | Chilgrove Drive | Camp Road West | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2.50 | 0.00 | 0.00 | -3 | -100% | 2.50 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.44 | 0.00 | 0.00 | -1 | -100% | 1.44 |
| 278 | 1e | Unclassified | Chilgrove Drive | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 |
| 279 | 1e | Unclassified | Camp Road South | 9 | 1 | 0 | 10 | 9 | 0 | 0 | 9 | 0.04 | 1.45 | 0.00 | -1 | -11% | 0.37 | 7 | 0 | 0 | 7 | 6 | 0 | 0 | 6 | 0.46 | 0.00 | 0.00 | -1 | -16% | 0.46 |
| 280 | 1e | Unclassified | Camp Road West | 97 | 20 | 1 | 118 | 100 | 11 | 0 | 111 | 0.38 | 2.33 | 1.43 | -6 | -5% | 0.60 | 46 | 2 | 1 | 49 | 55 | 0 | 0 | 55 | 1.26 | 2.06 | 1.43 | 6 | 12% | 0.80 |
| 281 | 1e | Camp Road South | Chilgrove Drive | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.44 | 0.00 | 0.00 | -1 | -100% | 1.44 |
| 282 | 1e | Camp Road South | Unclassified | 4 | 2 | 0 | 6 | 10 | 0 | 0 | 10 | 2.14 | 2.06 | 0.00 | 4 | 57% | 1.25 | 5 | 1 | 0 | 6 | 21 | 0 | 0 | 21 | 4.38 | 1.45 | 0.00 | 15 | 237% | 4.00 |
| 283 | 1e | Camp Road South | Camp Road West | 88 | 6 | 1 | 96 | 97 | 5 | 6 | 108 | 0.91 | 0.77 | 2.73 | 12 | 13% | 1.20 | 85 | 6 | 0 | 92 | 95 | 9 | 9 | 113 | 1.03 | 1.06 | 4.22 | 22 | 24% | 2.14 |
| 284 | 1e | Camp Road West | Chilgrove Drive | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2.04 | 0.00 | 0.00 | -2 | -100% | 2.04 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2.04 | 0.00 | 0.00 | -2 | -100% | 2.04 |
| 285 | 1e | Camp Road West | Unclassified | 50 | 0 | 3 | 53 | 52 | 0 | 0 | 52 | 0.26 | 0.00 | 2.47 | -1 | -2% | 0.16 | 94 | 5 | 2 | 101 | 72 | 1 | 0 | 73 | 2.40 | 2.45 | 2.02 | -28 | -28% | 3.02 |
| 286 | 1e | Camp Road West | Camp Road South | 98 | 14 | 2 | 113 | 118 | 13 | 9 | 140 | 1.96 | 0.28 | 3.10 | 27 | 24% | 2.38 | 117 | 2 | 1 | 121 | 113 | 6 | 3 | 122 | 0.46 | 1.95 | 1.42 | 1 | 1% | 0.09 |
| 287 | 2a | A43 North | A43 South | 1224 | 239 | 202 | 1665 | 1144 | 208 | 183 | 1535 | 2.33 | 2.09 | 1.38 | -130 | -8% | 3.26 | 1066 | 112 | 110 | 1288 | 1046 | 176 | 91 | 1312 | 0.63 | 5.30 | 1.86 | 24 | 2% | 0.68 |
| 288 | 2a | A43 South | A43 North | 817 | 109 | 130 | 1056 | 845 | 129 | 121 | 1096 | 0.98 | 1.87 | 0.82 | 40 | 4% | 1.20 | 1351 | 151 | 104 | 1606 | 1279 | 201 | 112 | 1592 | 1.99 | 3.76 | 0.79 | -14 | -1% | 0.35 |
| 289 | 2a | M40 SB Off Slip | A43 North | 148 | 41 | 20 | 209 | 200 | 34 | 22 | 256 | 3.93 | 1.20 | 0.47 | 47 | 22% | 3.06 | 124 | 15 | 12 | 151 | 143 | 29 | 0 | 172 | 1.65 | 2.96 | 4.90 | 21 | 14% | 1.65 |
| 290 | 2a | M40 SB Off Slip | A43 South | 196 | 63 | 37 | 296 | 305 | 45 | 53 | 403 | 6.89 | 2.47 | 2.35 | 107 | 36% | 5.71 | 224 | 25 | 34 | 283 | 247 | 48 | 47 | 342 | 1.47 | 3.86 | 2.00 | 59 | 21% | 3.32 |
| 292 | 2b | A43 North | M40 SB On Slip | 771 | 176 | 164 | 1111 | 807 | 105 | 172 | 1084 | 1.30 | 6.02 | 0.60 | -27 | -2% | 0.82 | 755 | 42 | 76 | 873 | 808 | 143 | 83 | 1034 | 1.90 | 10.49 | 0.83 | 161 | 18% | 5.23 |
| 293 | 2b | A43 North | A43 West | 559 | 86 | 35 | 680 | 530 | 103 | 9 | 641 | 1.26 | 1.71 | 5.58 | -39 | -6% | 1.52 | 398 | 43 | 18 | 459 | 304 | 46 | 7 | 358 | 5.00 | 0.47 | 3.01 | -101 | -22% | 5.01 |
| 297 | 2b | A43 West | A43 North | 781 | 107 | 119 | 1007 | 807 | 125 | 110 | 1041 | 0.94 | 1.63 | 0.89 | 34 | 3% | 1.08 | 1263 | 146 | 88 | 1497 | 1222 | 195 | 101 | 1517 | 1.17 | 3.74 | 1.29 | 20 | 1% | 0.52 |
| 299 | 2b | A43 West | M40 SB On Slip | 33 | 3 | 7 | 43 | 14 | 0 | 0 | 14 | 3.83 | 2.45 | 3.74 | -29 | -67% | 5.35 | 20 | 4 | 3 | 27 | 2 | 0 | 0 | 2 | 5.45 | 2.83 | 2.45 | -25 | -93% | 6.58 |
| 300 | 2c | A43 East | M40 NB On Slip | 202 | 30 | 30 | 262 | 92 | 29 | 43 | 164 | 9.11 | 0.12 | 2.20 | -98 | -37% | 6.69 | 240 | 42 | 26 | 308 | 124 | 34 | 38 | 196 | 8.58 | 1.27 | 2.13 | -112 | -36% | 7.02 |
| 301 | 2c | A43 East | B430 | 439 | 73 | 24 | 536 | 545 | 92 | 9 | 646 | 4.78 | 2.12 | 3.73 | 110 | 21% | 4.54 | 248 | 18 | 5 | 271 | 286 | 25 | 3 | 315 | 2.34 | 1.51 | 0.80 | 44 | 16% | 2.55 |
| 302 | 2c | M40 NB Off Slip | A43 East | 781 | 103 | 125 | 1009 | 821 | 138 | 110 | 1069 | 1.40 | 3.22 | 1.35 | 60 | 6% | 1.87 | 1083 | 144 | 125 | 1352 | 1112 | 178 | 134 | 1425 | 0.89 | 2.71 | 0.82 | 73 | 5% | 1.96 |
| 303 | 2c | M40 NB Off Slip | B430 | 24 | 7 | 3 | 34 | 4 | 0 | 0 | 4 | 5.44 | 3.74 | 2.45 | -30 | -89% | 6.96 | 21 | 5 | 2 | 28 | 8 | 0 | 0 | 8 | 3.37 | 3.16 | 2.00 | -20 | -71% | 4.67 |
| 304 | 2c | B430 | A43 East | 175 | 27 | 24 | 226 | 158 | 3 | 12 | 174 | 1.28 | 6.03 | 2.92 | -52 | -23% | 3.71 | 333 | 28 | 12 | 373 | 235 | 31 | 5 | 271 | 5.79 | 0.50 | 2.43 | -102 | -27% | 5.68 |
| 305 | 2c | B430 | M40 NB On Slip | 212 | 15 | 4 | 231 | 218 | 29 | 9 | 257 | 0.43 | 3.04 | 1.93 | 26 | 11% | 1.64 | 133 | 22 | 5 | 160 | 228 | 28 | 0 | 256 | 7.10 | 1.13 | 3.16 | 96 | 60% | 6.66 |
| 367 | 8 | A4095/ Howes Lane | A4095/ Howes Lane | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 |
| 368 | 8 | A4095/ Howes Lane | Middleton Stoney Road East | 13 | 1 | 1 | 15 | 1 | 0 | 0 | 1 | 4.37 | 1.41 | 1.41 | -14 | -91% | 4.79 | 33 | 1 | 0 | 34 | 20 | 0 | 0 | 20 | 2.46 | 1.41 | 0.00 | -14 | -40% | 2.62 |
| 369 | 8 | A4095/ Howes Lane | Vendee Drive | 486 | 89 | 11 | 586 | 553 | 74 | 13 | 640 | 2.95 | 1.71 | 0.52 | 54 | 9% | 2.17 | 223 | 32 | 6 | 261 | 204 | 23 | 3 | 230 | 1.29 | 1.70 | 1.59 | -31 | -12% | 1.99 |
| 370 | 8 | A4095/ Howes Lane | Middleton Stoney Road West | 51 | 8 | 0 | 59 | 87 | 17 | 3 | 107 | 4.35 | 2.55 | 2.36 | 48 | 81% | 5.26 | 62 | 9 | 5 | 76 | 72 | 8 | 2 | 82 | 1.25 | 0.37 | 1.45 | 6 | 8% | 0.72 |
| 371 | 8 | Middleton Stoney Road East | A4095/ Howes Lane | 13 | 1 | 0 | 14 | 9 | 0 | 0 | 9 | 1.19 | 1.41 | 0.00 | -5 | -35% | 1.46 | 31 | 8 | 2 | 41 | 27 | 0 | 0 | 27 | 0.82 | 4.00 | 2.00 | -14 | -35% | 2.48 |
| 372 | 8 | Middleton Stoney Road East | Middleton Stoney Road East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 |
| 373 | 8 | Middleton Stoney Road East | Vendee Drive | 123 | 21 | 3 | 147 | 139 | 9 | 0 | 148 | 1.41 | 3.08 | 2.45 | 1 | 1% | 0.10 | 70 | 14 | 1 | 85 | 63 | 4 | 0 | 67 | 0.85 | 3.50 | 1.41 | -18 | -22% | 2.11 |
| 374 | 8 | Middleton Stoney Road East | Middleton Stoney Road West | 65 | 21 | 5 | 91 | 90 | 15 | 10 | 115 | 2.85 | 1.42 | 1.86 | 24 | 27% | 2.38 | 96 | 13 | 1 | 110 | 139 | 11 | 2 | 151 | 3.96 | 0.72 | 0.56 | 41 | 37% | 3.59 |
