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WYG Transport Planning

Tin Hat Regeneration Partnership LLP

The Crescent, Hinckley

Clarendon Road Traffic Study
Post Development Flows

Report No. RT54156-13
Final

WYG
Executive Park
Avalon Way
Anstey
Leicester
LE7 7GR

21 July 2016

REPORT CONTROL

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Contents

1 Introduction 1

1.1 Background 1

1.2 Agreement of Monitoring Survey 1

2 After Survey 3

2.1 Survey Purpose and Process 3

2.2 Validation of Survey Results 3

2.3 Analysis of Survey Results 4

2.4 Discussion of Survey Results 8

2.5 Conclusion 10

Tables

Table 1 – Comparison of ATC and Manual Counts

Table 2 – Average Daily Flows

Table 3 – Estimated Peak Hour Traffic using Clarendon Road as a Through Route

Table 4 – Estimated Peak Hour Traffic Using Clarendon Road for Other Purposes (e.g. Parking, Drop Offs)

Table 5 – Change in Traffic Using Clarendon Road between 2013 and 2016

Table 6 – Average Speeds

Figures

Figure 1 Site Location

Appendices

Appendix A – Existing Layout

Appendix B – Development Proposals

Appendix C – Traffic Survey Details

1 Introduction

1.1 Background

1.1.1 In September 2010 Hinckley and Bosworth Borough Council (HBBC) approved an Outline planning application for the redevelopment of the Hinckley Bus Station site, incorporating improved bus facilities, major car park, food superstore, new retail buildings, cinema, bowling and offices, referred to as "The Crescent" in Hinckley town centre. The site location is shown on **Figure 1**, the existing site layout and the environs are shown in **Appendix A**, and the development proposals, are shown in **Appendix B**.

1.1.2 LCoC had concerns that the closure of Brunel Road, as part of the proposed development, would increase traffic along Clarendon Road, so there were two approval conditions to address this matter.

- Planning approval Condition 12 states that "...the applicant shall carry out monitoring of through traffic on Clarendon Road on dates and times previously agreed in writing with the Local Planning Authority. The monitoring results shall then be submitted to and agreed in writing with the Local Planning Authority..."

- Planning approval condition (Condition 35) states that "Between 6 months and 12 months after the opening of the food store the applicant shall carry out monitoring of through traffic on Clarendon Road on dates and times previously agreed in writing with the Local Planning Authority. The monitoring results shall then be submitted to and agreed in writing the Local Planning Authority. If these results show a 5% or greater increase in through traffic in comparison to the survey carried out under condition 12 a scheme of mitigation and implementation by the developer shall be submitted to and approved by the Local Planning Authority....."

1.2 Agreement of Monitoring Survey

1.2.1 At the Conditions Implementation meeting with Leicestershire County Council (LCoC) on 27 August 2013, it was agreed that the Clarendon Road monitoring survey should comprise Before and After Surveys. The Before Survey would be undertaken for one full week in late October 2013, the last neutral month before the proposed closure of Brunel

Road in March 2014, and the After survey would be undertaken for one full week in late October 2015, 6 months after the proposed opening of the food superstore.

1.2.2 The first study report (the Before Study) was undertaken in late October 2013, and the study report submitted to HBBC on 20 November 2013 and approved. Details of the results are discussed in Section 2.

1.2.3 The food superstore did not open until November 5th 2016, so the After survey should have been undertaken in May 2016, 6 months after the opening of the food superstore. However, there are roadworks in the town centre, north of the superstore, requiring road closures and restrictions, which are programmed to finish summer 2016. Whilst most of these closures were unlikely to impact on the site, the closures during May / June were likely to create most impact. The After surveys were therefore agreed with LCC to be programmed for mid April. Details of the results are discussed in Section 2.

1.2.4 This document should be read in conjunction with the Before study, but, for ease of reference, some results from the Before study are reproduced in this report.

2 After Survey

2.1 Survey Purpose and Process

2.1.1 It was agreed with LCoC that the same survey contractors as those in the Before study should be used to ensure that the After survey process duplicates as far as possible the Before survey. It was agreed that surveys should be undertaken in mid April, and comprise:

- Automatic Traffic Counter's (ATC's) in the form of pneumatic tubes at each end of Clarendon Road, recording flows in each direction, as shown in **Appendix C,** for the period Tuesday 12 April to Monday 18 April;
- Directional manual registration number counts (recording times of entry / exit) at each end of Clarendon Road (same locations as the ATC's and same days / times as Before study) for the following periods
  - Friday 15 April 1500-1800
  - Saturday 16 April 1100-1400
  - Tuesday 12 April 0700-1000 and
  - Tuesday 12 April 1500-1800

2.1.2 The purpose of the ATC survey is to establish the volume of traffic currently using Clarendon Road and the purpose of the registration plate survey is to establish which vehicles are "rat running" along Clarendon Road, and which are parking along the road, and for what length of time. It was agreed with LCoC that the most relevant times for the registration plate survey would be during the shopping peaks of The Crescent and the normal weekday periods.

