

Barwell Medical Centre

Technical Note: Further Information for the Local Highway Authority

Partners of Barwell Medical Centre

REPORT DETAILS

Issued by	Apex Transport Planning Ltd 23-24 Park Place Cardiff CF10 3BA	Tel: 02920 619 361 info@apex.tp.co.uk www.apex.tp.co.uk	
Client	Partners of Barwell Medical Centre		
Project Name	Barwell Medical Centre		
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1	Draft	28/07/2021	DC	Draft for Client Review
2	Final	29/07/2021	DC	For Submission – includes swept path analysis

NOTICE

This report has been prepared for Partners of Barwell Medical Centre in accordance with the terms and conditions of appointment. Apex Transport Planning Ltd cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

The material presented in this report is confidential. This report has been prepared and is intended solely for Partners of Barwell Medical Centre for use in relation to the Barwell Medical Centre project.

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1. INTRODUCTION

- 1.1.1 This Technical Note (TN) has been produced in relation to a planning application for the demolition of an existing light industrial use building and construction of a new Medical Centre with associated parking and landscaping on the land to the rear of 55 High Street, Barwell, LE9 8EZ ('the site').
- 1.1.2 The local highway authority (LHA) at Leicestershire County Council (LCC) have provided a consultation response in relation to the planning application (App Ref: 21/00540/FUL). This TN provides further information as requested by the LHA to alleviate their concerns.
- 1.1.3 For ease, the TN has been set out with any specific LHA comments in **navy boxes** with the Apex further information provided below. These comments have been grouped by topic, broadly as set out by the LHA.
- 1.1.4 The key points which have been considered are summarised as follows:
- Visibility splays to a 1m offset from the kerblines
 - Revised vehicle tracking, including for the largest anticipated vehicle to regularly access the site
 - A Stage 1 RSA and designer's response for the access arrangements; *Note - this was completed and submitted separately from the Transport Assessment, no significant issues were raised and the access design had a minor amendment which was included in a Designers Response. For completeness, the RSA and Designers Response has been included at Appendix A.*
 - Further consideration of TRICS trip rates
 - A capacity assessment of the site access
 - Clarification with regards to the use and existing / proposed parking arrangements for the existing building within the blue line boundary of the site

2. SITE ACCESS AND VISIBILITY SPLAYS

Details of the site access arrangements have been provided on Expedite drawing number SK02.10 Rev P3. The Applicant has proposed a 5.4m wide access with kerbed radii of 2.4 and 3.5 metres either side.

The LHA advise that given the likely level of trips the proposals would generate, and the fact High Street is a C classified road, the LHA would not accept a 2m setback distance in order to measure visibility, as this is not considered to be a lightly trafficked situation.

- 2.1.1 The site access design has been amended in response to comments made in the Road Safety Audit and submitted separately from the Transport Assessment. The latest site access plan has amended the radii on the northern kerblines to 2m and the southern kerblines radii remains at 2.4m. Vehicles are able to turn in and out of the access appropriately.
- 2.1.2 The revised site access plan demonstrates visibility of 2.4m x 25m to the nearside kerb in each direction.
- 2.1.3 For ease, the proposed site access and visibility splays have been included in Appendix B.

2.0 x 2.0 metre pedestrian visibility splays measured from the back of the footway into the site as detailed in Part 3, Figure DG23 of the LHDG do not appear to be achievable due to existing buildings. It is noted that the existing building to the southwest falls within land under the Applicant's control, however the existing building to the north appears to be third party land.

- 2.1.4 As set out in Section 5.3 of the Transport Assessment, pedestrian visibility splays of 1.5m x 1.5m have been shown to the nearside kerb on the access drawing in Appendix B. This is appropriate in safety terms

and is consistent with the absolute minimum standards for pedestrian visibility in the DMRB (CD143 Revision 2, Table E/5.2). Splays of 1.5m x 1.5m are also accepted within design guidance for numerous authorities throughout England, and as such is considered an appropriate and safe visibility to provide at this location. In addition, this is an existing vehicle crossover, with no evidence of any safety issue and there is currently no build out for pedestrians on either side. As such, the proposals offer an improvement for pedestrians over the existing arrangements.

- 2.1.5 Visibility in excess of 2m x 2m can be seen from the position of a driver leaving the site to pedestrians on the footway in both directions, which is considered to be in accordance with the LCC pedestrian visibility guidance. The LCC guidance also allows for 1m x 1m pedestrian visibility splays for unadopted driveways for up to 25 dwellings, so a lower standard is accepted elsewhere. Pedestrian visibility is considered appropriate between vehicles and pedestrians and the access can safely and appropriately accommodate pedestrian movements.
- 2.1.6 The road safety audit did not raise any concerns with pedestrian visibility and given the improvement over the existing situation and as the visibility meets national design criteria, the layout is considered safe and appropriate.

3. VEHICLE TRACKING

The Applicant has submitted vehicle tracking of a fire engine and a large car turning left in to and right out of the site. Tracking should be provided for vehicles entering and exiting in both directions.

Tracking detailing vehicles turning left into the site has been provided on the basis that a vehicle is parked in the nearby on-street parking space. While this is welcomed, tracking should also be provided detailing vehicles turning left into the site on the basis that the on-street parking spaces are empty.

- 3.1.1 These movements were as they are the tightest movements to make into and out of the site access past the parking bays. However, as requested, further swept path analysis of a large car turning into and out of the site in both directions has been provided in Appendix C. This demonstrates that all movements can be accommodated appropriately. This also shows a vehicle turning left into the site without a vehicle parked in the on-street bay.

Furthermore, tracking of the largest anticipated vehicle to enter and exit the site in a regular basis, such as a refuse collection vehicle should be provided.

- 3.1.2 As detailed within the Transport Assessment, as per the arrangements for the existing medical centre, general recycling is undertaken by a Council operated service and this provides a kerbside collection and large refuse vehicles do not come onto the site. All other waste collection services are undertaken by private operators using smaller vehicles.
- 3.1.3 The same principles will be applied for the new Medical Centre. A dedicated area will be provided for the bin store within 15 metres of the edge of the carriageway on High Street and collection will take place from Council vehicles from on-street. As such, they will not enter the site. Smaller private collection vehicles would enter the site to collect waste. The largest vehicle anticipated to enter and exit the site on a regular basis would therefore be a panel van sized vehicle associated with the private refuse collection (and potentially an ambulance which would be a similar size). Swept path analysis shown in Appendix C demonstrates that a large panel van vehicle can turn into and out of the access and within the site appropriately and enter and exit in forward gear.

- 3.1.4 The largest vehicle which could potentially enter the site would be a fire tender (albeit this vehicle may not ever require access to the site). The swept path analysis submitted with the Transport Assessment demonstrates that a fire tender can access the site appropriately.

4. ROAD SAFETY AUDIT

The LHA consider that the proposals are likely to considerably intensify the use of the access in comparison to the extant use. Given the above and the fact the site is located in a busy village centre location, the LHA request that an independent Stage 1 Road Safety Audit (RSA) along with a Designer's Response are submitted for the site access arrangements, along with an amended site access drawing taking on board any recommendations within the RSA if necessary. The LHA should then be in a position to give further consideration to the site access arrangements in more detail.

- 4.1.1 As stated in Section 1, a Road Safety Audit and Designers Response has been completed and submitted and the access arrangements amended accordingly. The RSA is provided in Appendix A and the revised access considering the recommendations has been provided in Appendix B.

5. TRIP GENERATION

After studying the proposed trip rates, the LHA consider these to be low and should be re-considered. It is noted the Applicant states that some practices adopted during the Covid-19 pandemic are anticipated to be adopted going forward, meaning the proposed TRICS trip rates obtained prior to the Covid-19 pandemic could be an overestimate and a worst case scenario. The LHA have no guarantee that this would be the case however, and the scale of the development proposed is clearly still required regardless of the Covid-19 pandemic.

- 5.1.1 The trip generation set out within the Transport Assessment is considered valid and appropriate and has applied appropriate filtering to surveys within the TRICS database to ascertain sites with a similar scale, location and use. The trip rates were not adjusted for the potential amendments to working practices adopted by the medical centre during the pandemic, which will be continued moving forwards. As such, the sites selected appropriately and accurately reflect the proposed scheme.
- 5.1.2 However, by way of comparison and for robustness, further analysis has been undertaken using the same filtering methodology in TRICS, but considering 'vehicle only' surveys rather than 'multi-modal' surveys. As such, the filtering of sites remains the same, but trip rates have been obtained using surveys of different sites than set out in the Transport Assessment.
- 5.1.3 Consistent with the site selection in the Transport Assessment, the following search criteria have been applied in TRICS to obtain surveys of similar uses to the proposed Medical Centre (the only change is shown in *italics*):
- 05/GC – Health / GP Surgeries
 - *Vehicle only surveys*
 - England and Wales (excluding Greater London)
 - GFA between 200sqm – 1,250sqm
 - Surveys undertaken Monday to Friday only
 - Sites located in Neighbourhood Centres
 - Locations with a population of more than 250,000 within five miles are excluded
 - Surveys from 2010 onwards

- 5.1.4 The above search criteria resulted in the identification of five similar sites. The estimated vehicle trip rates per 100sqm and trip generation for the proposed medical centre (835 sqm) are set out in Table 1. Full TRICS outputs have been attached at Appendix D.

Table 1: Proposed Medical Centre - Vehicle Trip Generation

Time Period	Trip Rates (per 100m2 GFA)			Trip Generation (835 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	3.571	2.256	5.827	30	19	49
PM Peak (17:00-18:00)	1.504	1.927	3.431	13	16	29
Daily Trip Rates	26.321	26.392	52.713	220	220	440

- 5.1.5 The proposed Medical Centre is forecast to generate 49 two-way vehicle trips during the AM peak hour and 29 two-way vehicle trips during the PM network peak hour. Over a daily period on a weekday, it is forecast that site could generate 440 two-way vehicle trips.
- 5.1.6 This is a slight increase on the figures presented within the Transport Assessment which showed 28 two-way trips in the AM peak and 17 two-way trips in the PM peak.
- 5.1.7 However, as set out within the Transport Assessment, the majority of these would not represent 'new trips' on the highway network as a significant proportion would already be accessing the existing Barwell Medical Centre located approximately 200m from the site (a 2-3 minute walk). Given the minimal change in distance from the existing site it is unlikely that the modal choice of visitors and staff would change as a result of the new facility and the distribution of vehicle movements on the wider network would be broadly similar and well within daily variations of traffic flows.
- 5.1.8 As a robust worst case, the vehicle only survey rates have been used within this Technical Note to assess the impact at the site access. However, the rates presented within the Transport Assessment, which are based on selecting surveys of sites using the same filtering methodology are still considered as valid and appropriate as those presented in this Technical Note.

6. JUNCTION CAPACITY ASSESSMENT

Given the LHA consider the proposed trip rates to be low, and the proposals would represent a considerable increase in the level of trips at peak times in comparison to the extant development, the LHA request that a capacity assessment is undertaken at the site access.

6.1 Overview

- 6.1.1 It is considered that the level of traffic generated by the proposals is unlikely to lead to a capacity issue at the site access or queuing for vehicles turning right into the site. The proposals would generate less than one vehicle movement per minute, on average, during the network peak hours. The significant majority of these movements are on the network already and travelling to the existing site.
- 6.1.2 However, for robustness and to provide the LHA with the information requested, a junction assessment of the site access onto High Street has been undertaken with the methodology for assessment set out as follows.

6.2 Traffic Survey

- 6.2.1 To obtain background traffic data against which the development can be assessed, an automatic traffic count (ATC) was undertaken by an independent traffic survey specialist, Auto Surveys Ltd for seven continuous days between Thursday 8th July 2021 and Wednesday 14th July 2021 on High Street. The

counter was placed on the northern edge of the site access and recorded fully classified two-way vehicle movements as well as speed information.