| 375 | 8 | Vendee Drive | A4095/ Howes Lane | 100 | 16 | 3 | 119 | 176 | 15 | 5 | 196 | 6.47 | 0.27 | 1.06 | 77 | 65% | 6.14 | 464 | 82 | 8 | 554 | 451 | 50 | 8 | 509 | 0.61 | 3.88 | 0.05 | -45 | -8% | 1.94 |
| 376 | 8 | Vendee Drive | Middleton Stoney Road East | 45 | 10 | 0 | 55 | 68 | 7 | 1 | 75 | 3.01 | 1.17 | 1.11 | 20 | 36% | 2.46 | 123 | 20 | 0 | 143 | 174 | 21 | 0 | 195 | 4.21 | 0.21 | 0.00 | 52 | 37% | 4.02 |
| 377 | 8 | Vendee Drive | Vendee Drive | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 | 1.41 | 0.00 | -1 | -100% | 1.41 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.41 | 0.00 | 0.00 | -1 | -100% | 1.41 |
| 378 | 8 | Vendee Drive | Middleton Stoney Road West | 1 | 1 | 0 | 2 | 26 | 0 | 5 | 31 | 6.83 | 0.85 | 3.17 | 29 | 1475% | 7.21 | 1 | 0 | 2 | 3 | 39 | 1 | 2 | 42 | 8.47 | 1.52 | 0.20 | 39 | 1307% | 8.25 |
| 379 | 8 | Middleton Stoney Road West | A4095/ Howes Lane | 24 | 3 | 3 | 30 | 48 | 13 | 3 | 63 | 3.97 | 3.43 | 0.20 | 33 | 110% | 4.84 | 73 | 14 | 6 | 93 | 89 | 9 | 2 | 99 | 1.75 | 1.44 | 2.26 | 6 | 7% | 0.66 |
| 380 | 8 | Middleton Stoney Road West | Middleton Stoney Road East | 97 | 13 | 3 | 113 | 146 | 17 | 7 | 171 | 4.45 | 1.10 | 1.86 | 58 | 51% | 4.83 | 112 | 30 | 1 | 143 | 106 | 5 | 4 | 115 | 0.55 | 5.98 | 1.91 | -28 | -19% | 2.44 |
| 381 | 8 | Middleton Stoney Road West | Vendee Drive | 27 | 12 | 2 | 41 | 17 | 0 | 6 | 24 | 2.02 | 4.62 | 2.05 | -17 | -41% | 2.97 | 50 | 4 | 1 | 55 | 23 | 0 | 0 | 23 | 4.49 | 2.51 | 1.18 | -32 | -58% | 5.06 |
| 382 | 8 | Middleton Stoney Road West | Middleton Stoney Road West | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 |
| 383 | 9 | Camp Road | B4030 South | 127 | 15 | 7 | 149 | 118 | 13 | 9 | 140 | 0.81 | 0.62 | 0.86 | -9 | -6% | 0.73 | 131 | 7 | 2 | 140 | 112 | 6 | 3 | 121 | 1.71 | 0.37 | 0.66 | -19 | -13% | 1.64 |
| 384 | 9 | Camp Road | B4030 West | 21 | 6 | 2 | 29 | 9 | 0 | 0 | 9 | 3.00 | 3.46 | 2.00 | -20 | -68% | 4.50 | 12 | 0 | 0 | 12 | 6 | 0 | 0 | 6 | 1.83 | 0.00 | 0.00 | -6 | -46% | 1.83 |
| 385 | 9 | B4030 South | Camp Road | 94 | 9 | 6 | 109 | 97 | 5 | 6 | 108 | 0.29 | 1.71 | 0.09 | -1 | -1% | 0.13 | 157 | 10 | 4 | 171 | 95 | 9 | 9 | 113 | 5.54 | 0.22 | 1.93 | -58 | -34% | 4.87 |
| 386 | 9 | B4030 South | B4030 West | 152 | 25 | 7 | 184 | 105 | 14 | 0 | 118 | 4.19 | 2.59 | 3.74 | -66 | -36% | 5.36 | 132 | 9 | 2 | 143 | 140 | 7 | 0 | 147 | 0.65 | 0.71 | 2.00 | 4 | 2% | 0.30 |
| 387 | 9 | B4030 West | Camp Road | 16 | 2 | 1 | 19 | 10 | 0 | 0 | 10 | 1.66 | 2.00 | 1.41 | -9 | -47% | 2.36 | 16 | 0 | 0 | 16 | 21 | 0 | 0 | 21 | 1.21 | 0.00 | 0.00 | 5 | 33% | 1.21 |
| 388 | 9 | B4030 West | B4030 South | 139 | 20 | 3 | 162 | 107 | 16 | 0 | 123 | 2.84 | 1.01 | 2.45 | -39 | -24% | 3.25 | 132 | 3 | 0 | 135 | 105 | 7 | 0 | 112 | 2.45 | 1.64 | 0.00 | -23 | -17% | 2.08 |
| 401 | 12 | Port Way North | B4030 East | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2.35 | 0.00 | 0.00 | -3 | -96% | 2.35 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0.65 | 1.44 | 0.00 | -2 | -61% | 1.28 |
| 402 | 12 | Port Way North | Port Way South | 11 | 1 | 0 | 12 | 5 | 0 | 1 | 6 | 2.06 | 1.44 | 1.49 | -6 | -48% | 1.91 | 15 | 0 | 0 | 15 | 19 | 0 | 0 | 19 | 0.90 | 0.00 | 0.00 | 4 | 24% | 0.90 |
| 403 | 12 | Port Way North | B4030 West | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2.48 | 0.00 | 0.00 | -3 | -100% | 2.48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 |
| 404 | 12 | B4030 East | Port Way North | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1.24 | 0.00 | 0.00 | -1 | -70% | 1.24 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1.51 | 0.00 | 0.00 | -2 | -81% | 1.51 |
| 405 | 12 | B4030 East | Port Way South | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0% | 0.00 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 3.51 | 0.00 | 0.00 | -6 | -100% | 3.51 |
| 406 | 12 | B4030 East | B4030 West | 115 | 30 | 13 | 158 | 107 | 12 | 0 | 118 | 0.80 | 4.07 | 5.14 | -40 | -25% | 3.42 | 146 | 17 | 2 | 165 | 137 | 7 | 0 | 144 | 0.71 | 2.82 | 2.02 | -20 | -12% | 1.62 |
| 407 | 12 | Port Way South | Port Way North | 12 | 0 | 0 | 12 | 14 | 0 | 0 | 14 | 0.37 | 0.00 | 0.00 | 1 | 11% | 0.37 | 15 | 1 | 0 | 16 | 12 | 0 | 0 | 12 | 0.92 | 1.44 | 0.00 | -4 | -27% | 1.18 |
| 408 | 12 | Port Way South | B4030 East | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2.87 | 0.00 | 0.00 | -4 | -100% | 2.87 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3.20 | 0.00 | 0.00 | -5 | -100% | 3.20 |
| 409 | 12 | Port Way South | B4030 West | 9 | 1 | 1 | 11 | 13 | 9 | 0 | 22 | 1.01 | 3.53 | 1.43 | 10 | 90% | 2.52 | 25 | 0 | 0 | 25 | 33 | 0 | 0 | 33 | 1.58 | 0.00 | 0.00 | 8 | 34% | 1.58 |
| 410 | 12 | B4030 West | Port Way North | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.43 | 0.00 | 0.00 | -1 | -100% | 1.43 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.43 | 0.00 | 0.00 | -1 | -100% | 1.43 |
| 411 | 12 | B4030 West | B4030 East | 134 | 18 | 5 | 156 | 102 | 16 | 0 | 118 | 2.90 | 0.54 | 3.19 | -39 | -25% | 3.31 | 101 | 12 | 1 | 114 | 103 | 3 | 0 | 106 | 0.27 | 3.54 | 1.43 | -8 | -7% | 0.76 |
| 412 | 12 | B4030 West | Port Way South | 27 | 6 | 1 | 34 | 61 | 0 | 0 | 61 | 5.17 | 3.54 | 1.43 | 27 | 79% | 3.91 | 16 | 1 | 0 | 17 | 15 | 5 | 0 | 19 | 0.47 | 2.12 | 0.00 | 2 | 10% | 0.40 |
| 463 | 18 | A4260 North | B4027 West | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1.41 | 1.41 | 0.00 | -2 | -100% | 2.00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.41 | 0.00 | 0.00 | -1 | -100% | 1.41 |
| 470 | 18 | B4027 West | A4260 North | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1.41 | 0.00 | 1.41 | -2 | -100% | 2.00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.41 | 0.00 | 0.00 | -1 | -100% | 1.41 |
| 471 | 18 | B4027 West | B4027 East | 162 | 17 | 2 | 181 | 140 | 18 | 0 | 158 | 1.76 | 0.13 | 2.00 | -23 | -13% | 1.77 | 83 | 8 | 1 | 92 | 139 | 18 | 9 | 166 | 5.34 | 2.71 | 3.45 | 74 | 80% | 6.48 |
| 472 | 18 | B4027 West | A4260 South | 24 | 5 | 0 | 29 | 0 | 0 | 0 | 0 | 6.93 | 3.16 | 0.00 | -29 | -100% | 7.62 | 29 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 7.62 | 1.41 | 0.00 | -30 | -100% | 7.75 |