2.2 Validation of Survey Results

2.2.1 All the ATC and manual count survey results are shown in **Appendix C.** To check the consistency between the two sets of results, an hourly comparison of the results of the manual (registration number) counts and ATC's over the common assessment periods has been undertaken and the results over the 3 hour period are summarised in **Table 1.**

Table 1 – Comparison of ATC and Manual Counts

Site	ATC	Manual	ATC	Manual	Percentage Difference		
Site 1	E/B		W/B		E/B	W/B	Two Way
Friday	152	152	116	106	100%	109%	104%
Saturday	0	96	0	67	0%	0%	0%
Tuesday AM	82	74	81	79	111%	103%	107%
Tuesday PM	129	117	98	103	110%	95%	103%
Site 2	E/B		W/B		E/B	W/B	
Friday	167	173	133	142	97%	94%	95%
Saturday	97	107	78	79	91%	99%	94%
Tuesday AM	73	90	76	105	81%	72%	76%
Tuesday PM	139	147	131	113	95%	116%	104%

2.2.1 It can be seen that the differences between the two counts over each 3 hour survey period are generally within 10% of each other, except at Site 1 (Saturday peak) and Site 2 (Tuesday AM peak).

2.2.2 The ATC flows results shown in **Appendix C** have been examined for the whole and those periods where inconsistencies are indentified. The only area clearly identified is between 10:00 and 13:00 on Saturday when the ATC at Site 1 did not record flows in either direction. (It should be added that the ATC did not record flows between 20:00 on Friday and 15:00 on Saturday). This is likely to be due to a vehicle parking on the pneumatic tubes.

2.2.3 There was no obvious reason why the ATC should be lower than the Manual counts at Site 2 (Tuesday AM peak). However, overall, there is a reasonable correlation between the manual and ATC traffic counts.

2.3 Analysis of Survey Results

Daily Flows

2.3.1 From the ATC output, the average daily (24 hour) flow in each direction has been derived and the results are shown in **Table 2**. The 2013 data from **Table 2** of the Before study is also included for ease of comparison, along with the percentage difference.

Table 2 – Average Daily Flow (vehicles)

Survey	Direction	SITE 1		SITE 2	
		5 Day Ave	7 Day Ave	5 Day Ave	7 Day Ave
2016 Survey	Eastbound	417	350	465	418
	Westbound	405	331	445	389
	Total	822	681	910	807
2013 Survey	Eastbound	377	338	448	371
	Westbound	319	278	391	320
	Total	696	616	839	691
Percentage Difference	Eastbound	11%	4%	4%	13%
	Westbound	27%	19%	14%	22%
	Total	18%	11%	8%	17%

2.3.1 In summary, average 5 day weekday traffic flows have increased by up to 18% between 2013 and 2016, and average 7 day weekday traffic flows have increased by up to 17% over the same period. There is a significant variation in the percentage increase in the 5 day flows and 7 days flows between the two sites, and this is attributed to the Saturday ATC at Site 1 which did not record flows in either direction for part of the day.

2.3.2 It is also noted that the westbound flows have increased materially more than eastbound flows. This is discussed in more detail in Section 2.4.

2.3.3 As stated in the Before study, traffic flows along Clarendon Road are relatively low for a town centre street, so relatively small increases in traffic flows result in high percentage increases. This should be borne in mind when considering percentage increase / decrease between the Before and the After study.

Peak Hour Counts

2.3.4 In the manual count, the registration plate details were recorded for each vehicle for each direction at both sites. The results were then collated at 5 minute intervals, as shown in **Appendix C**. Any vehicles passing between the two survey sites within 5 minutes were assumed to have no purpose along the road (i.e. using Clarendon Road as a through route). The number of vehicles using Clarendon Road as a through route are summarised in **Table 3**. The summary 2013 data from the Before study is also included for ease of comparison, along with the percentage difference between 2013 and 2016.

Table 3 – Estimated Peak Hour Traffic using Clarendon Road as a Through Route

Start Time	Friday Peak	Saturday Peak	Tuesday PM Peak	Tuesday PM Peak
	12/10/2013	13/10/2013	15/10/2013	15/10/2013
	1500-1800	1100-1400	0700-1000	1500-1800
0700			29	
0800			40	
0900			47	
1000				
1100		33		
1200		58		
1300		41		
1400				
1500	70			36
1600	60			33
1700	49			72
TOTAL	179	122	96	141
TOTALS IN 2013	95	68	70	78
% INCREASE SINCE 2013	88%	79%	37%	81%

2.3.1 It can be seen that there is a substantial percentage increase in "through route" traffic. However, to offset this increase, there was a substantial reduction in vehicles passing between the two survey sites in excess of 5 minutes, so having a purpose along the road (mainly parking). The number of vehicles having a purpose along the road are summarised in **Table 4**.