- 6.2.2 The weekday average two-way movements in the peak hours have been set out in Table 2. The full survey data is included in Appendix E.

Table 2: 2021 Base Traffic Flows – High Street

Time Period	Total Vehicles			HGVs		
	Northbound	Southbound	Two-way	Northbound	Southbound	Two-way
AM Peak (08:00-09:00)	86	176	262	6	6	12
PM Peak (17:00-18:00)	145	208	353	5	5	10

6.3 Future Year Flows

- 6.3.1 For a robust analysis, the 2021 base traffic flows have been factored to the year of opening, assumed as 2022, using factors obtained from the TEMPro database which is based on road traffic forecasts for Hinckley and Bosworth 007. This showed the following growth rates:

- 2021-2022 AM Peak: 1.0080
- 2021-2022 PM Peak: 1.0081

- 6.3.2 The resultant 2022 base flows are shown in Table 3. These flows have been used for a ‘without development’ base flow past the site access.

Table 3: 2022 Base Traffic Flows – High Street

Time Period	Total Vehicles			HGVs		
	Northbound	Southbound	Two-way	Northbound	Southbound	Two-way
AM Peak (08:00-09:00)	87	177	264	6	6	12
PM Peak (17:00-18:00)	146	210	356	5	5	10

6.4 Existing Site Vehicle Movements

- 6.4.1 The site is currently not operational and therefore no turning movements were obtained from the site access. The trip generation has been shown within the Transport Assessment (albeit noting the LHA comments) and vehicle movements have been assumed to distribute equally in each direction at the access.

6.5 Operational Assessment

- 6.5.1 A detailed operational assessment of the junction has been undertaken using the Transport Research Laboratory (TRL) modelling software Junctions 9 PICADY module.
- 6.5.2 Junctions 9 produces three main indicators of junction capacity and operation, which are ‘Traffic Intensity (RFC)’, ‘Queue Length’ and ‘Delay’ and these are discussed below:

Traffic Intensity (RFC)

- 6.5.3 The RFC (ratio to flow capacity) is the primary measure of capacity within junction and is reported for each entry arm. If the RFC exceeds 1.0, the arm is considered to be operating over capacity, resulting in queuing occurring. An RFC value of less than 0.85 is generally considered acceptable, although an RFC of 1.0 indicates the junction being at capacity.

Queue Length

- 6.5.4 Queue length gives an indication of how the junction as a whole may impact the adjacent junctions on the highway network and how this may impact through vehicle movements.

Delay

- 6.5.5 The delay output is represented in seconds and describes the maximum value of average delay per arriving vehicle.

Scenarios

- 6.5.6 Operational assessments have been undertaken for the following scenarios:

- 2021 Base + Existing Site (existing situation)
- 2022 Base + Existing Site
- 2022 Base + Proposed Development

Inputs

- 6.5.7 For a robust assessment, the model has been run without a flare on the minor arm with a single lane width of 2.75m. In addition, a synthesised peak has been used by applying the 'one hour' calculation method. This assumes a peak demand of 30 minutes within the peak hour.

Proposed Development Vehicle Distribution

- 6.5.8 Due to the size of the catchment area surrounding the site, it is considered that vehicle movements could be distributed in either direction along High Street to the north or south. As such, an even distribution has been assumed in both peak hours, which is consistent with what has been assumed for the existing site use.
- 6.5.9 The turning movements at the site access junction in the following scenarios have been presented in Appendix F:
- 2021 AM Peak – Base
 - 2021 PM Peak – Base
 - 2021 AM Peak – Base + Existing Use
 - 2021 PM Peak – Base + Existing Use
 - 2022 AM Peak – Base + Existing Use
 - 2022 PM Peak – Base + Existing Use
 - 2022 AM Peak – Base + Proposed Development
 - 2022 PM Peak – Base + Proposed Development

Modelling Results

- 6.5.10 The results of the 2021 Base, 2022 Base + Existing Site and 2022 Base + Proposed Development scenarios are outlined in Table 4 and the full Junctions 9 outputs are attached at Appendix G.

Table 4: Site Access / High Street Modelling Output Summary

Arm Name	AM Peak (08:00-09:00)			AM Peak (17:00-18:00)		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
2021 Base + Existing Site						
Site Access	0.00	0.0	0.00	0.00	0.0	0.00
High Street South	0.00	0.0	5.47	0.00	0.0	5.27
2022 Base + Existing Site						
Site Access	0.00	0.0	0.00	0.00	0.0	0.00
High Street South	0.00	0.0	5.46	0.00	0.0	5.27
2022 Base + Proposed Development						
Site Access	0.04	0.0	7.88	0.04	0.0	8.09
High Street South	0.03	0.0	5.61	0.01	0.0	5.32

- 6.5.11 Table 4 demonstrates that the site access is forecast to operate well within its theoretical capacity in all scenarios, with a maximum RFC of just 0.04 during the peak hours. This is significantly below the operational capacity of 0.85. There is no queuing in any scenario, therefore no impact on through vehicle movements or with vehicles queuing internally within the site.
- 6.5.12 The results demonstrate that the site access will continue to operate safely and appropriately with the movements generated by the proposed medical centre.

7. PARKING

Overall, the internal layout of the site is therefore considered acceptable to the LHA, and it is considered that it would be unlikely that the proposed development would generate on-street parking issues in the surrounding area.

- 7.1.1 Noted and agreed.

There is an existing building, labelled in some documents as an existing residential property, that fronts the site and falls under the blue line boundary. The LHA request clarification as to the use of this building and what parking arrangements are currently in place for the building as it appears the proposals may remove any existing off-street parking which is currently available. Should parking provision be removed, clarification as to where alternative parking is proposed should be provided, as the proposals do not appear to provide any replacement off-street parking for this building.

- 7.1.2 This building has a residential use which falls within the ownership of the applicant but is not included within the application red line boundary. This property currently has an informal parking area at the rear of the building which are being replaced and two of the spaces on the site would be utilised by this property, (spaces 51 and 52). These spaces are broadly in the location of the existing informal parking area.
- 7.1.3 As such, of the on-site parking, 50 spaces would be provided for the medical centre and two spaces for the existing residential property. This is considered an appropriate level of parking for both uses and would not lead to overspill parking issues on the surrounding highway, as agreed by the LHA above. The difference of two spaces between what has been accepted by the LHA for the medical use (52 spaces) and what is proposed (50 spaces) is negligible and does not change the conclusion of the LHA that parking provision is acceptable.

8. SUMMARY

- 8.1.1 This Transport Note has demonstrated that the LHA comments have been fully considered and provides further information in response to queries which have been raised.
- 8.1.2 As such, we trust that the LHA are able to provide a positive recommendation on the application.

Appendix A Road Safety Audit and Designers Response

HIGH STREET, BARWELL

BARWELL MEDICAL CENTRE ACCESS ARRANGEMENTS

Stage 1 Road Safety Audit

May 2021

KS-EB-21-3432-RSA1

Report title:	High Street, Barwell, Leicestershire. Barwell Medical Centre Access Arrangements. RSA 1
Date:	21 May 2021
Document reference and revision:	KS-EB-21-3432-RSA1
Prepared by:	The Safety Forum
On behalf of:	Leicestershire County Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	K Seymour	E Bingham		21/05/21
Designer's Response				
Authority's Response				
Audit Response				

Client:	
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Date: 21 May 2021	

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APPENDIX A Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed access arrangements, associated with the Barwell Medical Centre, High Street, Barwell.
- 1.2 The highway proposals include amendments to an existing dropped kerb vehicular access, to form a simple give way controlled tee junction, with dropped kerb pedestrian crossing (with tactile paving).
- 1.3 The Stage 1 RSA was carried out at the request of Apex Transport Planning Ltd.
- 1.4 The Audit was carried out between 17th and 21st May 2021 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

Kevin Seymour – Team Leader (BSc, PG Dip TS, MCIHT, MSoRSA, HE RSA Cert Comp).

Elaine Bingham – Team Member (B Eng (Hons), MCIHT, MSoRSA, HE RSA Cert Comp)

- 1.5 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).
- 1.6 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 17th May 2021, between 12:15pm and 12:45pm by all members of the Audit Team together. The weather was overcast and the road surface was dry. Traffic volumes were low and few pedestrians were observed during the site visit.
- 1.7 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.10 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.11 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following client name documentation.

Drawing No.	Rev	Title
-	-	Road Safety Audit Brief
-	3	Transport Assessment
B.101	D	Proposed Site Plan
ES19.125-SK02.10	P2	Highway Access Plan – Access Visibility & Dimensions
ES19.125-SK07.10	P2	Vehicle Tracking Plan – Access and Turning – Fire Appliance
ES19.125-SK07.10	P2	Vehicle Tracking Plan – Access and Turning – Large Car

- 2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: At the development access.

SUMMARY: Proximity of on-street parking bay may lead to vehicle-to-vehicle collisions.

On the north-east side of the access, the Audit team notes that the existing marked parking bay appears to overlap into the junction area of the development. A parked vehicle will reduce side road visibility to the right from the side road and may also cause larger vehicles turning left into the site to cross the centreline of the side road, which may increase the likelihood of vehicle-to-vehicle collisions.

RECOMMENDATION

It is recommended that an adequate side road visibility is provided, free from obstructions, consistent with likely approach speeds. The parking bay should be relocated away from the junction radius.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: Kevin Seymour
Position: Road Safety Consultant
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Surrey
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Signed: ...

Date: 20th May 2021

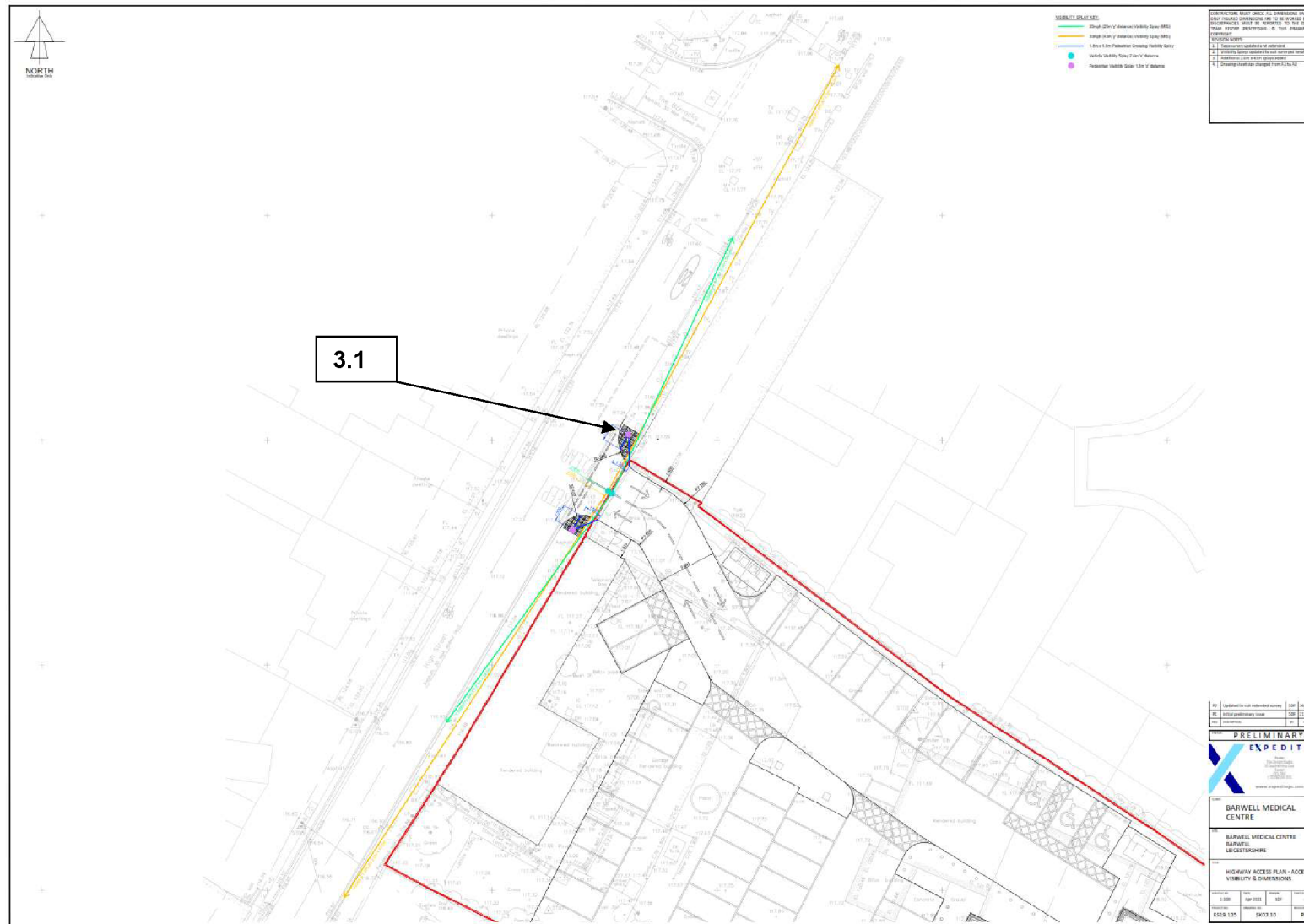
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Date: 21st May 2021