# APPENDIX Y: M40 LMVR JOURNEY TIME VALIDATION CALCS

| Time Period | Route Description | Direction | Route Section | Average Time (s) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Observed | Modelled | AbsDiff | %Diff | Within 15% | Within 60s | Validate? |
| AM Peak | M40 | Northbound | N-M | 326 | 315 | -11 | -3.4% | Yes | Yes | **Yes** |
| | | Southbound | S-O | 783 | 705 | -78 | -10.0% | Yes | No | **Yes** |
| PM Peak | M40 | Northbound | N-M | 379 | 386 | 7 | 1.8% | Yes | Yes | **Yes** |
| | | Southbound | S-O | 552 | 525 | -27 | -4.9% | Yes | Yes | **Yes** |

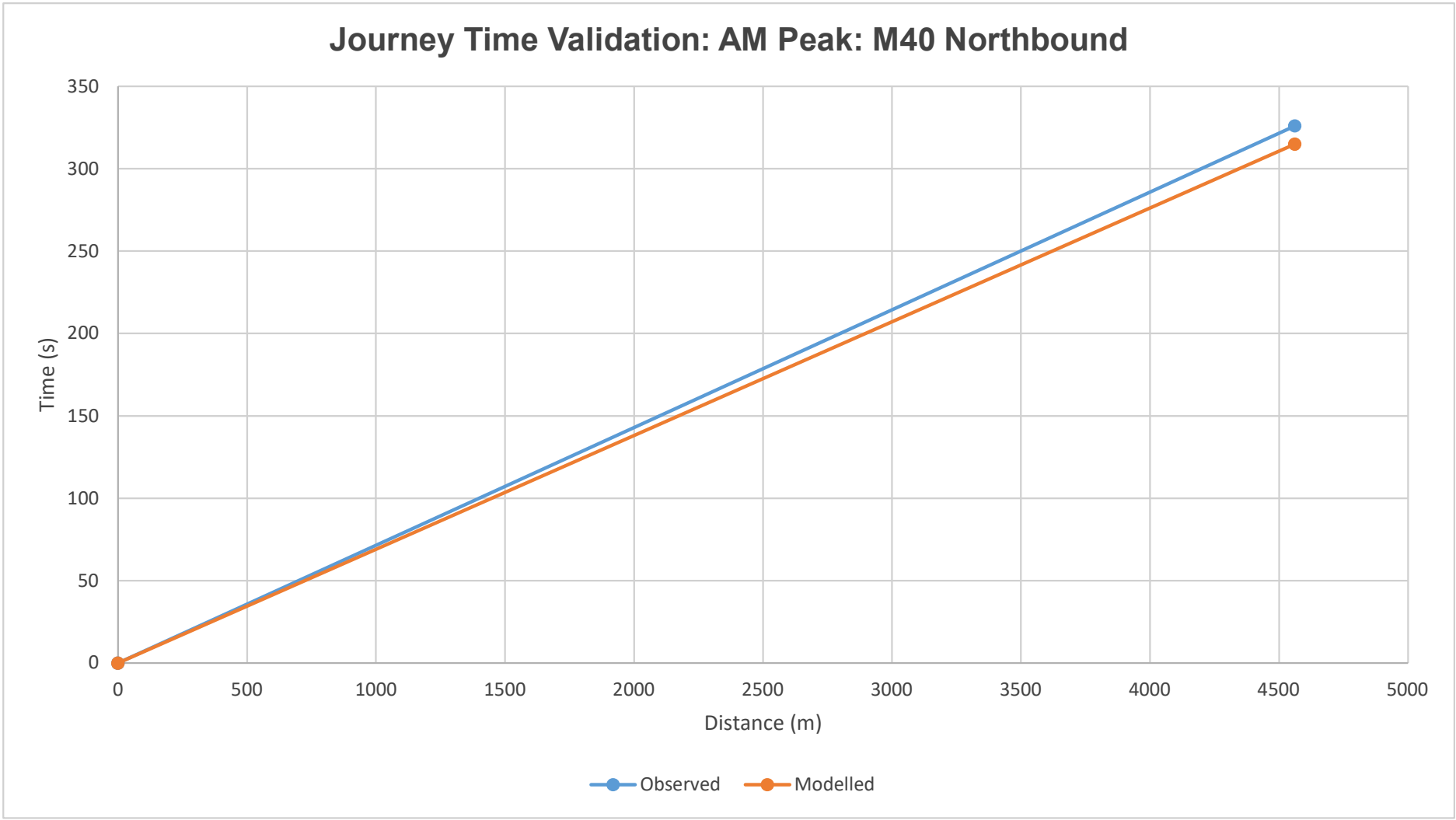
Notes: Point N = M40 J9 (A34)