Table 4 – Estimated Peak Hour Traffic Using Clarendon Road for Other Purposes (e.g. Parking, Drop Offs)

Start Time	Friday Peak	Saturday Peak	Tuesday PM Peak	Tuesday PM Peak
	12/10/2013	13/10/2013	15/10/2013	15/10/2013
	1500-1800	1100-1400	0700-1000	1500-1800
TOTALS IN 2016	79	36	50	51
TOTALS IN 2013	113	57	76	124
DECREASE SINCE 2013	34	21	26	73

2.3.2 The net change in flows along Clarendon Road taking into account both "through route" and "parking" traffic is shown in **Table 5**. It can be seen that there is an increase during weekend peaks of around 25% but a minor reduction during weekday peaks. This implies that the there is an increase during the Friday / Saturday shopping peaks but no material change for the rest of the week.

Table 5 – Change in Traffic Using Clarendon Road between 2013 and 2016

Start Time	Friday Peak	Saturday Peak	Tuesday PM Peak	Tuesday PM Peak
	12/10/2013	13/10/2013	15/10/2013	15/10/2013
	1500-1800	1100-1400	0700-1000	1500-1800
TOTALS IN 2016	258	158	146	192
TOTALS IN 2013	208	125	146	202
CHANGE SINCE 2013	50	33	0	-10
% DECREASE SINCE 2013	24%	26%	0%	-5%

Average Speeds

2.3.1 The average speeds in each direction have been obtained from the ATC output and these are shown in **Table 6**. The 2013 speed data from **Table 2** of the Before study is also included for ease of comparison, along with the percentage difference. It can be seen that, overall, the changes in speeds are minimal.

Table 6 – Average Speeds (mph)

Survey	Direction	SITE 1		SITE 2	
		85th percentile	Average	85th percentile	Average
2016 Survey	Eastbound	25.3	20.0	25.0	19.8
	Westbound	25.8	20.7	24.5	18.9
2013 Survey	Eastbound	25.5	20.1	23.9	19.0
	Westbound	26.2	21.3	22.7	17.9
Difference in Speeds	Eastbound	-0.2	-0.1	1.1	0.8
	Westbound	-0.4	-0.6	1.8	1.0

2.3.2 Traffic speeds are, in any case, relatively low due to the traffic calming effects of vehicle parking on both sides of the road, making two-way passage very limited.

2.4 Discussion of Survey Results

2.4.1 In summary, the ATC surveys indicate that weekday traffic along Clarendon road has increased by up to 18%. The manual counts indicate that traffic has increased by around 25% overall during the Friday / Saturday shopping peak periods, but there is minimal increase at other weekday shopping peaks. So, both surveys indicate that the through route traffic flows have increased by well over 5% (although Condition 25 is not specific about which period this 5% should be considered). However, these increases need to be considered against a number of factors.

2.4.2 The first point to make is that traffic flows along Clarendon Road are relatively low for a town centre street, so relatively small increases in traffic flows result in high percentage increases. An increase in excess of 5% is therefore very easily achievable. It should also be noted that a 5% change is also within industry recognised day to day variation of traffic flows.

2.4.3 Secondly, the results have to be considered in the context of when the initial study was undertaken prior to Outline Planning approval, and there have been a number of important changes since then, and this is described in the following paragraphs.

2.4.4 The original Transport Assessment (TA) that was submitted with the outline application was based on traffic flow data collected in 2009, and this data was used as the starting point to forecast flows in year 2015 with development. It was recognised that there would be a material increase in traffic flows on the road network due to natural traffic growth between 2009 and 2015, the development flows, and the closure of Brunel Road. It was assumed in the assessment that most of the increase in traffic would use Station Road / Hawley Road and also Station Road / Lancaster Road to move in an east-west direction. It is now evident from the Before and After survey results that some traffic has chosen to use Clarendon Road instead. It is considered that there are a number of reasons for this route change to Clarendon Road:

1. In the TA, westbound traffic was forecast to use Station Road / Hawley Road route, so would be required to turn right at the priority junction of Station Road with Hawley Road. There has been a significant increase in traffic along Hawley

Road due to new development along that road, and the right turn movement is subject to delay. Some of the right turn traffic appears to be choosing to rat-run along Clarendon Road rather than use Station / Hawley Road.

2. In contrast, the eastbound left turn movements from Hawley Road into Station Road are not significantly delayed at the priority junction, so this route is likely to be used in preference to Clarendon Road. Hence the increase in through traffic eastbound along Clarendon Road is materially lower than westbound. However, there are other factors affecting eastbound and westbound flows, as summarised is points 3 and 4.

3. When the assessment was undertaken, the Rugby Road / Hawley Road junction was a roundabout junction. Since then the junction has been converted from a roundabout to a traffic signal junction, as part of the Sketchley development. This change in junction treatment has had an effect on queues and delays to all movements at this junction, and disrupted flows from all directions, so drivers could be re-routing, affecting eastbound and westbound flows.