APPENDIX A: LOCATION PLAN



Barwell Medical Centre

Stage 1 Road Safety Audit: Designers Response

Partners of Barwell Medical Centre

26 May 2021

Document Reference: C21029/DR01

REPORT DETAILS

Issued by	Apex Transport Planning Ltd 23-24 Park Place Cardiff CF10 3BA	Tel: 02920 619 361 info@apex.tp.co.uk www.apex.tp.co.uk	
Client	Partners of Barwell Medical Centre		
Project Name	Barwell Medical Centre		
Report Title	Stage 1 Road Safety Audit: Designers Response		
Report Ref.	DR01		
Project No.	C21029		
Date	26/05/2021		

ISSUE HISTORY

Issue No.	Status	Date	Approved	Revision Details
1	Final	26/05/2021	DC	First Version

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1. INTRODUCTION

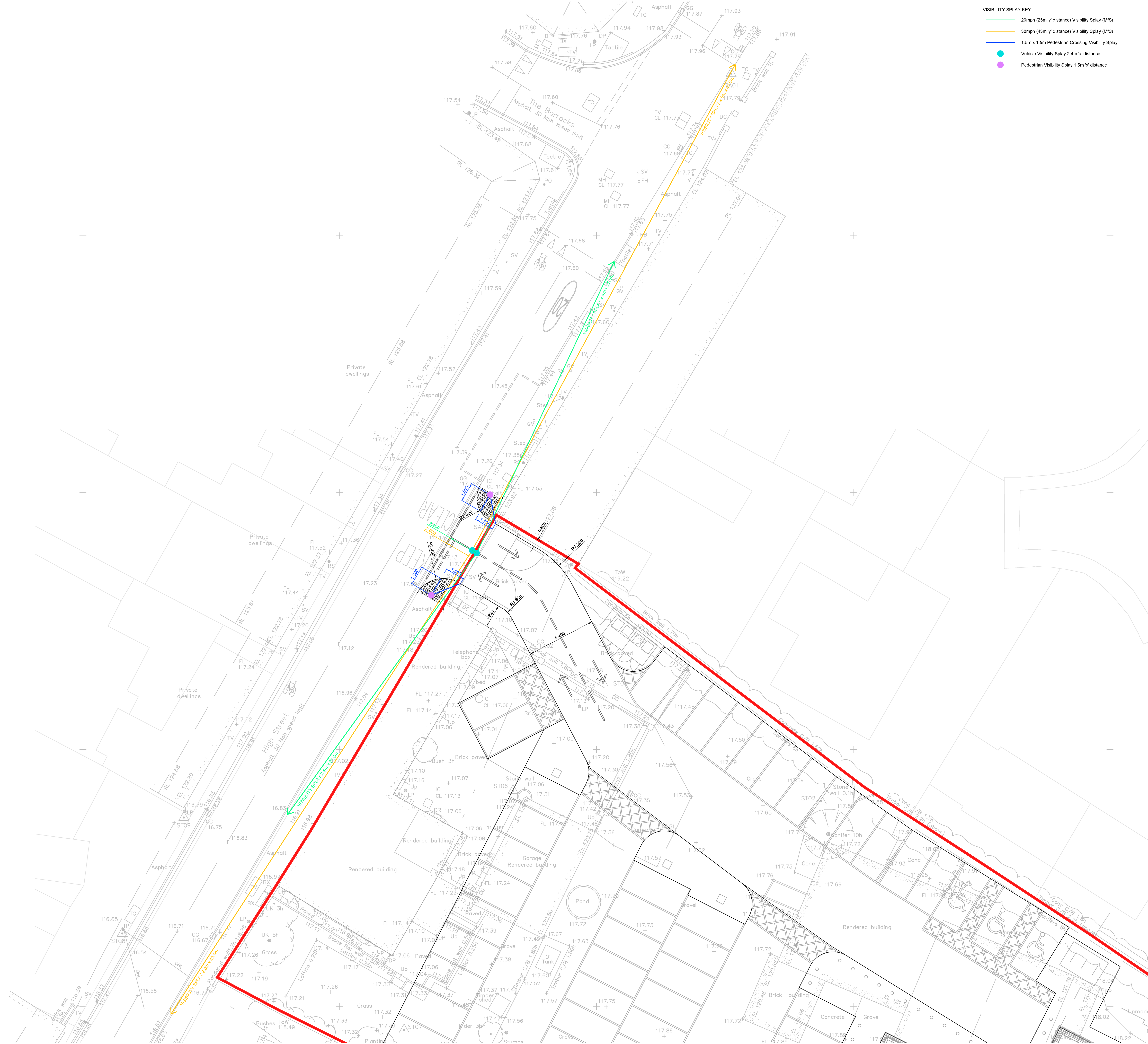
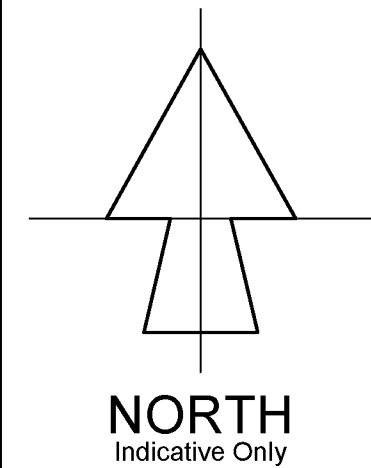
- 1.1.1 This Designers Response has been provided in relation to an independent Stage 1 Road Safety Audit (RSA1) undertaken by The Safety Forum (Report No. KS-EB-21-3432-RSA1) in May 2021. This relates to the proposed access arrangements into the site.
- 1.1.2 This sets out the Apex response in the order of the 'problems' raised and 'recommendations' provided by The Safety Forum. A summary table has been set out in relation to the access option. This also includes columns for the overseeing organisation (Leicestershire County Council (LCC)) response and agreed RSA1 actions.

Summary of Issues and Recommendations

Number, Location and Summary	Recommendation	Accepted	Apex Response	Overseeing Organisation Response	Agreed RSA Action
3.1 At development access Proximity of on-street parking bay may lead to vehicle-to-vehicle collisions. On the north-east side of the access, the Audit team notes that the existing marked parking bay appears to overlap into the junction area of the development. A parked vehicle will reduce side road visibility to the right from the side road and may also cause larger vehicles turning left into the site to cross the centreline of the side road, which may increase the likelihood of vehicle-to-vehicle collisions.	It is recommended that an adequate side road visibility is provided, free from obstructions, consistent with likely approach speeds. The parking bay should be relocated away from the junction radius.	No	The recommendation has been accepted in relation to the radii of the junction which has been reduced to ensure it does not overlap with the parking bay. However, it is not considered that the parking bay would need to be relocated. As set out in detail in Section 5.3 of the Transport Assessment, the parking bays being within the envelope of visibility would be acceptable on the basis that speeds on High Street are low (given the close proximity to traffic calming and the 20mph speed limit) and vehicles will edge out carefully. This is consistent with guidance within MfS and MfS2. Drivers are also able to see to the rear of the spaces at a distance of at least 43m to the nearside kerb. Vehicles on High Street would have visibility to the access and would see vehicles emerging from the access and can slow down / stop, if necessary. Any minimal protruding of a vehicle from the access would not impede the free flow of traffic as the width of High Street can accommodate passing vehicles appropriately. In addition, this is an existing access point to an industrial use, which could have generated HGV movements. There have been no recorded road safety incidents at this location or any other access onto High Street.		

		Larger vehicles turning left into the site would be an extremely rare and infrequent occurrence and all movements would be at slow speeds, have suitable inter-visibility and vehicles would be able to pass appropriately. As such, the recommendation is not accepted and it is not considered that the parking bay would need to be relocated.		
--	--	---	--	--

Appendix B Proposed Site Access and Visibility Splays



VISIBILITY SPLAY KEY:

- 20mph (25m 'y' distance) Visibility Splay (M/S)
- 30mph (43m 'y' distance) Visibility Splay (M/S)
- 1.5m x 1.5m Pedestrian Crossing Visibility Splay
- Vehicle Visibility Splay 2.4m 'x' distance
- Pedestrian Visibility Splay 1.5m 'x' distance

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE DESIGN TEAM BEFORE PROCEEDING. @ THIS DRAWING IS COPYRIGHT. REVISION NOTES: <table border="1"> <tr> <td>1.</td> <td>Northern junction radius changed to 2.0m</td> </tr> <tr> <td>2.</td> <td>Visibility Splays updated to suit surveyed kerblines</td> </tr> <tr> <td>3.</td> <td></td> </tr> <tr> <td>4.</td> <td></td> </tr> </table>		1.	Northern junction radius changed to 2.0m	2.	Visibility Splays updated to suit surveyed kerblines	3.		4.	
1.	Northern junction radius changed to 2.0m								
2.	Visibility Splays updated to suit surveyed kerblines								
3.									
4.									