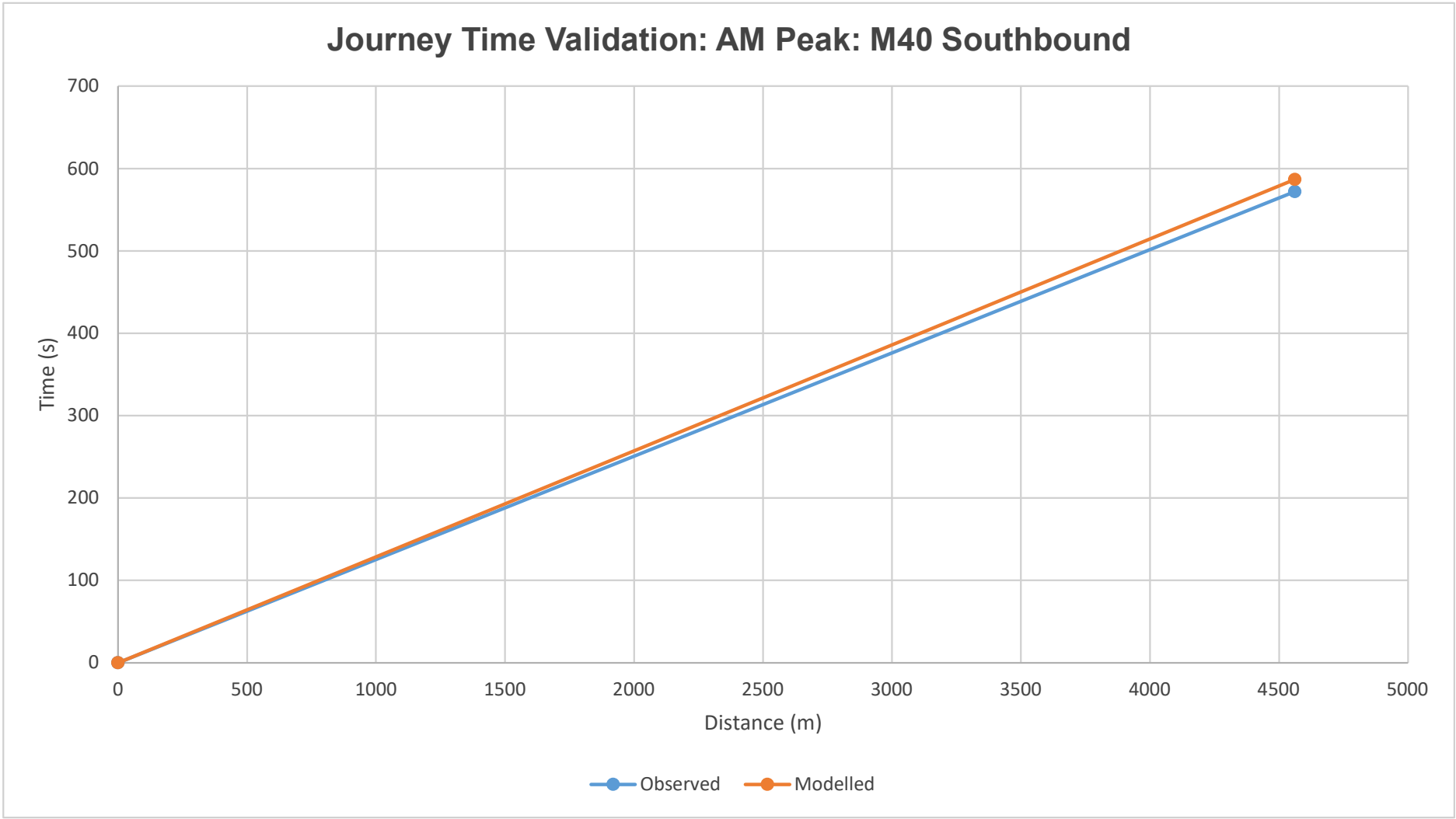
Point M = M40 J10 (Ardley roundabout)

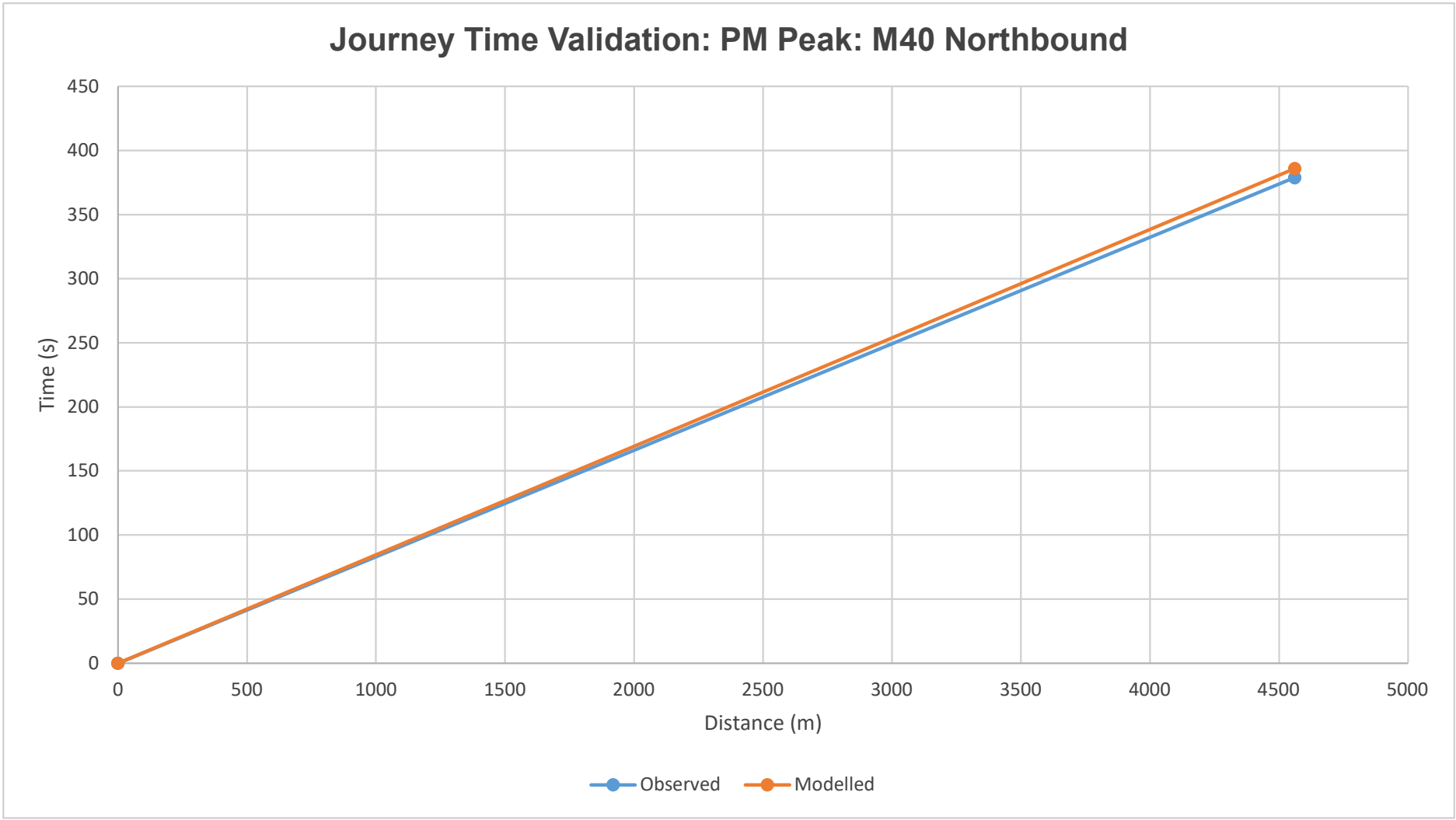
Point S = M40 J10 (Cherwell roundabout)