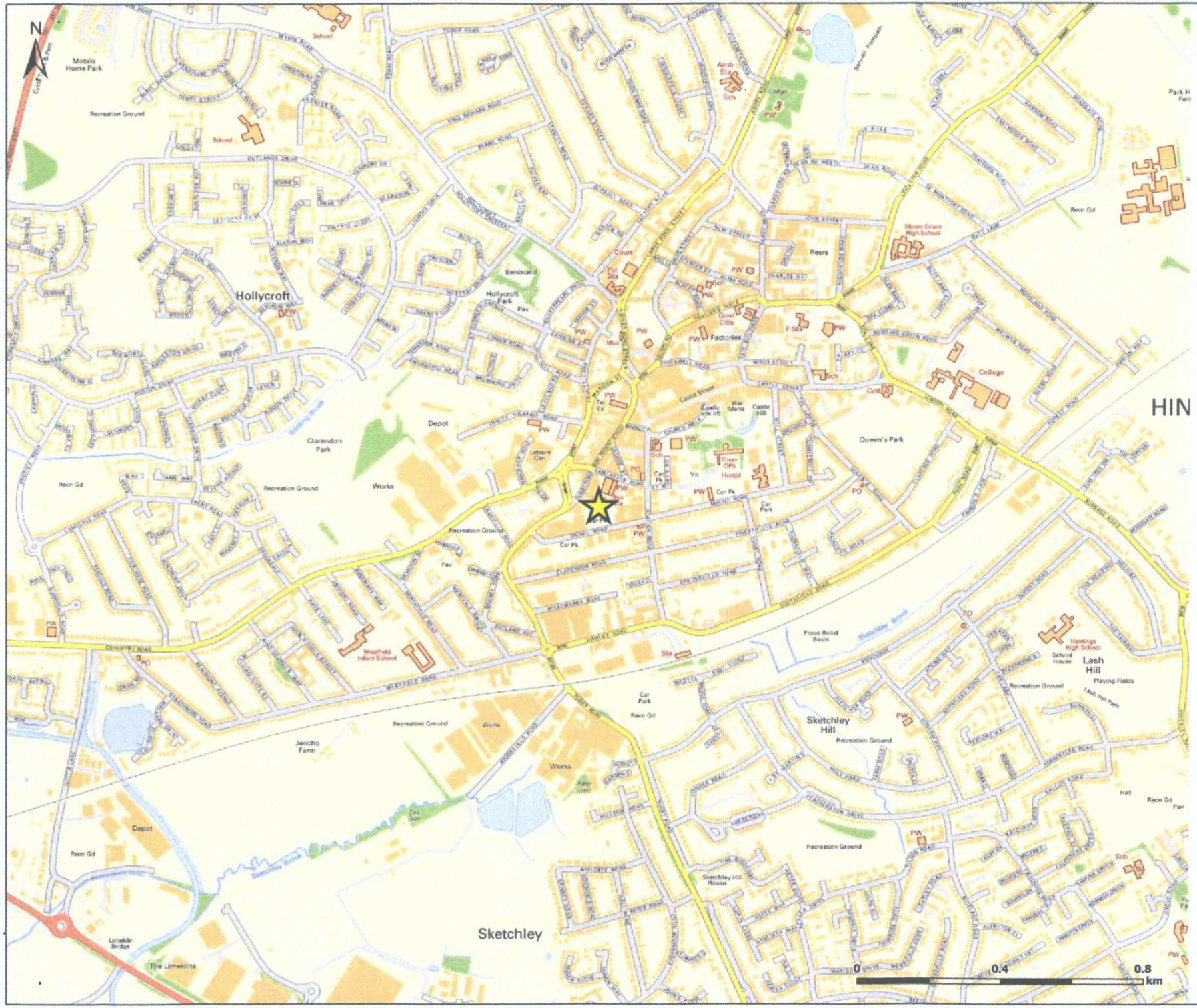
4. When the Rugby Road / Hawley Road junction was a roundabout, right turn traffic had equal priority with straight on movements, so, for instance, Rugby Road (northbound) traffic could turn right with equal priority to straight on traffic. At this traffic signal junction, the straight on and right turn movements are separately signalled, and phasing favours the straight on movements. Furthermore the right turn lanes are shorter than straight on lanes. As a consequence, right turn movements are more restricted than straight on movements. So, for instance, Rugby Road (northbound) traffic which formerly would have turned right into Hawley Road and then left into Station Road could well find that Clarendon Road is now a better route.

2.4.5 The increase in through traffic along Clarendon Road is therefore is not necessarily solely due to the Crescent development but could be due to other factors, including development along Hawley Road and the conversion of the Hawley Road / Rugby Road roundabout to a traffic signal junction, both of which were outside of the control of this development.

2.5 Conclusion

The Before and After survey results all point towards an increase in through traffic in excess of 5%, so under Condition 35, some mitigation is required. However, the changes may not be solely attributable to the Crescent Development and this needs to be considered, when under Condition 35, "...a scheme of mitigation and implementation by the developer shall be submitted to and approved by the Local Planning Authority..."