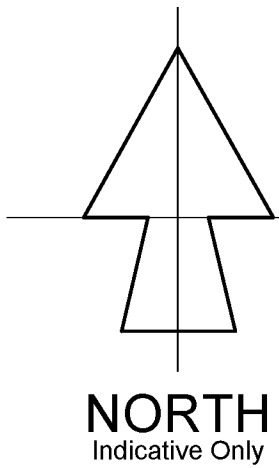
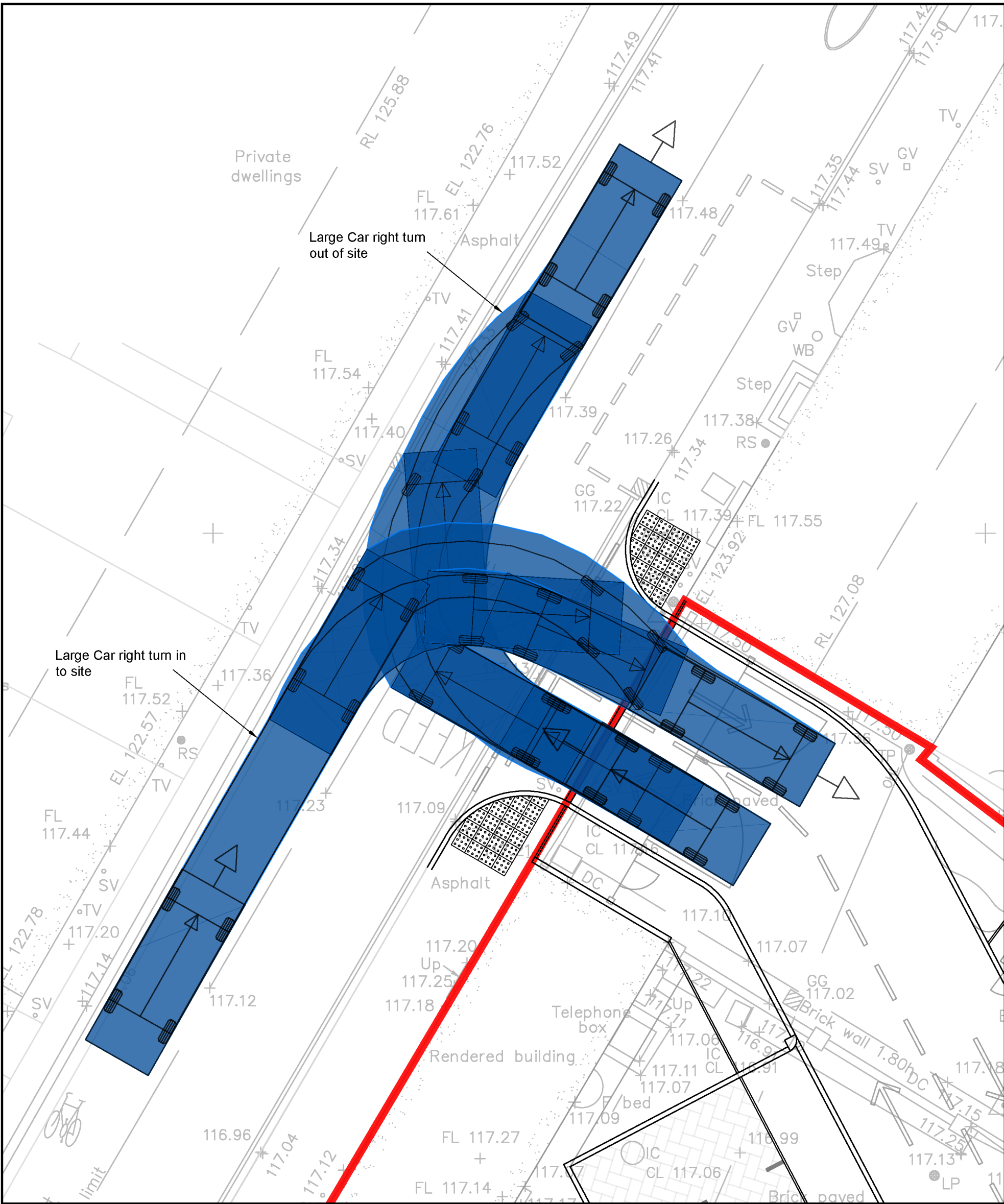
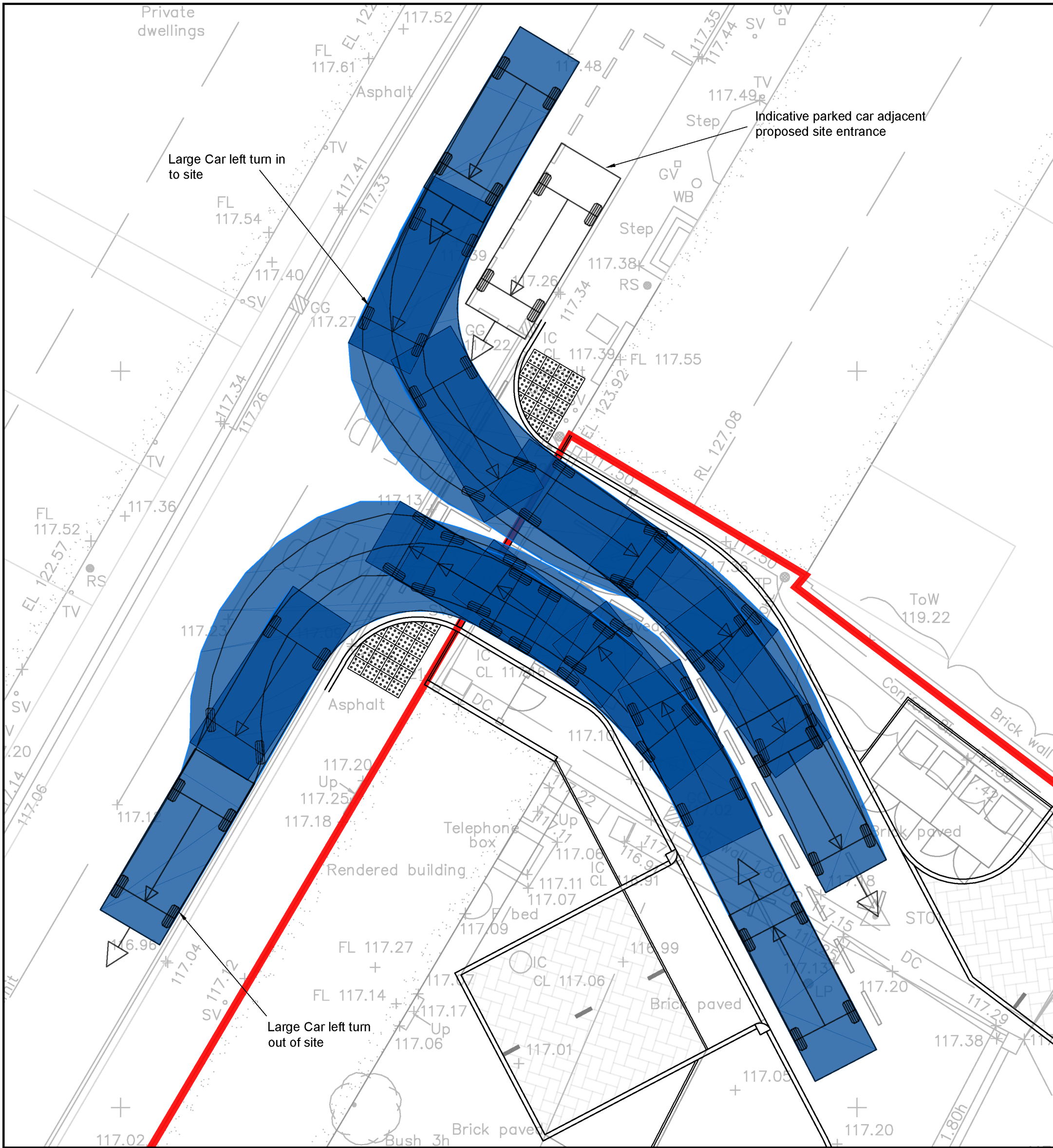
P3	Amended to suit RSA1 comments	SDF	10.06.21
P2	Updated to suit extended survey	SDF	16.05.21
P1	Initial preliminary issue	SDF	21.04.21
REV:	DESCRIPTION:	BY:	DATE:

STATUS: **PRELIMINARY**

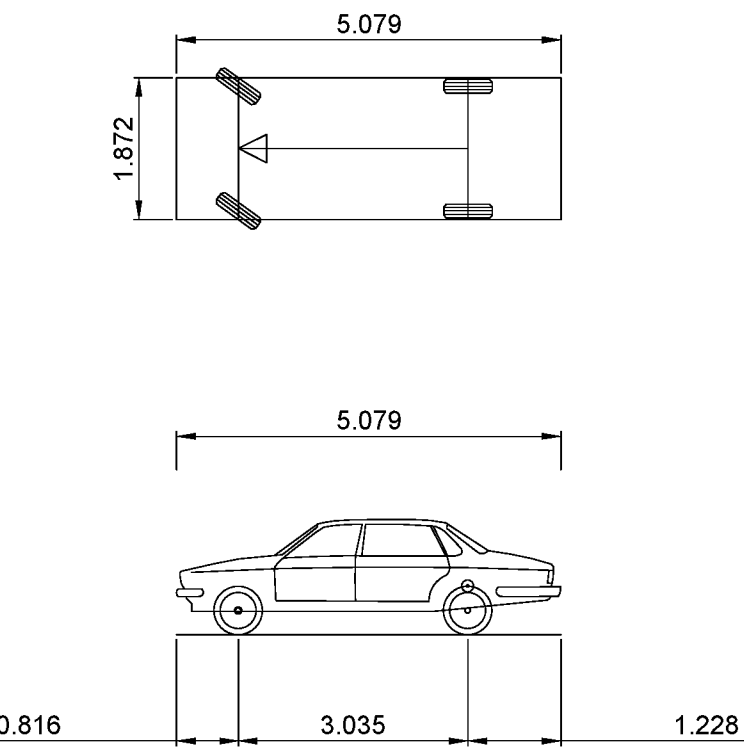
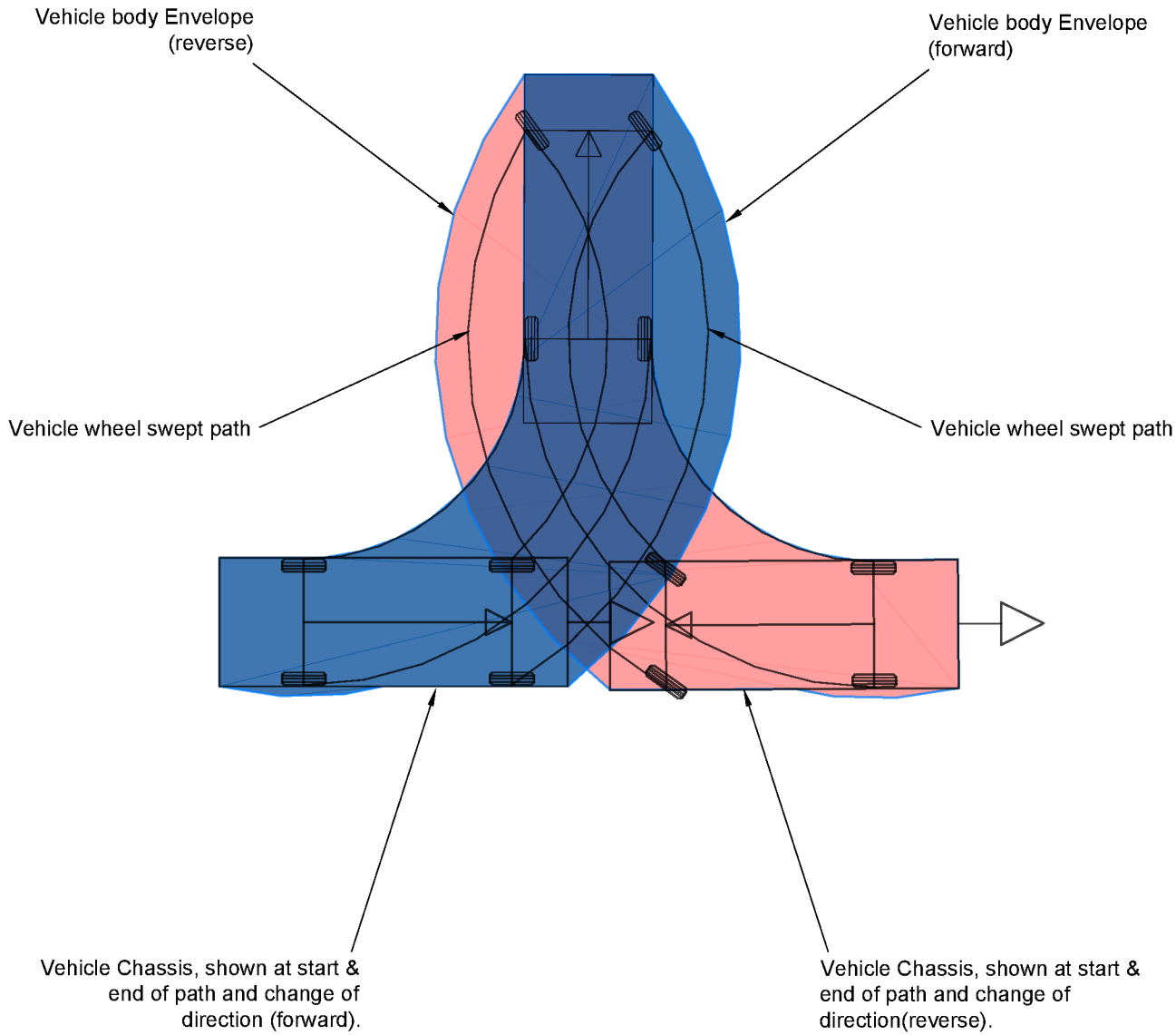


CLIENT:			
BARWELL MEDICAL CENTRE			
SITE:			
BARWELL MEDICAL CENTRE BARWELL LEICESTERSHIRE			
TITLE:			
HIGHWAY ACCESS PLAN - ACCESS VISIBILITY & DIMENSIONS			
SCALE AT AG 1:100	DATE: Apr 2021	DRAWN: SDF	CHECKED: -
PROJECT NO: ES19.125	DRAWING NO: SK02.10	REVISION: P3	

Appendix C Swept Path Analysis



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REVISION NOTES:	
1.	Right turn entry & exit manoeuvres added
2.	Left turn entry manoeuvre added with parked adjacent proposed site entrance removed
3.	
4.	