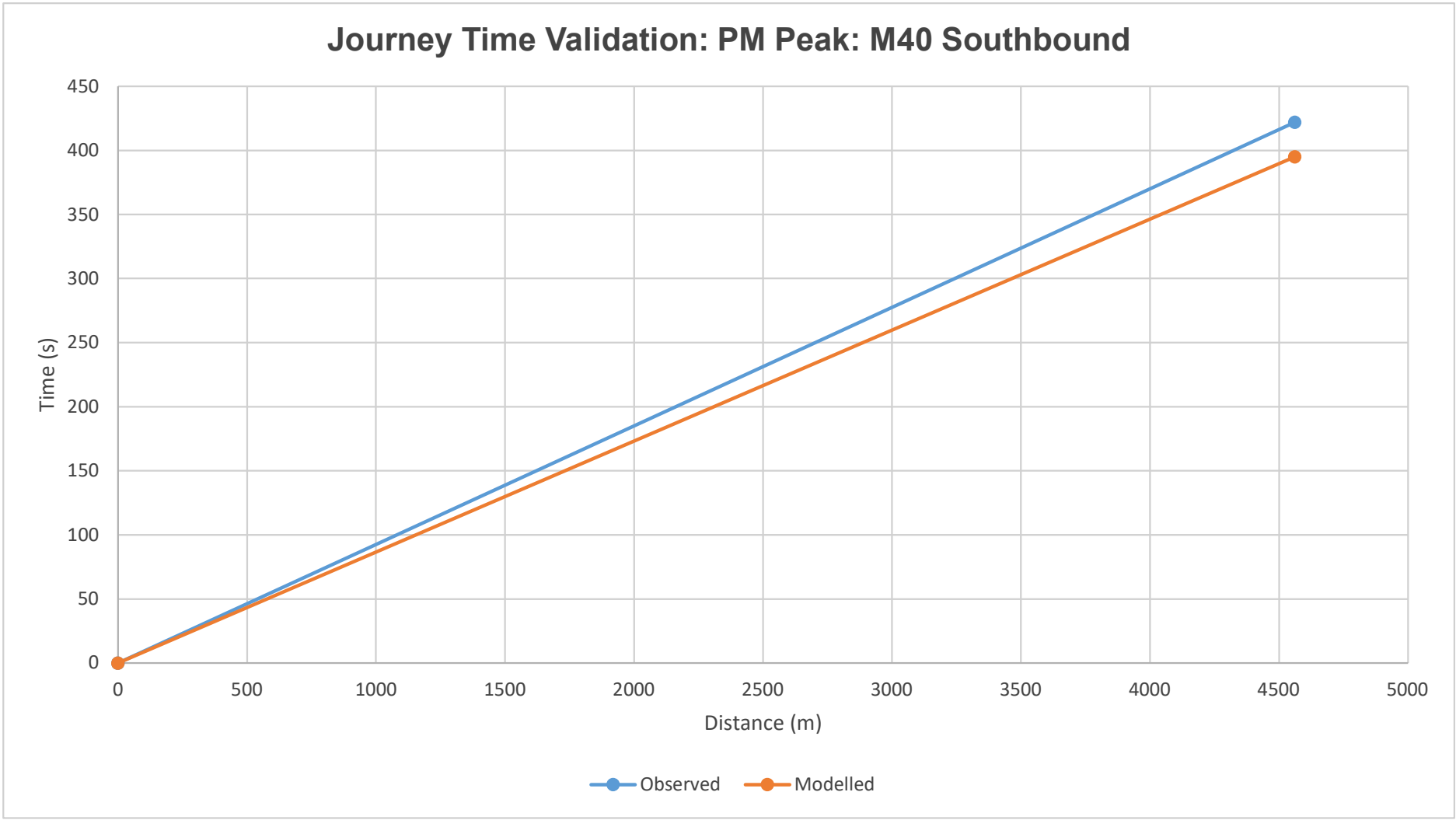
Point O = M40 J9 (A41)

## M40 Journey Time Validation (data from LMVR report appendices)


Journey Time Validation: AM Peak: M40 Northbound
Time (s)
350
300
250
200
150
100
50
0
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000
Distance (m)
Observed
Modelled


Journey Time Validation: AM Peak: M40 Southbound
Time (s)
700
600
500
400
300
200
100
0
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000
Distance (m)
Observed
Modelled


Journey Time Validation: PM Peak: M40 Northbound
Time (s)
450
400
350
300
250
200
150
100
50
0
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000
Distance (m)
Observed
Modelled


Journey Time Validation: PM Peak: M40 Southbound
Time (s)
450
400
350
300
250
200
150
100
50
0
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000
Distance (m)
Observed
Modelled

# APPENDIX B

# OxSRFI BTM Modelling Methodology

# OxSRFI SATURN Modelling

## Revised Modelling Methodology and Fee Proposal (9th February 2022)

**Work Overview**

- Based on discussions with, and information provided by, ADC infrastructure it is understood that the following scenarios will require modelling using the Bicester Transport Model (BTM):

| Item ID | Scenario Name | Description |
|---|---|---|
| B-2019 | 2019 OxSRFI Base | Committed and allocated development and infrastructure in place by 2019 |
| B-2021 | 2021 OxSRFI Base | Committed and allocated development and infrastructure in place by 2021 |
| RC1-2026 | 2026 OxSRFI Reference Case 1 | Committed and allocated development and infrastructure in place by 2026 |
| RC2-2026 | 2026 OxSRFI Reference Case 2 | Committed development and infrastructure in place by 2026, no allocated development / infrastructure |
| RC1-2031 | 2031 OxSRFI Reference Case 1 | Committed and allocated development and infrastructure in place by 2031 |
| RC1A-2031 | 2031 OxSRFI Reference Case 1A | Committed and allocated development and infrastructure in place by 2031, including Heyford Park bus gate |
| DM1 | 2026 OxSRFI Do Minimum 1 | 2026 Reference Case 1 plus OxSRFI Phase 1, with no embedded highway mitigation other than site access |
| DM2 | 2026 OxSRFI Do Minimum 2 | 2026 Reference Case 2 plus full OxSRFI scheme, with no embedded highway mitigation other than site access |
| DM3 | 2031 OxSRFI Do Minimum 3 | 2031 Reference Case 1 plus full OxSRFI scheme, with no embedded highway mitigation other than site access |
| DS1 | 2026 OxSRFI Do Something 1 | 2026 Do Minimum 1 plus OxSRFI Phase 1 embedded highway mitigation |
| DS2 | 2026 OxSRFI Do Something 2 | 2026 Do Minimum 2 plus full OxSRFI embedded highway mitigation |
| DS3 | 2031 OxSRFI Do Something 3 | 2031 Do Minimum plus full OxSRFI embedded highway mitigation |
| DS4 | 2031 OxSRFI Do Something 4 | 2031 Do Something 3 plus Albion Land development with associated embedded highway mitigation |

- Each of the above scenarios would be created specifically for the OxSRFI development site, with the work needing to be undertaken detailed below

# OxSRFI SATURN Modelling

## Revised Modelling Methodology and Fee Proposal (9th February 2022)

**Work Item B-2019: 2019 OxSRFI Base Scenario**

- This would use the 2016 Base scenario as a starting point.
- Produce new uncertainty log for 2019.
    - This would utilise the 2019 Cherwell District Council (CDC) Annual Monitoring Report (AMR) to ascertain the scale of allocated residential developments that were in place by 31st March 2019.
    - Discussions would be undertaken with CDC and Oxfordshire County Council (OCC) to ascertain what committed residential and non-residential developments should be included.
    - Discussions would also be undertaken with OCC to ascertain which infrastructure schemes should be included.
- Code in any network changes required due to the new 2019 uncertainty log and / or other committed developments.
- Produce new matrix building python files and spreadsheets as per the new 2019 uncertainty log.
- Run the Variable Demand Model (VDM) and produce new trip matrices.
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

**Work Item B-2021: 2021 OxSRFI Base Scenario**

- This would use the 2019 Base scenario as a starting point.
- Produce new uncertainty log for 2021.
    - This would utilise the 2021 CDC AMR to ascertain the scale of allocated residential developments that that were in place by 31st March 2021.
    - Discussions would be undertaken with CDC and Oxfordshire County Council (OCC) to ascertain what committed residential and non-residential developments should be included.
    - Discussions would also be undertaken with OCC to ascertain which infrastructure schemes should be included.
- Code in any network changes required due to the new 2021 uncertainty log and / or other committed developments.
- Produce new matrix building python files and spreadsheets as per the new 2021 uncertainty log.
- Run the VDM and produce new trip matrices.
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

# Revised Modelling Methodology and Fee Proposal (9th February 2022)

**Work Item RC1-2026: 2026 OxSRFI Reference Case 1 Scenario**

- This would use the existing 2026 with Heyford Park Allocation scenario as the starting point. This scenario includes the Heyford Park development and associated highway mitigation works, however it pre-dates the final mitigation schedule that has recently been agreed with OCC, and the modelled network would therefore be updated accordingly.
- Produce new uncertainty log for 2026 (committed and allocated development and infrastructure).
    - This would utilise the 2021 CDC AMR to ascertain the scale of allocated residential developments that will in place by 2026.
    - Discussions would be undertaken with CDC and Oxfordshire County Council (OCC) to ascertain what committed residential and non-residential developments should be included.
    - Discussions would also be undertaken with OCC to ascertain which infrastructure schemes should be included.
- Code in any network changes required due to the new 2026 uncertainty log and / or other committed developments.
- Produce new matrix building python files and spreadsheets as per the new 2026 uncertainty log.
- Run the VDM and produce new trip matrices.
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

**Work Item RC2-2026: 2026 OxSRFI Reference Case 2 Scenario**

- This would use the 2026 OxSRFI Reference Case 1 Scenario as a starting point.
- Produce an amended uncertainty log for 2026 to include only committed development and infrastructure.
- Amend the 2026 OxSRFI RC1 network to include only committed development infrastructure
- Amend the 2026 OxSRFI RC1matrix building python files and spreadsheets to include only committed development.
- Run the VDM and produce new trip matrices.
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