Figures



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Legend

Site Location

REV	DESCRIPTION	BY	CHK	APP	DATE

Client:
The Tin Hat Regeneration Partnership LLP

EXECUTIVE PARK
AVALON WAY
ANSTEY
LEICESTER
LE7 7GR
TEL: +44 (0)116 234 8000
FAX: +44 (0)116 234 8001
e-mail: leicester@wyg.com

Project:
The Crescent, Hinckley

Drawing Title:
Figure 1
Site Location

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	JC	23/03/10	DW	23/03/10	JJ	23/03/10

Project No.	Office	Type	Drawing No.	Revision
A054156	35	18	A054156-002	-

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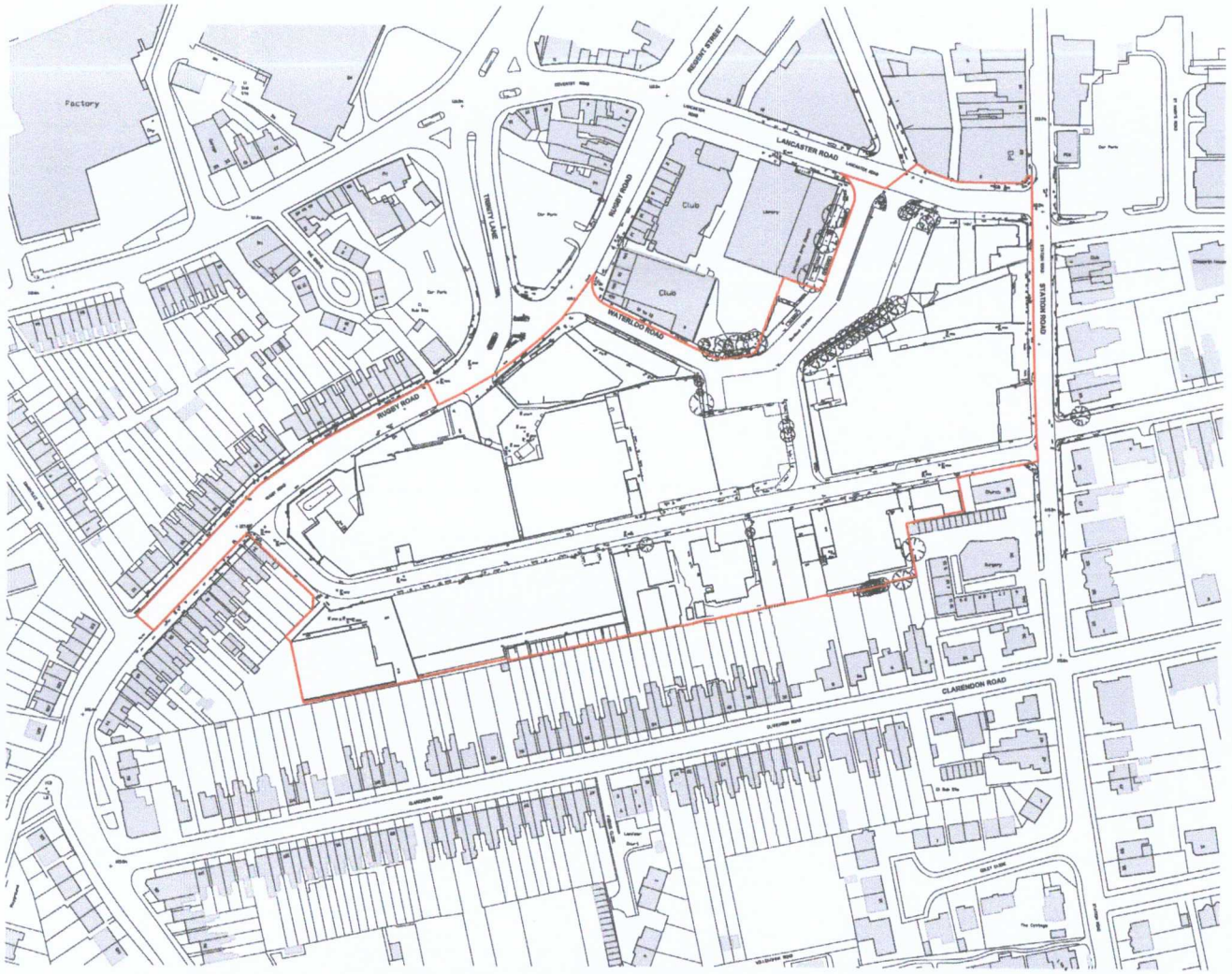
Appendix A

Existing Layout



LEGEND

Site Boundary

CLIENT
THE TIN HAT REGENERATION PARTNERSHIP LLP

STRUCTURAL ENGINEER
CLARKE BOND

SERVICES ENGINEER
URS COPORATION LTD

CONSULTANT
CYRIL SWEETT

KEY PLAN

NOTES:

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No.	Date	Comment	Drawn	Chkd
-	16.06.10	Issued for Planning	RD	RMB