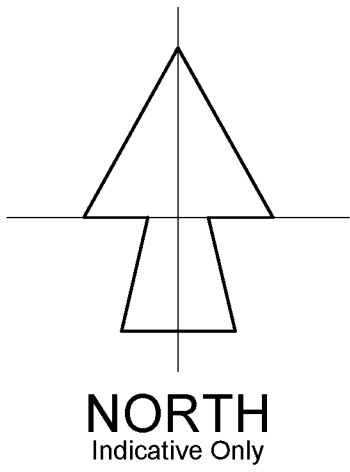
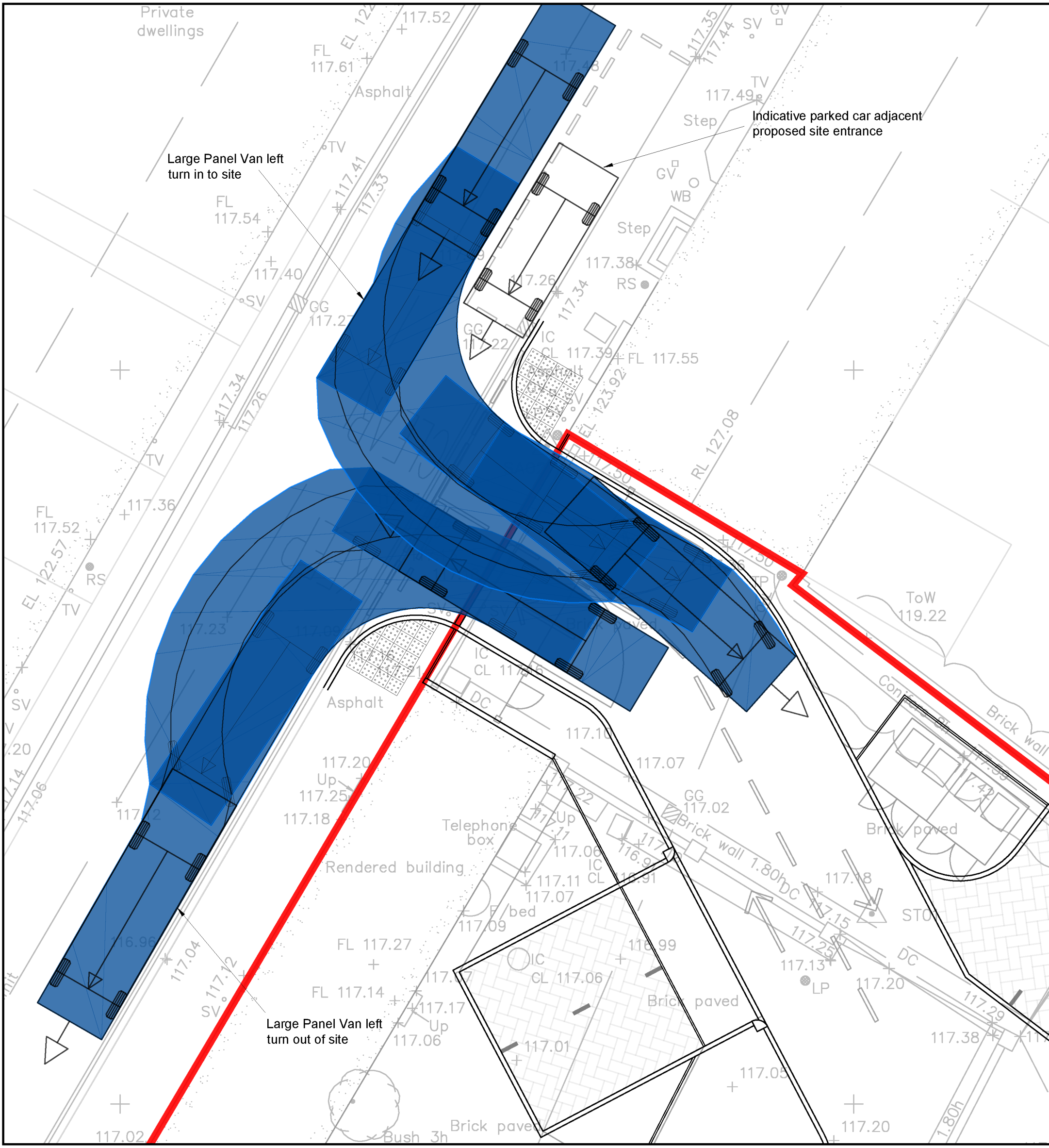
Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Front Track Width	1.795m
Rear Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

P4	Vehicle manoeuvres added	SDF	29.07.21
P3	Amended to suit RSA1 comments	SDF	10.06.21
P2	Updated to suit extended survey	SDF	16.05.21
P1	Initial preliminary issue	SDF	21.04.21
REV:	DESCRIPTION:	BY:	DATE:

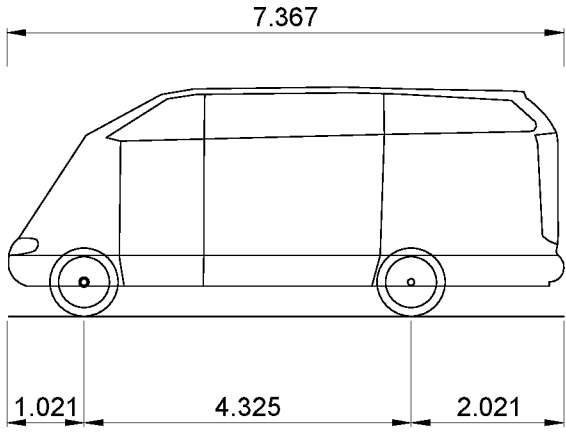
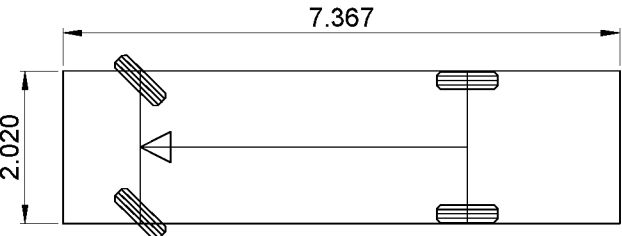
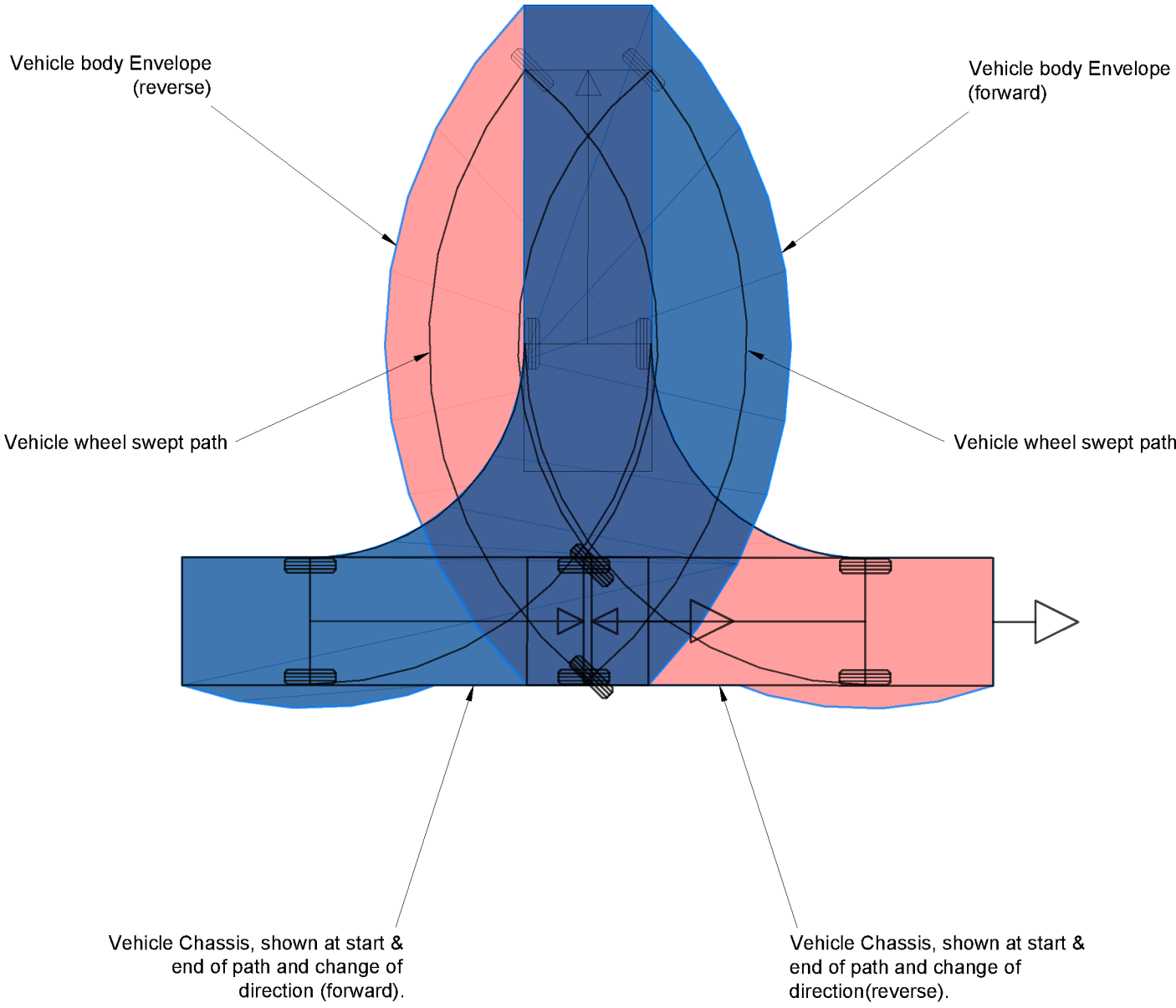
STATUS: **PRELIMINARY**



CLIENT: BARWELL MEDICAL CENTRE			
SITE: BARWELL MEDICAL CENTRE BARWELL LEICESTERSHIRE			
TITLE: VEHICLE TRACKING PLAN - ACCESS & TURNING - LARGE CAR (2006)			
SCALE AT A1: 1:100	DATE: Apr 2021	DRAWN: SDF	CHECKED: -
PROJECT NO: ES19.125	DRAWING NO: SK07.20	REVISION: P4	



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REVISION NOTES:	
1.	
2.	
3.	
4.	