# Revised Modelling Methodology and Fee Proposal (9th February 2022)

**Work Item RC1-2031: 2031 OxSRFI Reference Case 1 Scenario**

- This would use the existing 2031 Kingsmere Update with Heyford Park scenario as a starting point.
- Produce new uncertainty log for 2031 (committed and allocated development and infrastructure).
    - This would utilise the 2021 CDC AMR to ascertain the scale of allocated residential developments that will in place by 2031.
    - Discussions would be undertaken with CDC and Oxfordshire County Council (OCC) to ascertain what committed residential and non-residential developments should be included.
    - Discussions would also be undertaken with OCC to ascertain which infrastructure schemes should be included.
- Code in any network changes required due to the new 2031 uncertainty log and / or other committed developments.
- Produce new matrix building python files and spreadsheets as per the new 2031 uncertainty log.
- Run the VDM and produce new trip matrices.
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

**Work Item RC1A-2031: 2031 OxSRFI Reference Case 1A Scenario**

- This would use the 2031 OxSRFI Reference Case 3 scenario as a starting point.
- Code the Heyford Park bus gate into the network.
- It is proposed that the 2031 OxSRFI Reference Case 3 trip matrices be used. This will show the impact on traffic distribution
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

# Revised Modelling Methodology and Fee Proposal (9th February 2022)

**Work Item DM1: 2026 OxSRFI Do Minimum 1 Scenario**

- This would use the 2026 OxSRFI Reference Case 1 scenario as a starting point.
- Code the OxSRFI site access junction and development zone into the network.
- Amend the 2026 OxSRFI RC1 matrix building python files and spreadsheets to include the OxSRFI Phase 1 development.
- Run the VDM and produce new trip matrices.
- Manually adjust the car and heavy vehicle matrices so that vehicles match the site-specific data to be provided by ADC.
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

**Work Item DM2: 2026 OxSRFI Do Minimum 2 Scenario**

- This would use the 2026 OxSRFI Reference Case 2 scenario as a starting point.
- Code the OxSRFI site access junction and development zone into the network.
- Amend the 2026 OxSRFI RC2 matrix building python files and spreadsheets to include the full OxSRFI development.
- Run the VDM and produce new trip matrices.
- Manually adjust the matrices so that vehicles match the site-specific data.
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

**Work Item DM3: 2031 OxSRFI Do Minimum 3 Scenario**

- This would use the 2031 OxSRFI Reference Case 1 scenario as a starting point.
- Code the OxSRFI site access junction and development zone into the network.
- Amend the 2031 OxSRFI RC1 matrix building python files and spreadsheets to include the full OxSRFI development.
- Run the Variable Demand Model (VDM) and produce new trip matrices.
- Manually adjust the matrices so that vehicles match the site-specific data.
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

**Work Item DS1: 2026 OxSRFI Do Something 1 Scenario**

- This would use the 2026 OxSRFI Do Minimum 1 scenario as a starting point.
- Code the OxSRFI Phase 1 embedded highway mitigation into the network.
- Run the VDM and produce new trip matrices.
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

**Work Item DS2: 2026 OxSRFI Do Something 2 Scenario**

- This would use the 2026 OxSRFI Do Minimum 2 scenario as a starting point.
- Code the full OxSRFI embedded highway mitigation into the network.
- Run the VDM and produce new trip matrices.
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

**Work Item DS3: 2026 OxSRFI Do Something 3 Scenario**

- This would use the 2031 OxSRFI Do Minimum 3 scenario as a starting point.
- Code the full OxSRFI Phase 1 embedded highway mitigation into the network.
- Run the VDM and produce new trip matrices.
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

**Work Item DS4: 2026 OxSRFI Do Something 4 Scenario**

- This would use the 2031 OxSRFI Do Something 3 scenario as a starting point.
- Code the Albion Land zones, site accesses and highway mitigation scheme into the network.
- Amend the 2031 OxSRFI DM matrix building python files and spreadsheets to include the Albion Land development.
- Run the VDM and produce new trip matrices.
- Assign trip matrices to the network and check the model.
- Produce output data from the model (see notes in section below).

# Revised Modelling Methodology and Fee Proposal (9th February 2022)

**Data Output**

- Turning movement spreadsheets for all scenarios. We have allowed for providing data for up to 20 junctions, with the final scope to be advised by ADC.
- Shape files providing AADT and AAWT link flows (total traffic and HGVs) and average speeds, for use in the assessment of environmental effects.
- Peak hour data plots for all scenarios showing link flows and Volume over Capacity (VoC) data.
- Peak hour Select Link Analysis plots for the with development scenarios showing the routing of OxSRFI traffic.
- Peak hour difference plots comparing the link flows data for different scenarios. Scope of plots (study area) to be advised by ADC.
- The above noted plots will be produced using GIS, and will detail the data on an OS mapping background.

# APPENDIX 13

# SUMMARY OF AGREED TRANSPORT MODELLING SCENARIOS

# SUMMARY OF AGREED TRANSPORT MODELLING SCENARIOS

## Background

1. This technical note summarises the agreements between the local highway authority, Oxfordshire County Council (OCC), National Highways, and the Applicant regarding the transport modelling scenarios to be examined to support the DCO application for the proposed OxSRFI development.

2. This version of the technical note supersedes the previous versions and agreements. It sets out the position agreed with OCC and National Highways following the project pause and following initial BTM modelling in May 2025. The version of the note captures the agreements following the resolution to grant planning permission that was received for the Albion Land scheme adjacent to M40 J10[1].

## Assessment Years

3. The key years for the OxSRFI development are as follows:
   - 2031 year of opening.
   - 2034 completion year.

4. In addition, OCC and Cherwell District Council (CDC) wish to understand the cumulative effects of the OxSRFI scheme with the proposed Local Plan 2042 growth.

## Assessment requirements

5. There are different assessment requirements to satisfy as part of the DCO application. These are as follows:
   - the requirements in DfT Circular 01/2022 for assessment of the Strategic Road Network (SRN)
   - ensuring a robust assessment for the Environmental Impact Assessment (EIA) and associated Environmental Statement (ES)
   - OCC's and CDC's request for assessment at the end of the proposed Cherwell Local Plan 2042 period, which it is agreed is to be considered as a sensitivity test.

6. These are discussed in further detail below.

### *DfT Circular 01/2022 compliant scenario*

7. DfT Circular 01/2022 sets out the requirements for the assessment of the SRN. Paragraph 50 of the Circular details the requirement for an opening year assessment including the trips generated by the proposed development. National Highways have confirmed that an opening year assessment should always be undertaken for 100% of the development being in place and is to be based on the year of first occupation (regardless of when the site will be fully occupied). Accordingly, this is 2031.

8. Paragraph 49 explains the requirements for the assumptions underpinning projected levels of traffic to be included in the assessment, including committed development as defined in Footnote 21.

[1] Albion Land planning application references 21/03268/OUT, 21/03267/OUT, and 21/03266/F

9. Footnote 21 states "*Where development proposals are consistent with an up-to-date plan or strategy (or where there is no up-to-date plan or strategy), this should include all relevant development that is consented or allocated where there is a reasonable degree of certainty* [it] *will proceed within the next 3 years and include the full amount of development to be built. Where development proposals are not consistent with an up-to-date plan or strategy, this should include all relevant development that is consented or allocated over the entirety of the plan period. In some instances, due regard should be had to permissions and allocations in neighbouring authorities. The inclusion or exclusion of specific developments should be agreed with the local planning authority at pre-application stage".*

10. CDC have consulted on their proposed Cherwell Local Plan 2042, but it is not adopted and therefore there is no certainty that it will be taken forward as proposed. In accordance with Footnote 21, the DfT Circular compliant scenario should therefore include development "…*that is consented or allocated where there is a reasonable degree of certainty* [it] *will proceed within the next 3 years and include the full amount of development to be built*". This is agreed by National Highways.

11. The impact of the OxSRFI scheme on the SRN will be assessed against the DfT 01/2022 Circular compliant assessment scenario.

### *Scenarios for assessment of environmental impacts*

12. The EIA assessment scenarios need to ensure a realistic and robust assessment. A longer design horizon does not necessarily provide a more robust assessment. This is because the additional traffic growth dilutes the development impacts as compared to an assessment in the year of completion. This is relevant to the assessment of the potential environmental impacts that will be considered in the Transport, Air Quality and Noise chapters of the ES. For Air Quality, vehicle emissions, and therefore pollutant concentrations, are expected to decrease year on year. The worst case for the assessment of Air Quality and Noise environmental impacts is therefore likely to be when the development traffic is at the greatest proportion of the background traffic. This is taken to be the year that the scheme would be built out, which is 2034. Hence, to be robust the assessment in the ES needs to consider the year of completion.