Revisions

Issue Status
PLANNING

tp bennett + ENGL
architecture
interiors
planning

Project
The Crescent, Hinckley

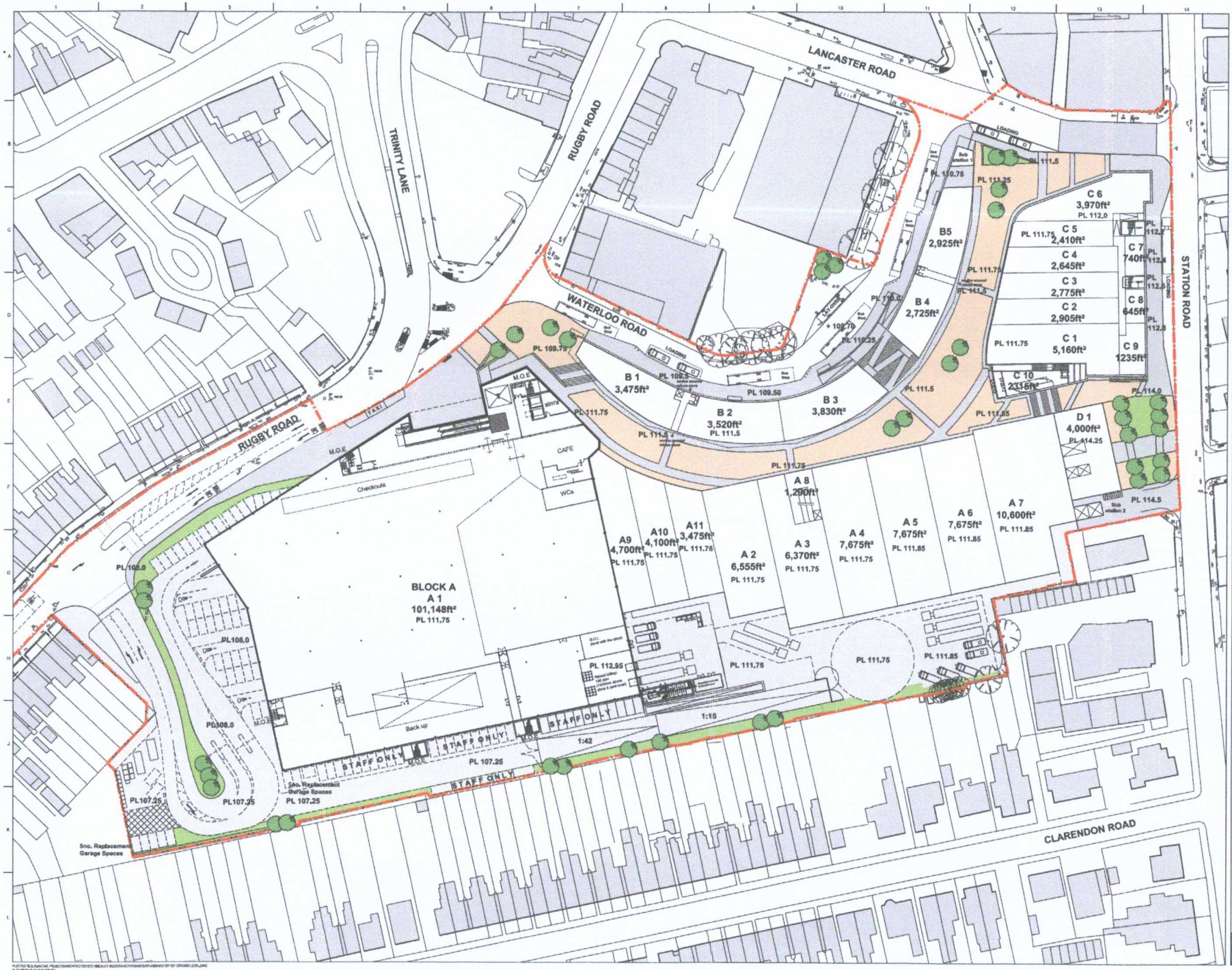
Drawing Title
Application Boundary Plan

Drawn: RD | Date: 12.04.2010 | Scale @ A1: 1:1000 | Alt. Ref.: -

tp bennett Project No.: E1012 | Drawing Number: P 001 | Rev: -

Appendix B

Development Proposals



CLIENT
THE TIN HAT REGENERATION PARTNERSHIP LLP

STRUCTURAL ENGINEER
CLARKE BOND

SERVICES ENGINEER
URS COPORATION LTD

CONSULTANT
CYRIL SWEETT

KEY PLAN

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No.	Date	Comment	Drawn	Chkd
-	15.06.10	Issued for Planning	RD	SWB

Revisions

Issue Status
PLANNING

tp bennett + ENGL
architecture
interiors
planning

Project
The Crescent, Hinckley

Drawing Title
Masterplan
Ground Level

Drawn	Date	Scale @ A1	All. Ref.
RD	26.04.2010	1:500	-

tp bennett Project No.	Drawing Number	Rev
E1012	P 021	-

Appendix C

Traffic Survey Details

REGISTRATION PLATE SURVEY
AM DATA

AXIOM Traffic Limited

JOB REF: 20151

DATE: 12/04/2016

JOB NAME: HINCKLEY

DAY: TUESDAY

LOCATION: CLARENDON ROAD (WEST)