Extra Long Panel Van	
Overall Length	7.367m
Overall Width	2.020m
Front Track Width	1.993m
Rear Track Width	1.993m
Lock to Lock Time	5.00s
Wall to Wall Turning Radius	7.600m

P1	Initial preliminary issue	SDF	29.07.21
REV:	DESCRIPTION:	BY:	DATE:

STATUS: **PRELIMINARY**



CLIENT: BARWELL MEDICAL CENTRE			
SITE: BARWELL MEDICAL CENTRE BARWELL LEICESTERSHIRE			
TITLE: VEHICLE TRACKING PLAN - ACCESS & TURNING - LARGE PANEL VAN			
SCALE AT A1: 1:100	DATE: Jul 2021	DRAWN: SDF	CHECKED: -
PROJECT NO: ES19.125	DRAWING NO: SK07.30	REVISION: P1	

Appendix D TRICS Outputs

Calculation Reference: AUDIT-502501-210715-0722

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 215 to 650 (units: sqm)
 Range Selected by User: 200 to 1250 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 08/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	5
--	---

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

Selected Location Sub Categories:

Residential Zone	3
Village	2

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

Secondary Filtering selection:Use Class:

E(e) 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-05-G-05	GP SURGERY	CHESHI RE
	KINGSMEAD SQUARE		
	NORTHWICH		
	KINGSMEAD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	650 sqm	
	Survey date: FRIDAY	07/06/19	Survey Type: MANUAL
2	ES-05-G-02	MEDICAL CENTRE	EAST SUSSEX
	JUZIERS DRIVE		
	EAST HOATHLY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	215 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
3	LE-05-G-02	GP SURGERY	LEICESTERSHI RE
	THE SANDS		
	NEAR MELTON MOWBRAY		
	LONG CLAWSON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	363 sqm	
	Survey date: TUESDAY	29/11/16	Survey Type: MANUAL
4	NF-05-G-03	GP SURGERY	NORFOLK
	MILE END ROAD		
	NORWICH		
	MOUNT PLEASANT		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	08/11/19	Survey Type: MANUAL
5	WL-05-G-01	GP SURGERY	WILTSHIRE
	CRICKDALE ROAD		
	SWINDON BOROUGH C.		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	300 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL

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

Apex Transport Planning Ltd Park Place Cardiff

Licence No: 502501

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	426	1.081	5	426	0.000	5	426	1.081
08:00 - 09:00	5	426	3.571	5	426	2.256	5	426	5.827
09:00 - 10:00	5	426	2.632	5	426	2.632	5	426	5.264
10:00 - 11:00	5	426	3.195	5	426	3.102	5	426	6.297
11:00 - 12:00	5	426	2.961	5	426	3.383	5	426	6.344
12:00 - 13:00	5	426	1.692	5	426	2.538	5	426	4.230
13:00 - 14:00	5	426	1.175	5	426	1.316	5	426	2.491
14:00 - 15:00	5	426	3.383	5	426	2.773	5	426	6.156
15:00 - 16:00	5	426	2.115	5	426	2.632	5	426	4.747
16:00 - 17:00	5	426	2.538	5	426	2.209	5	426	4.747
17:00 - 18:00	5	426	1.504	5	426	1.927	5	426	3.431
18:00 - 19:00	4	370	0.474	4	370	1.624	4	370	2.098
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			26.321			26.392			52.713

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

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

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Parameter summary

Trip rate parameter range selected:	215 - 650 (units: sqm)
Survey date range:	01/01/10 - 08/11/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

TAXIS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	426	0.000	5	426	0.000	5	426	0.000
08:00 - 09:00	5	426	0.000	5	426	0.000	5	426	0.000
09:00 - 10:00	5	426	0.000	5	426	0.000	5	426	0.000
10:00 - 11:00	5	426	0.047	5	426	0.047	5	426	0.094
11:00 - 12:00	5	426	0.094	5	426	0.094	5	426	0.188
12:00 - 13:00	5	426	0.094	5	426	0.094	5	426	0.188
13:00 - 14:00	5	426	0.000	5	426	0.000	5	426	0.000
14:00 - 15:00	5	426	0.141	5	426	0.094	5	426	0.235
15:00 - 16:00	5	426	0.047	5	426	0.094	5	426	0.141
16:00 - 17:00	5	426	0.000	5	426	0.000	5	426	0.000
17:00 - 18:00	5	426	0.047	5	426	0.047	5	426	0.094
18:00 - 19:00	4	370	0.000	4	370	0.000	4	370	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.470			0.470			0.940

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

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

Apex Transport Planning Ltd Park Place Cardiff

Licence No: 502501

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	426	0.000	5	426	0.000	5	426	0.000
08:00 - 09:00	5	426	0.047	5	426	0.047	5	426	0.094
09:00 - 10:00	5	426	0.000	5	426	0.000	5	426	0.000
10:00 - 11:00	5	426	0.000	5	426	0.000	5	426	0.000
11:00 - 12:00	5	426	0.047	5	426	0.000	5	426	0.047
12:00 - 13:00	5	426	0.000	5	426	0.047	5	426	0.047
13:00 - 14:00	5	426	0.000	5	426	0.000	5	426	0.000
14:00 - 15:00	5	426	0.000	5	426	0.000	5	426	0.000
15:00 - 16:00	5	426	0.000	5	426	0.000	5	426	0.000
16:00 - 17:00	5	426	0.000	5	426	0.000	5	426	0.000
17:00 - 18:00	5	426	0.000	5	426	0.000	5	426	0.000
18:00 - 19:00	4	370	0.000	4	370	0.000	4	370	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.094			0.188

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	426	0.000	5	426	0.000	5	426	0.000
08:00 - 09:00	5	426	0.000	5	426	0.000	5	426	0.000
09:00 - 10:00	5	426	0.141	5	426	0.047	5	426	0.188
10:00 - 11:00	5	426	0.047	5	426	0.141	5	426	0.188
11:00 - 12:00	5	426	0.047	5	426	0.000	5	426	0.047
12:00 - 13:00	5	426	0.047	5	426	0.094	5	426	0.141
13:00 - 14:00	5	426	0.047	5	426	0.047	5	426	0.094
14:00 - 15:00	5	426	0.047	5	426	0.047	5	426	0.094
15:00 - 16:00	5	426	0.094	5	426	0.094	5	426	0.188
16:00 - 17:00	5	426	0.094	5	426	0.094	5	426	0.188
17:00 - 18:00	5	426	0.000	5	426	0.000	5	426	0.000
18:00 - 19:00	4	370	0.000	4	370	0.000	4	370	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.564			0.564			1.128

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

CARS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	426	0.893	5	426	0.000	5	426	0.893
08:00 - 09:00	5	426	3.289	5	426	2.021	5	426	5.310
09:00 - 10:00	5	426	2.397	5	426	2.491	5	426	4.888
10:00 - 11:00	5	426	2.914	5	426	2.914	5	426	5.828
11:00 - 12:00	5	426	2.726	5	426	3.008	5	426	5.734
12:00 - 13:00	5	426	1.598	5	426	2.256	5	426	3.854
13:00 - 14:00	5	426	0.846	5	426	1.128	5	426	1.974
14:00 - 15:00	5	426	2.961	5	426	2.538	5	426	5.499
15:00 - 16:00	5	426	2.162	5	426	2.444	5	426	4.606
16:00 - 17:00	5	426	2.397	5	426	2.162	5	426	4.559
17:00 - 18:00	5	426	1.551	5	426	1.880	5	426	3.431
18:00 - 19:00	4	370	0.609	4	370	1.556	4	370	2.165
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.343			24.398			48.741

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

LGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	426	0.047	5	426	0.000	5	426	0.047
08:00 - 09:00	5	426	0.188	5	426	0.188	5	426	0.376
09:00 - 10:00	5	426	0.094	5	426	0.141	5	426	0.235
10:00 - 11:00	5	426	0.188	5	426	0.141	5	426	0.329
11:00 - 12:00	5	426	0.188	5	426	0.235	5	426	0.423
12:00 - 13:00	5	426	0.141	5	426	0.094	5	426	0.235
13:00 - 14:00	5	426	0.141	5	426	0.188	5	426	0.329
14:00 - 15:00	5	426	0.141	5	426	0.141	5	426	0.282
15:00 - 16:00	5	426	0.188	5	426	0.094	5	426	0.282
16:00 - 17:00	5	426	0.000	5	426	0.047	5	426	0.047
17:00 - 18:00	5	426	0.000	5	426	0.000	5	426	0.000
18:00 - 19:00	4	370	0.000	4	370	0.068	4	370	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.316			1.337			2.653

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MOTOR CYCLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	426	0.000	5	426	0.000	5	426	0.000
08:00 - 09:00	5	426	0.000	5	426	0.000	5	426	0.000
09:00 - 10:00	5	426	0.000	5	426	0.000	5	426	0.000
10:00 - 11:00	5	426	0.000	5	426	0.000	5	426	0.000
11:00 - 12:00	5	426	0.094	5	426	0.047	5	426	0.141
12:00 - 13:00	5	426	0.000	5	426	0.047	5	426	0.047
13:00 - 14:00	5	426	0.000	5	426	0.000	5	426	0.000
14:00 - 15:00	5	426	0.000	5	426	0.000	5	426	0.000
15:00 - 16:00	5	426	0.000	5	426	0.000	5	426	0.000
16:00 - 17:00	5	426	0.000	5	426	0.000	5	426	0.000
17:00 - 18:00	5	426	0.047	5	426	0.000	5	426	0.047
18:00 - 19:00	4	370	0.000	4	370	0.000	4	370	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.094			0.235

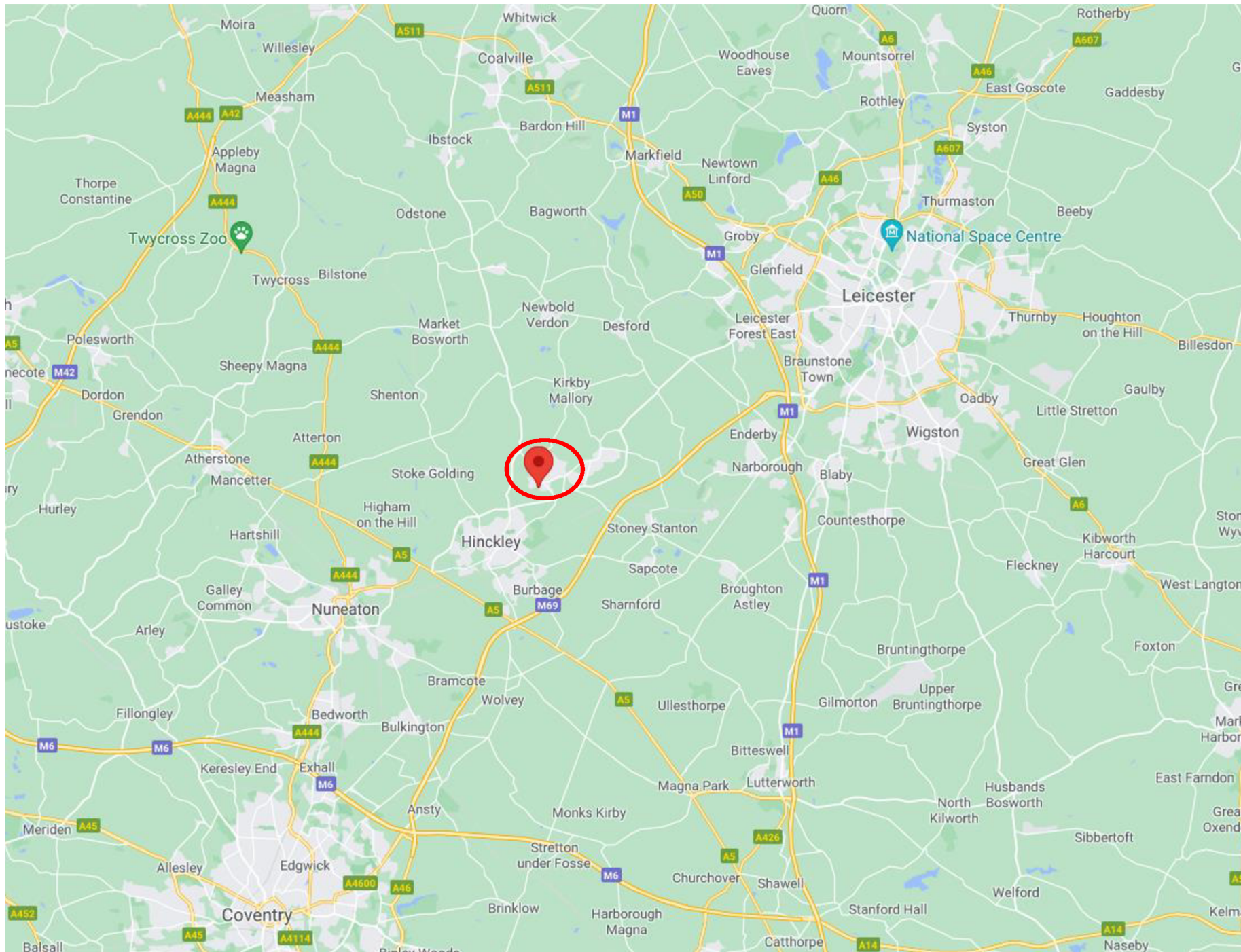
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Appendix E Traffic Survey Outputs