13. For the reasons given above, the 2034 Completion Year assessment includes only those consented or allocated development and infrastructure schemes that are forecast to be built out by 2034. It has been agreed that the 2034 Completion Year include for some of the proposed Cherwell Local Plan 2042 growth, calculated on a pro-rata basis. This is discussed in the Uncertainty Log section below.

14. It is also necessary as part of the ES to assess the impacts of the first phase of the OxSRFI development and embedded highway mitigation in the Opening Year, which is 2031. Again, for the reasons given above, the 2031 Opening Year assessment includes only those consented or allocated development and infrastructure schemes that are forecast to be built out by 2031. This scenario will also provide traffic flow data to demonstrate the satisfactory operation of the first phase of embedded highway mitigation.

15. The final scenario is the 2042 Future Year, to coincide with the end of the Local Plan period and to include the growth that is proposed as part of the proposed Cherwell Local Plan 2042. The 2042 scenario includes for the full amount of Local Plan growth that has been proposed in the Cherwell Local Plan 2042, but without the infrastructure changes that would be required to accommodate that growth (as these have not yet been determined). Such an unmitigated scenario results in an unrepresentative future baseline position meaning it is difficult to isolate

the impacts of the proposed OxSRFI development. It has therefore been agreed that this scenario will be included as a sensitivity test to assist OCC's forward planning and would be for information only.

16. The 2031 Opening Year and 2034 Completion Year scenarios will therefore be the future year scenario for the ES assessment and the future year scenarios used to identify the need for any additional mitigation measures on OCC's highway network. The 2042 Future Year scenario will be included as a sensitivity test to assist OCC's forward planning and will be for information only.

*Uncertainty log*

17. OCC have developed an Uncertainty Log for the 2031 and 2042 future years as part of their work on the proposed Cherwell Local Plan. It is agreed that the 2034 Uncertainty Log is based on a linear interpolation between the 2031 and 2042 logs.

18. There is a live planning application (25-00284-F) submitted in relation to the draft employment allocation site BIC E1. There is a requirement via draft policy BIC E1 for the associated development to provide a highway improvement at M40 J9. CDC have advised that that site is likely to come forward early. Hence, it has been agreed that assessment scenarios that include draft allocation BIC E1 should include the M40 J9 improvement scheme submitted as part of the planning application for that site. This is relevant to the 2042 Future Year assessment and the 2034 Completion Year. The 2031 Opening Year and the DfT 01/2022 Circular assessment scenarios do not include the draft allocation and hence are not affected.

19. In addition, it has been agreed with OCC, for the purposes of assessment of the OxSRFI scheme, that the mitigation scheme at Middleton Stoney crossroads (Inf148 in the Uncertainty Logs) associated with the Heyford Park planning permission should not be included in any of the reference case or do-something modelling scenarios, as it is now considered unlikely to be implemented. Further, whilst the improvement to provide traffic signal control at the B430/Ardley Road staggered crossroads in Ardley village is a committed scheme included in the reference case scenarios, it would be unlikely to be implemented should OxSRFI proceed as the Ardley Bypass would negate the need for the signal control scheme. Accordingly, this infrastructure scheme (Inf149 in the Uncertainty Logs) is not included in any of the do-something scenarios that include the Ardley Bypass.

20. The previous base year scenarios have been updated due to the passage of time since the scheme pause. Base years are now provided for 2023 and 2024.

21. At the 3 July 2025 Cherwell District Council planning committee, the Albion Land scheme (3 planning applications) received a resolution to grant planning permission, and the Tritax Big Box development received a resolution to refuse planning permission.

22. The Albion Land development (3 planning applications) is not yet a commitment, as planning permission is subject to the S106 Agreement and JR period. However, the Applicant has taken the advice of the Transport Working Gorup that the Albion Land scheme be included in the BTM strategic transport modelling as a commitment. Accordingly, the Applicant on this occasion, was willing to include the Albion Land scheme in the Reference Case and Do-Something scenarios.

23. That means that the highway improvement at Baynard's Green, as shown drawing on '216285-A-14A A43 Baynard's Green Roundabout – GA' that is required to be implemented by the Albion Land scheme prior to occupation of that development, will be included in the future Reference Case scenarios.

24. The inclusion of the Albion Land scheme in the Reference Case presupposes that that scheme will be in place prior to the OxSRFI scheme. It follows that the future position at Baynard's Green will be with the Albion Land highway improvement in place.

25. Accordingly, the Do-Something scenarios considers the 'Scenario 3' OxSRFI improvements at Baynard's Green, which will build upon the improvement works provided by the Albion Land scheme. The 'Scenario 3' OxSRFI improvement scheme at Baynard's Green is shown on drawing OxSRFI-BWB-GEN-XX-SK-CH-SK097-S1-P02 at **Appendix A.**

26. The DCO for OxSRFI will include provisions for OxSRFI to implement an alternative highway improvement for Baynard's Green should OxSRFI come forward ahead of the Albion Land scheme, or the Albion Land scheme is not progressed.

27. Following advice from CDC, a single sensitivity test will also be undertaken (Scenario DS5A) in which the Tritax scheme will be included in the 2034 Do-Something scenario. This will provide a cumulative assessment with the Albion Land, Tritax and OxSRFI schemes in place.

## Agreed assessment scenarios

28. Based on the above requirements it has been agreed with OCC and National Highways that the following scenarios will be assessed:
    1. **DfT Circular 01/2022 Compliant Scenario**: used for assessment of the impact on the SRN (in the opening year with 100% of the development and all embedded highway mitigation).
    2. **2031 Opening Year Scenario**: opening year assessment for the ES, with first phase of the development and first phase of embedded mitigation works, used to demonstrate the suitability of proposed first phase of development on both SRN and OCC network, and for use in the ES.
    3. **2034 Completion Year Scenario**: completion year assessment for the ES, with all development and all embedded mitigation works, used for ES year of completion assessment (worst case for air quality and noise assessment), and assessment of impacts on OCC's network in year of completion.
    4. **2042 Future Year (Sensitivity Test) Scenario**: end of Local Plan period, for information only.

29. Scenarios 2, 3 and 4, will be assessed with and without the impact of the Travel Plan.

30. Notwithstanding the guidance in DfT 01/2022 Circular that allows for the effects of the Travel Plan to be taken in to account, National Highways have requested that reductions in vehicle trips associated with the Travel Plan are not applied to the vehicle traffic generation for assessment of impacts on the SRN (scenario 1). This is because they expect that the impact on the Travel Plan will be limited on the SRN.

31. With the above as context, **Tables 1 to 3** that are provided at the rear of this technical note set out the scenario testing that will be undertaken to support the Transport Assessment and ES for OxSRFI. The scenarios have been agreed with OCC and National Highways.

32. **Table 1** details the Core Scenarios. It includes:
    - the 2023 and 2024 *Base year* scenarios
    - the three core *Reference Case* scenarios (future baseline without OxSRFI)
    - the *Do-minimum scenario* (future baseline with OxSRFI but without the associated embedded highway mitigation)

- the three core *Do-something scenarios* (future baseline with OxSRFI with the associated embedded highway mitigation).

33. **Table 2** details the three core with Travel Plan Do-something scenarios.

34. **Table 3** details the three sensitivity test scenarios. These are;
    - RC4A = the 2042 Reference Case scenario to coincide with the end of the Local Plan period.
    - DS4A = the 2042 Do-Something scenario to coincide with the end of the Local Plan period.
    - DS5A = 2034 sensitivity test with the Tritax[2] planning application.

35. The sensitivity test scenarios are provided for information only, for the reason explained at paragraphs 15 and 16.

## OCC's Implementing 'Decide and Provide: Requirements for Transport Assessments guidance

36. It has been agreed with OCC that any 'low growth' sensitivity testing to consider a reduction in background traffic compared to the core growth scenario, will be considered outside of the strategic traffic modelling, on a specific junction by junction basis. This would only be required for OCC study area junctions, and likely only those in more urban areas. The parameters for that work will be agreed with OCC at the appropriate time.

**ADC Infrastructure Ltd**
**31/07/2025**

[2] Tritax planning application reference 22/01340/OUT.