	Site 1 Eastbound				
	Car	LGV	HGV	PSV	MCL
0700-0715	1	0	0	0	0
0715-0730	4	0	0	0	0
0730-0745	5	1	0	0	0
0745-0800	7	1	0	0	0
0800-0815	8	0	0	0	0
0815-0830	13	2	0	0	0
0830-0845	5	1	0	0	0
0845-0900	10	0	0	0	0
0900-0915	2	0	0	0	0
0915-0930	3	1	0	0	0
0930-0945	5	0	0	0	0
0945-1000	4	1	0	0	0

	Site 1 Westbound				
	Car	LGV	HGV	PSV	MCL
0700-0715	3	0	0	0	0
0715-0730	4	0	0	0	0
0730-0745	5	0	0	0	0
0745-0800	8	0	0	0	0
0800-0815	7	1	0	0	0
0815-0830	7	0	0	0	0
0830-0845	9	1	0	0	0
0845-0900	10	0	0	0	0
0900-0915	4	0	0	0	0
0915-0930	7	1	0	0	0
0930-0945	5	1	1	1	0
0945-1000	4	0	0	0	0

	In at Start				
	Car	LGV	HGV	PSV	MCL
In at Start	73	4	0	0	0

	In at End				
	Car	LGV	HGV	PSV	MCL
In at End	73	2	0	0	0

REGISTRATION PLATE SURVEY
AM DATA

AXIOM Traffic Limited

JOB REF: 20151

DATE: 12/04/2016

JOB NAME: HINCKLEY

DAY: TUESDAY

LOCATION: CLARENDON ROAD (EAST)

	Site 2 Eastbound				
	Car	LGV	HGV	PSV	MCL
0700-0715	1	0	0	0	0
0715-0730	5	0	0	0	0
0730-0745	5	1	0	0	0
0745-0800	9	1	0	0	0
0800-0815	3	0	0	0	0
0815-0830	11	3	0	0	0
0830-0845	11	1	0	0	0
0845-0900	8	0	0	0	0
0900-0915	7	1	0	0	0
0915-0930	13	1	0	0	0
0930-0945	3	0	0	0	0
0945-1000	6	0	0	0	0

	Site 2 Westbound				
	Car	LGV	HGV	PSV	MCL
0700-0715	2	0	0	0	0
0715-0730	5	0	0	0	0
0730-0745	5	0	0	0	0
0745-0800	9	0	0	0	0
0800-0815	6	0	0	0	0
0815-0830	9	1	0	0	0
0830-0845	10	0	0	0	0
0845-0900	16	0	1	0	0
0900-0915	17	1	0	0	0
0915-0930	8	1	0	1	0
0930-0945	4	2	0	0	0
0945-1000	7	0	0	0	0

REGISTRATION PLATE SURVEY

AXIOM Traffic Limited

JOB REF: 20151 **DATE:** 12/04/2016

JOB NAME: HINCKLEY **DAY:** TUESDAY

	ALL MATCHED RECORDS					
	Car	LGV	HGV	PSV	MCL	TOT
IN AT START	70	3	0	0	0	**73**
07:00:00	3	0	0	0	0	**3**
07:15:00	9	0	0	0	0	**9**
07:30:00	8	1	0	0	0	**9**
07:45:00	16	1	0	0	0	**17**
08:00:00	12	0	0	0	0	**12**
08:15:00	14	2	0	0	0	**16**
08:30:00	14	1	0	0	0	**15**
08:45:00	15	0	0	0	0	**15**
09:00:00	16	1	0	0	0	**17**
09:15:00	7	2	0	1	0	**10**
09:30:00	7	1	0	0	0	**8**
09:45:00	5	0	0	0	0	**5**
TOTAL	**196**	**12**	**0**	**1**	**0**	**209**

REGISTRATION PLATE SURVEY

AXIOM Traffic Limited

JOB REF: 20151

DATE: 12/04/2016

JOB NAME: HINCKLEY

DAY: TUESDAY

Notes: The Time Period is based on the time vehicles entered the cordon.
Where there is no data for a specific time period, no match has been observed.

Class	(All)
Match	(All)

This can be used to filter the trip times and trip options shown in the table.