10596		BARWELL								
		JULY 2021			Posted Speed Limit (PSL)					
Site	Location	Direction	Start Date	End Date		Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10596001	High St, Barwell S of The Barracks 52.56649, -1.34739	Channel: Northbound	Thu 08-Jul-21	Wed 14-Jul-21	30	10504	1604	1501	26.1	21.5
		Channel: Southbound	Thu 08-Jul-21	Wed 14-Jul-21		16354	2462	2336	25.3	20.8

10596	BARWELL					Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)					
JULY 2021			Channel: Northbound												
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Thu 08-Jul-21															
00:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0	
01:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
05:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0	
06:00	33	1	23	3	6	0	0	0	0	0	0	0	0	0	
07:00	69	2	54	6	5	2	0	0	0	0	0	0	0	0	
08:00	130	0	108	14	5	1	2	0	0	0	0	0	0	0	
09:00	111	3	83	17	6	0	0	0	2	0	0	0	0	0	
10:00	106	0	88	9	6	1	2	0	0	0	0	0	0	0	
11:00	102	0	85	10	4	2	0	0	0	0	0	1	0	0	
12:00	105	5	80	13	6	0	1	0	0	0	0	0	0	0	
13:00	119	1	101	9	5	1	1	0	1	0	0	0	0	0	
14:00	114	3	90	14	4	1	2	0	0	0	0	0	0	0	
15:00	150	1	124	16	7	2	0	0	0	0	0	0	0	0	
16:00	150	4	122	17	5	1	0	0	1	0	0	0	0	0	
17:00	165	5	138	17	5	0	0	0	0	0	0	0	0	0	
18:00	132	1	123	4	2	1	1	0	0	0	0	0	0	0	
19:00	123	3	112	3	3	2	0	0	0	0	0	0	0	0	
20:00	63	1	57	3	1	1	0	0	0	0	0	0	0	0	
21:00	39	0	37	1	1	0	0	0	0	0	0	0	0	0	
22:00	38	1	35	1	0	1	0	0	0	0	0	0	0	0	
23:00	12	3	9	0	0	0	0	0	0	0	0	0	0	0	
12H.7-19	1453	25	1196	146	60	12	9	0	4	0	0	1	0	0	
16H.6-22	1711	30	1425	156	71	15	9	0	4	0	0	1	0	0	
18H.6-24	1761	34	1469	157	71	16	9	0	4	0	0	1	0	0	
24H.0-24	1787	37	1491	158	71	16	9	0	4	0	0	1	0	0	

10596	BARWELL					Site No: 10596001	Location	High St, Barwell (att to l/c S of The Barracks)						
JULY 2021			Channel: Northbound											
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES												
Fri 09-Jul-21														
00:00	10	1	8	0	0	1	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	12	1	8	1	0	1	1	0	0	0	0	0	0	0
06:00	34	0	23	5	6	0	0	0	0	0	0	0	0	0
07:00	79	3	57	10	5	4	0	0	0	0	0	0	0	0
08:00	103	0	88	9	5	0	1	0	0	0	0	0	0	0
09:00	108	3	80	17	5	2	0	0	0	0	1	0	0	0
10:00	117	3	98	10	6	0	0	0	0	0	0	0	0	0
11:00	116	3	92	13	6	1	1	0	0	0	0	0	0	0
12:00	165	6	128	20	6	3	2	0	0	0	0	0	0	0
13:00	144	8	121	9	6	0	0	0	0	0	0	0	0	0
14:00	127	7	104	10	4	2	0	0	0	0	0	0	0	0
15:00	134	2	114	10	4	4	0	0	0	0	0	0	0	0
16:00	142	5	120	12	5	0	0	0	0	0	0	0	0	0
17:00	133	1	121	6	4	1	0	0	0	0	0	0	0	0
18:00	153	1	138	7	5	0	1	0	0	0	0	1	0	0
19:00	76	1	67	4	3	0	1	0	0	0	0	0	0	0
20:00	80	0	75	3	2	0	0	0	0	0	0	0	0	0
21:00	68	1	63	2	1	1	0	0	0	0	0	0	0	0
22:00	40	0	38	1	0	1	0	0	0	0	0	0	0	0
23:00	29	1	26	2	0	0	0	0	0	0	0	0	0	0
12H.7-19	1521	42	1261	133	61	17	5	0	0	0	1	1	0	0
16H.6-22	1779	44	1489	147	73	18	6	0	0	0	1	1	0	0
18H.6-24	1848	45	1553	150	73	19	6	0	0	0	1	1	0	0
24H.0-24	1878	47	1575	153	73	21	7	0	0	0	1	1	0	0

10596	BARWELL					Site No: 10596001	Location High St, Barwell (att to l/c S of The Barracks)							
	JULY 2021					Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 10-Jul-21														
00:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0
01:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0
06:00	17	1	11	2	3	0	0	0	0	0	0	0	0	0
07:00	39	1	31	0	6	1	0	0	0	0	0	0	0	0
08:00	51	1	41	5	3	1	0	0	0	0	0	0	0	0
09:00	64	0	56	2	4	1	1	0	0	0	0	0	0	0
10:00	111	3	94	9	1	4	0	0	0	0	0	0	0	0
11:00	117	4	101	5	5	1	1	0	0	0	0	0	0	0
12:00	113	6	94	5	6	0	0	0	1	0	1	0	0	0
13:00	108	4	92	6	5	1	0	0	0	0	0	0	0	0
14:00	109	5	90	6	6	0	1	0	1	0	0	0	0	0
15:00	95	1	85	3	3	3	0	0	0	0	0	0	0	0
16:00	83	1	76	0	5	1	0	0	0	0	0	0	0	0
17:00	91	1	81	4	5	0	0	0	0	0	0	0	0	0
18:00	97	2	86	4	4	1	0	0	0	0	0	0	0	0
19:00	94	1	84	6	2	1	0	0	0	0	0	0	0	0
20:00	64	1	59	2	1	1	0	0	0	0	0	0	0	0
21:00	52	1	49	1	0	1	0	0	0	0	0	0	0	0
22:00	30	3	25	0	2	0	0	0	0	0	0	0	0	0
23:00	18	1	17	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1078	29	927	49	53	14	3	0	2	0	1	0	0	0
16H,6-22	1305	33	1130	60	59	17	3	0	2	0	1	0	0	0
18H,6-24	1353	37	1172	60	61	17	3	0	2	0	1	0	0	0
24H,0-24	1381	38	1198	61	61	17	3	0	2	0	1	0	0	0

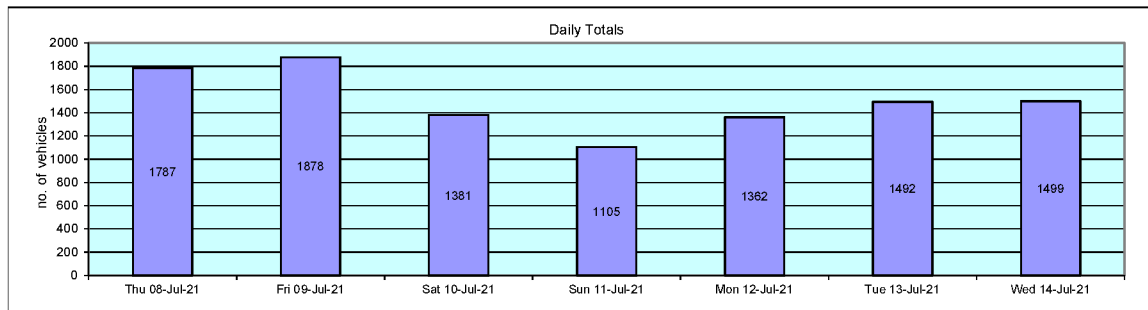
10596	JULY 2021		BARWELL	Site No: 10596001		Location High St, Barwell (att to l/c S of The Barracks)								
				Channel: Northbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 11-Jul-21														
00:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0
01:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
07:00	24	2	21	1	0	0	0	0	0	0	0	0	0	0
08:00	34	5	23	3	1	1	1	0	0	0	0	0	0	0
09:00	47	7	35	2	2	1	0	0	0	0	0	0	0	0
10:00	64	6	54	1	1	1	1	0	0	0	0	0	0	0
11:00	95	6	81	6	1	1	0	0	0	0	0	0	0	0
12:00	86	2	80	2	1	1	0	0	0	0	0	0	0	0
13:00	87	2	76	7	1	1	0	0	0	0	0	0	0	0
14:00	82	4	73	3	1	1	0	0	0	0	0	0	0	0
15:00	95	4	83	5	1	1	1	0	0	0	0	0	0	0
16:00	85	4	74	5	1	1	0	0	0	0	0	0	0	0
17:00	89	2	81	4	0	1	0	0	0	0	0	1	0	0
18:00	85	4	77	3	0	0	0	0	1	0	0	0	0	0
19:00	67	1	64	2	0	0	0	0	0	0	0	0	0	0
20:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0
21:00	23	0	23	0	0	0	0	0	0	0	0	0	0	0
22:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0
23:00	64	1	61	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	873	48	758	42	10	10	3	0	1	0	0	1	0	0
16H,6-22	991	49	872	45	10	10	3	0	1	0	0	1	0	0
18H,6-24	1073	50	951	47	10	10	3	0	1	0	0	1	0	0
24H,0-24	1105	50	982	48	10	10	3	0	1	0	0	1	0	0

10596	BARWELL					Site No: 10596001	Location High St, Barwell (att to l/c S of The Barracks)							
	JULY 2021					Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 12-Jul-21														
00:00	16	1	14	1	0	0	0	0	0	0	0	0	0	0
01:00	8	0	6	1	0	0	1	0	0	0	0	0	0	0
02:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
03:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	12	0	9	2	1	0	0	0	0	0	0	0	0	0
06:00	29	1	20	3	4	1	0	0	0	0	0	0	0	0
07:00	36	2	23	5	5	1	0	0	0	0	0	0	0	0
08:00	64	1	45	11	5	1	0	0	1	0	0	0	0	0
09:00	86	3	63	15	5	0	0	0	0	0	0	0	0	0
10:00	83	1	59	15	4	4	0	0	0	0	0	0	0	0
11:00	84	1	66	11	6	0	0	0	0	0	0	0	0	0
12:00	94	0	77	10	6	0	0	0	1	0	0	0	0	0
13:00	98	4	78	10	3	3	0	0	0	0	0	0	0	0
14:00	113	6	90	12	5	0	0	0	0	0	0	0	0	0
15:00	100	1	82	10	6	0	0	0	0	0	0	1	0	0
16:00	118	4	94	14	3	3	0	0	0	0	0	0	0	0
17:00	128	5	111	7	4	0	0	0	1	0	0	0	0	0
18:00	89	2	77	4	5	0	1	0	0	0	0	0	0	0
19:00	71	2	60	5	3	1	0	0	0	0	0	0	0	0
20:00	59	2	54	1	1	1	0	0	0	0	0	0	0	0
21:00	42	2	38	0	1	1	0	0	0	0	0	0	0	0
22:00	17	1	16	0	0	0	0	0	0	0	0	0	0	0
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1093	30	865	124	57	12	1	0	3	0	0	1	0	0
16H,6-22	1294	37	1037	133	66	16	1	0	3	0	0	1	0	0
18H,6-24	1317	38	1059	133	66	16	1	0	3	0	0	1	0	0
24H,0-24	1362	40	1094	139	67	16	2	0	3	0	0	1	0	0