**Table 1: Core scenarios**

| | ID | year | scenario name | reference case parameter | development case and embedded highway mitigation parameters | to be used for |
|---|---|---|---|---|---|---|
| Base | B-2023 | 2023 | baseline year | development and infrastructure in place by 2023 | n/a | base year traffic flows for Air Quality model verification |
| | B-2024 | 2024 | baseline year | development and infrastructure in place by 2024 | n/a | base year traffic flows |
| Reference Case | RC1A SRN | 2031 | DfT Circular 01/2022 compliant scenario | committed and allocated development and infrastructure (as per definition given at Footnote 21 of the Circular) | n/a | reference case traffic flows for the DfT Circular 01/2022 compliant assessment scenario for assessment of the strategic road network |
| | RC2A | 2031 | Reference case opening year | committed and allocated development and infrastructure in place by 2031 (in accordance with the proposed Cherwell Local Plan 2042 consultation) | n/a | reference case traffic flows in opening year for assessment of environmental effects<br><br>reference case opening year for assessment of local highway network and strategic road network |
| | RC3A | 2034 | Reference case completion year | committed and allocated development and infrastructure in place by 2034 (in accordance with the proposed Cherwell Local Plan 2042) and including M40 J9 improvement scheme associated with live planning application 25-00284-F) | n/a | reference case traffic flows for assessment of environmental effects in year of completion<br><br>reference case completion year for assessment of local highway network |

| | ID | year | scenario name | reference case parameter | development case and embedded highway mitigation parameters | to be used for |
|---|---|---|---|---|---|---|
| Development case Do minimum | DMA | 2034 | Do minimum completion year (with OxSRFI, without embedded highway mitigation) | as RC3A | 100% of OxSRFI, no embedded highway mitigation (other than site access) – no Travel Plan | assessment of development impacts without interventions |
| Development case Do Something | DS1A SRN | 2031 | Do Something DfT Circular 01/2022 compliant scenario | as RC1A | 100% of OxSRFI, with all embedded highway mitigation, no Travel Plan | assessment of development in the DfT Circular 01/2022 compliant assessment scenario for assessment of the strategic road network |
| | DS2A | 2031 | Do Something opening year | as RC2A | first phase of OxSRFI with embedded mitigation for first phase, no Travel Plan | assessment of first phase of development environmental effects in year of opening<br><br>assessment of first phase of development in opening year for assessment of local highway network and strategic road network |
| | DS3A | 2034 | Do Something completion year | as RC3A | 100% of OxSRFI, with all embedded highway mitigation, no Travel Plan | assessment of development environmental effects in year of completion<br><br>assessment of development in opening year for assessment of local highway network |

**Table 2: With Travel Plan**

| | ID | year | scenario name | reference case parameter | development case and embedded highway mitigation parameters | to be used for |
|---|---|---|---|---|---|---|
| Development Case – with Travel Plan | DS2AwTP | 2031 | Do Something opening year, with Travel Plan | as RC2A | first phase of OxSRFI with embedded mitigation for first phase, with Travel Plan | test for DS2A with Travel Plan |
| | DS3AwTP | 2034 | Do Something completion year, with Travel Plan | as RC3A | 100% of OxSRFI, with all embedded highway mitigation, with Travel Plan | test for DS3A with Travel Plan |
| | DS4AwTP | 2042 | Do Something future year sensitivity test, with Travel Plan | as RC4A | 100% of OxSRFI, with all embedded highway mitigation, with Travel Plan | test for DS4A with Travel Plan |

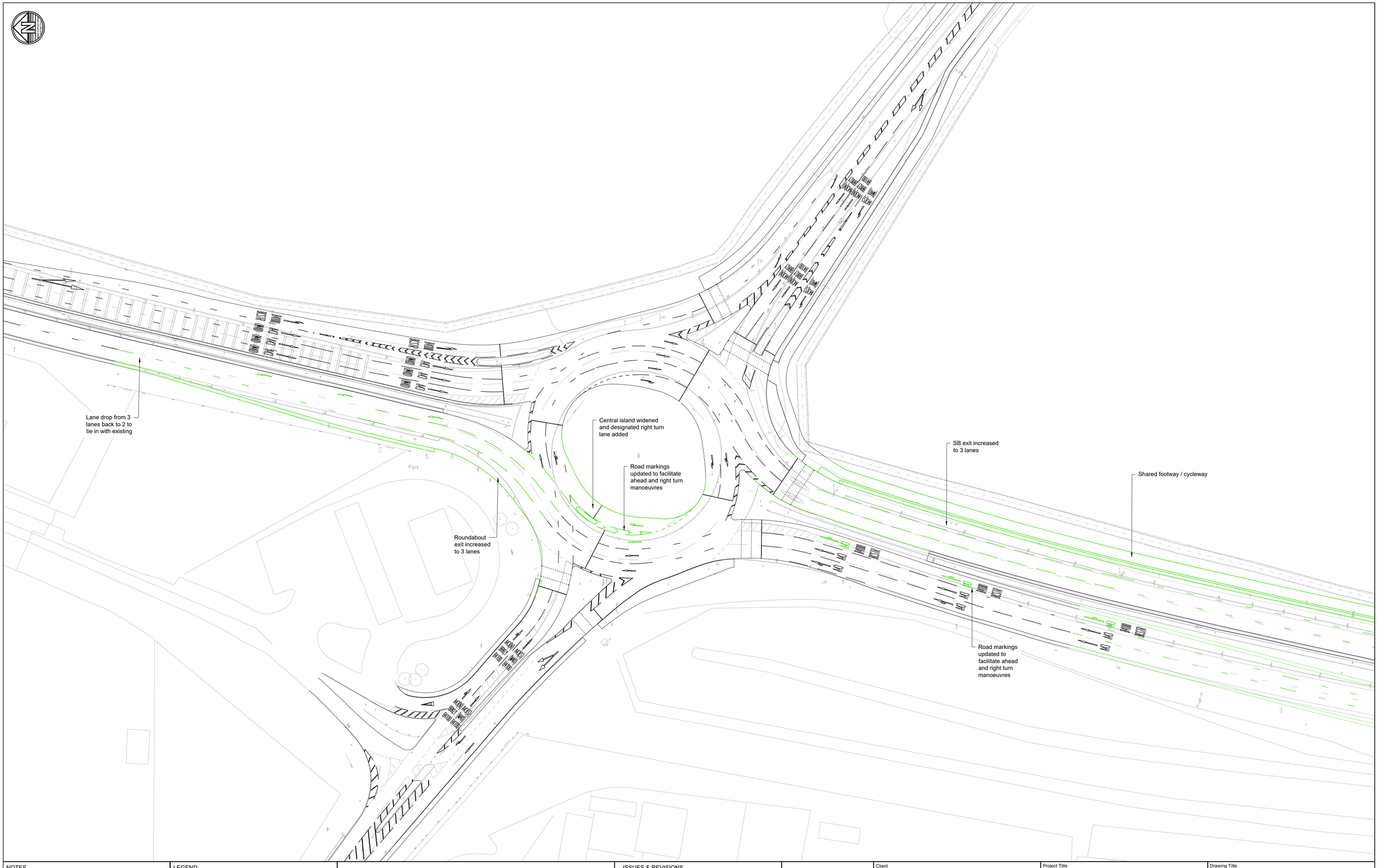
**Table 3: Sensitivity test BTM scenarios**

| | ID | year | scenario name | reference case parameter | development case and embedded highway mitigation parameters | to be used for |
|---|---|---|---|---|---|---|
| Development Case – Sensitivity Test | RC4A | 2042 | Reference case future year sensitivity test | committed and allocated development and infrastructure within Local Plan period up to 2042 (as per the proposed Cherwell Local Plan 2042) and including M40 J9 improvement scheme associated with live planning application 25-00284-F) | n/a | reference case traffic flows for sensitivity test, provided for information |
| | DS4A | 2042 | Do Something future year sensitivity test | as RC4A | 100% of OxSRFI, with all embedded highway mitigation, no Travel Plan | provided for information |
| | DS5A | 2034 | Do Something future year sensitivity test, with Tritax planning application in place* | as RC3A + Tritax development proposals | As per DS3A for OxSRFI. | With development traffic flows for 'with Tritax sensitivity test' |

*Tritax planning application reference 22/01340/OUT

# APPENDIX A

# A43 Baynard's Green improvement scheme general arrangement




NOTES

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

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LEGEND

- Additional works
- Albion / Tritax proposal

ISSUES & REVISIONS

| Rev | Date | Details of issue / revision | Drw | Rev |
|---|---|---|---|---|
| P01 | 06.11.24 | Preliminary Issue | SB | SRH |
| P02 | 06.02.25 | A43 NB approach amended to 3 lanes | SRH | SRH |

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Drawing Title
**BAYNARDS GREEN GENERAL ARRANGEMENT OPTION 28A ALTERNATIVE SCHEME**

| Drawn: | S. Birchall | Reviewed: | S. Hilditch | | |
|---|---|---|---|---|---|
| BWB Ref: | NTH2479 | Date: | 06.11.24 | Scale@A1: | 1:500 |

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**PRELIMINARY**

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Status: **S1** Rev: **P02**

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