	Duration						
Time Period	00:00:00	00:15:00	00:30:00	00:45:00	01:00:00	N/A	Total
IN AT START						73	73
07:00:00	3						3
07:15:00	8					1	9
07:30:00	5			1	1	2	9
07:45:00	13					4	17
08:00:00	7	1	1		1	2	12
08:15:00	14					2	16
08:30:00	10		3			2	15
08:45:00	9	1			2	3	15
09:00:00	10	1	2			4	17
09:15:00	7	1				2	10
09:30:00	7	1					8
09:45:00	3					2	5
Total	96	5	6	1	4	97	209

REGISTRATION PLATE SURVEY
PM DATA

AXIOM Traffic Limited

JOB REF: 20151

DATE: 12/04/2016

JOB NAME: HINCKLEY

DAY: TUESDAY

LOCATION: CLARENDON ROAD (WEST)

	Site 1 Eastbound				
	Car	LGV	HGV	PSV	MCL
1500-1515	2	1	0	0	0
1515-1530	9	1	0	0	1
1530-1545	12	0	0	0	0
1545-1600	3	0	0	0	0
1600-1615	8	0	0	0	0
1615-1630	4	1	0	0	0
1630-1645	7	1	0	0	0
1645-1700	11	2	0	0	0
1700-1715	20	0	0	0	0
1715-1730	8	0	0	0	0
1730-1745	15	0	0	0	0
1745-1800	11	0	0	0	0

	Site 1 Westbound				
	Car	LGV	HGV	PSV	MCL
1500-1515	4	0	0	0	0
1515-1530	11	1	0	0	0
1530-1545	9	1	0	0	0
1545-1600	7	0	0	0	0
1600-1615	6	1	0	0	0
1615-1630	2	1	0	0	0
1630-1645	7	2	0	0	0
1645-1700	2	0	0	0	0
1700-1715	10	0	0	0	0
1715-1730	14	1	0	0	0
1730-1745	11	0	0	0	0
1745-1800	13	0	0	0	0

	In at Start				
	Car	LGV	HGV	PSV	MCL
In at Start	68	4	0	0	0

	In at End				
	Car	LGV	HGV	PSV	MCL
In at End	73	5	0	0	0

REGISTRATION PLATE SURVEY
PM DATA

AXIOM Traffic Limited

JOB REF: 16873

DATE: 12/04/2016

JOB NAME: HINCKLEY

DAY: TUESDAY

LOCATION: CLARENDON ROAD (EAST)

	Site 2 Eastbound				
	Car	LGV	HGV	PSV	MCL
1500-1515	4	2	0	0	0
1515-1530	8	2	0	0	0
1530-1545	8	0	0	0	0
1545-1600	11	0	0	0	0
1600-1615	9	0	0	0	1
1615-1630	5	0	0	0	0
1630-1645	10	1	0	0	0
1645-1700	12	2	0	0	0
1700-1715	26	0	0	0	0
1715-1730	15	0	0	0	0
1730-1745	18	0	0	0	1
1745-1800	12	0	0	0	0

	Site 2 Westbound				
	Car	LGV	HGV	PSV	MCL
1500-1515	4	1	0	0	0
1515-1530	6	0	0	0	0
1530-1545	14	0	0	0	0
1545-1600	1	0	0	0	0
1600-1615	7	1	0	0	0
1615-1630	3	1	0	0	0
1630-1645	9	0	0	0	0
1645-1700	4	0	0	0	1
1700-1715	11	0	0	0	0
1715-1730	23	1	0	0	1
1730-1745	12	0	0	0	0
1745-1800	13	0	0	0	0

REGISTRATION PLATE SURVEY

AXIOM Traffic Limited

JOB REF: 20151 DATE: 12/04/2016

JOB NAME: HINCKLEY DAY: TUESDAY

	ALL MATCHED RECORDS					
	Car	LGV	HGV	PSV	MCL	TOT
IN AT START	66	3	0	0	0	**69**
1500-1515	6	2	0	0	0	**8**
1515-1530	15	1	0	0	0	**16**
1530-1545	25	0	0	0	0	**25**
1545-1600	3	0	0	0	0	**3**
1600-1615	12	1	0	0	0	**13**
1615-1630	7	2	0	0	0	**9**
1630-1645	14	1	0	0	0	**15**
1645-1700	13	2	0	0	0	**15**
1700-1715	25	0	0	0	0	**25**
1715-1730	28	1	0	0	1	**30**
1730-1745	21	0	0	0	0	**21**
1745-1800	12	0	0	0	0	**12**
TOTAL	**247**	**13**	**0**	**0**	**1**	**261**

REGISTRATION PLATE SURVEY

AXIOM Traffic Limited

JOB REF: 20151 **DATE:** 12/04/2016

JOB NAME: HINCKLEY **DAY:** TUESDAY

Notes: The Time Period is based on the time vehicles entered the cordon.
Where there is no data for a specific time period, no match has been observed.

Class	(All)
Match	(All)

This can be used to filter the trip times and trip options shown in the table.

	Duration									
Time Period	00:00:00	00:15:00	00:30:00	00:45:00	01:00:00	01:45:00	02:00:00	02:15:00	#N/A	Total
IN AT START									69	69
15:00:00	5		1			1			1	8
15:15:00	13		1				1		1	16
15:30:00	15	4	2		1			1	2	25
15:45:00	3									3
16:00:00	7	3	1	1					1	13
16:15:00	5	2	1	1						9
16:30:00	10	1	1						3	15
16:45:00	11		1	1					2	15
17:00:00	19	3	1						2	25
17:15:00	25	3	1						1	30
17:30:00	18								3	21
17:45:00	10								2	12
Total	141	16	10	3	1	1	1	1	87	261