10596	BARWELL					Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)					
JULY 2021			Channel: Northbound												
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Tue 13-Jul-21															
00:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
03:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
05:00	14	0	10	2	1	1	0	0	0	0	0	0	0	0	
06:00	31	3	23	1	4	0	0	0	0	0	0	0	0	0	
07:00	66	1	49	10	4	2	0	0	0	0	0	0	0	0	
08:00	60	2	43	9	3	3	0	0	0	0	0	0	0	0	
09:00	81	2	58	14	6	1	0	0	0	0	0	0	0	0	
10:00	97	2	75	12	6	0	2	0	0	0	0	0	0	0	
11:00	119	1	85	25	4	3	0	0	0	0	0	1	0	0	
12:00	97	0	80	7	6	3	0	0	0	0	0	1	0	0	
13:00	113	5	87	14	4	2	1	0	0	0	0	0	0	0	
14:00	110	3	89	11	4	3	0	0	0	0	0	0	0	0	
15:00	123	4	100	12	5	1	0	0	0	0	1	0	0	0	
16:00	142	5	122	9	5	1	0	0	0	0	0	0	0	0	
17:00	146	4	128	8	2	2	0	0	2	0	0	0	0	0	
18:00	93	3	79	5	4	1	0	0	1	0	0	0	0	0	
19:00	94	0	87	3	4	0	0	0	0	0	0	0	0	0	
20:00	40	2	34	2	1	0	1	0	0	0	0	0	0	0	
21:00	15	1	12	1	1	0	0	0	0	0	0	0	0	0	
22:00	30	2	26	1	1	0	0	0	0	0	0	0	0	0	
23:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
12H.7-19	1247	32	995	136	53	22	3	0	3	0	1	2	0	0	
16H.6-22	1427	38	1151	143	63	22	4	0	3	0	1	2	0	0	
18H.6-24	1464	40	1184	144	64	22	4	0	3	0	1	2	0	0	
24H.0-24	1492	43	1202	149	65	23	4	0	3	0	1	2	0	0	

10596	BARWELL					Site No: 10596001	Location High St, Barwell (att to l/c S of The Barracks)							
JULY 2021						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 14-Jul-21														
00:00	10	1	7	1	0	0	1	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0
05:00	14	1	11	0	2	0	0	0	0	0	0	0	0	0
06:00	35	1	28	2	4	0	0	0	0	0	0	0	0	0
07:00	59	3	43	6	5	2	0	0	0	0	0	0	0	0
08:00	74	0	58	9	4	1	2	0	0	0	0	0	0	0
09:00	88	1	65	15	6	0	1	0	0	0	0	0	0	0
10:00	100	1	76	14	7	2	0	0	0	0	0	0	0	0
11:00	103	3	75	16	6	1	1	0	1	0	0	0	0	0
12:00	111	8	84	11	6	1	0	0	0	0	0	1	0	0
13:00	112	2	89	14	5	1	0	0	1	0	0	0	0	0
14:00	102	4	85	7	5	0	1	0	0	0	0	0	0	0
15:00	116	3	93	13	5	2	0	0	0	0	0	0	0	0
16:00	137	6	112	13	5	1	0	0	0	0	0	0	0	0
17:00	151	5	129	12	2	1	0	0	2	0	0	0	0	0
18:00	101	4	89	3	3	1	0	0	1	0	0	0	0	0
19:00	84	0	77	2	4	0	0	0	1	0	0	0	0	0
20:00	45	1	41	1	1	0	1	0	0	0	0	0	0	0
21:00	14	1	11	1	1	0	0	0	0	0	0	0	0	0
22:00	29	2	23	1	1	0	0	0	0	2	0	0	0	0
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1254	40	998	133	59	13	5	0	5	0	0	1	0	0
16H.6-22	1432	43	1155	139	69	13	6	0	6	0	0	1	0	0
18H.6-24	1465	45	1182	140	70	13	6	0	6	2	0	1	0	0
24H.0-24	1499	48	1208	142	72	13	7	0	6	2	0	1	0	0

10596		BARWELL				Site No: 10596001		Location	High St, Barwell (att to l/c S of The Barracks)					
JULY 2021			Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 08-Jul-21	1787	37	1491	158	71	16	9	0	4	0	0	1	0	0
Fri 09-Jul-21	1878	47	1575	153	73	21	7	0	0	0	1	1	0	0
Sat 10-Jul-21	1381	38	1198	81	81	17	3	0	2	0	1	0	0	0
Sun 11-Jul-21	1105	50	982	48	10	10	3	0	1	0	0	1	0	0
Mon 12-Jul-21	1362	40	1094	139	67	16	2	0	3	0	0	1	0	0
Tue 13-Jul-21	1492	43	1202	149	65	23	4	0	3	0	1	2	0	0
Wed 14-Jul-21	1499	48	1208	142	72	13	7	0	6	2	0	1	0	0
Total Vehicles														
[--]	10504	303	8750	850	419	116	35	0	19	2	3	7	0	0



10596	BARWELL			Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)			
JULY 2021		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 08-Jul-21											
00:00	6	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
01:00	2	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
05:00	10	1	10.0	9	90.0	0	0.0	0	0.0	0	0.0
06:00	33	1	3.0	23	69.7	3	9.1	0	0.0	6	18.2
07:00	69	2	2.9	54	78.3	6	8.7	2	2.9	5	7.3
08:00	130	0	0.0	108	83.1	14	10.8	3	2.3	5	3.9
09:00	111	3	2.7	83	74.8	17	15.3	2	1.8	6	5.4
10:00	106	0	0.0	88	83.0	9	8.5	3	2.8	6	5.7
11:00	102	0	0.0	85	83.3	10	9.8	3	2.9	4	3.9
12:00	105	5	4.8	80	76.2	13	12.4	1	1.0	6	5.7
13:00	119	1	0.8	101	84.9	9	7.6	3	2.5	5	4.2
14:00	114	3	2.6	90	79.0	14	12.3	3	2.6	4	3.5
15:00	150	1	0.7	124	82.7	16	10.7	2	1.3	7	4.7
16:00	150	4	2.7	122	81.3	17	11.3	2	1.3	5	3.3
17:00	165	5	3.0	138	83.6	17	10.3	0	0.0	5	3.0
18:00	132	1	0.8	123	93.2	4	3.0	2	1.5	2	1.5
19:00	123	3	2.4	112	91.1	3	2.4	2	1.6	3	2.4
20:00	63	1	1.6	57	90.5	3	4.8	1	1.6	1	1.6
21:00	39	0	0.0	37	94.9	1	2.6	0	0.0	1	2.6
22:00	38	1	2.6	35	92.1	1	2.6	1	2.6	0	0.0
23:00	12	3	25.0	9	75.0	0	0.0	0	0.0	0	0.0
12H.7-19	1453	25	1.7	1196	82.3	146	10.1	26	1.8	60	4.1
16H.6-22	1711	30	1.8	1425	83.3	156	9.1	29	1.7	71	4.2
18H.6-24	1761	34	1.9	1469	83.4	157	8.9	30	1.7	71	4.0
24H.0-24	1787	37	2.1	1491	83.4	158	8.8	30	1.7	71	4.0

10596	BARWELL			Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)			
JULY 2021		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 09-Jul-21											
00:00	10	1	10.0	8	80.0	0	0.0	1	10.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	12	1	8.3	8	66.7	1	8.3	2	16.7	0	0.0
06:00	34	0	0.0	23	67.7	5	14.7	0	0.0	6	17.7
07:00	79	3	3.8	57	72.2	10	12.7	4	5.1	5	6.3
08:00	103	0	0.0	88	85.4	9	8.7	1	1.0	5	4.9
09:00	108	3	2.8	80	74.1	17	15.7	3	2.8	5	4.6
10:00	117	3	2.6	98	83.8	10	8.6	0	0.0	6	5.1
11:00	116	3	2.6	92	79.3	13	11.2	2	1.7	6	5.2
12:00	165	6	3.6	128	77.6	20	12.1	5	3.0	6	3.6
13:00	144	8	5.6	121	84.0	9	6.3	0	0.0	6	4.2
14:00	127	7	5.5	104	81.9	10	7.9	2	1.6	4	3.2
15:00	134	2	1.5	114	85.1	10	7.5	4	3.0	4	3.0
16:00	142	5	3.5	120	84.5	12	8.5	0	0.0	5	3.5
17:00	133	1	0.8	121	91.0	6	4.5	1	0.8	4	3.0
18:00	153	1	0.7	138	90.2	7	4.6	2	1.3	5	3.3
19:00	76	1	1.3	67	88.2	4	5.3	1	1.3	3	4.0
20:00	80	0	0.0	75	93.8	3	3.8	0	0.0	2	2.5
21:00	68	1	1.5	63	92.7	2	2.9	1	1.5	1	1.5
22:00	40	0	0.0	38	95.0	1	2.5	1	2.5	0	0.0
23:00	29	1	3.5	26	89.7	2	6.9	0	0.0	0	0.0
12H,7-19	1521	42	2.8	1261	82.9	133	8.7	24	1.6	61	4.0
16H,6-22	1779	44	2.5	1489	83.7	147	8.3	26	1.5	73	4.1
18H,6-24	1848	45	2.4	1553	84.0	150	8.1	27	1.5	73	4.0
24H,0-24	1878	47	2.5	1575	83.9	153	8.2	30	1.6	73	3.9

10596	BARWELL			Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)			
JULY 2021		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 10-Jul-21											
00:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
01:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	4	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
06:00	17	1	5.9	11	64.7	2	11.8	0	0.0	3	17.7
07:00	39	1	2.6	31	79.5	0	0.0	1	2.6	6	15.4
08:00	51	1	2.0	41	80.4	5	9.8	1	2.0	3	5.9
09:00	64	0	0.0	56	87.5	2	3.1	2	3.1	4	6.3
10:00	111	3	2.7	94	84.7	9	8.1	4	3.6	1	0.9
11:00	117	4	3.4	101	86.3	5	4.3	2	1.7	5	4.3
12:00	113	6	5.3	94	83.2	5	4.4	2	1.8	6	5.3
13:00	108	4	3.7	92	85.2	6	5.6	1	0.9	5	4.6
14:00	109	5	4.6	90	82.6	6	5.5	2	1.8	6	5.5
15:00	95	1	1.1	85	89.5	3	3.2	3	3.2	3	3.2
16:00	83	1	1.2	76	91.6	0	0.0	1	1.2	5	6.0
17:00	91	1	1.1	81	89.0	4	4.4	0	0.0	5	5.5
18:00	97	2	2.1	86	88.7	4	4.1	1	1.0	4	4.1
19:00	94	1	1.1	84	89.4	6	6.4	1	1.1	2	2.1
20:00	64	1	1.6	59	92.2	2	3.1	1	1.6	1	1.6
21:00	52	1	1.9	49	94.2	1	1.9	1	1.9	0	0.0
22:00	30	3	10.0	25	83.3	0	0.0	0	0.0	2	6.7
23:00	18	1	5.6	17	94.4	0	0.0	0	0.0	0	0.0
12H.7-19	1078	29	2.7	927	86.0	49	4.6	20	1.9	53	4.9
16H.6-22	1305	33	2.5	1130	86.6	60	4.6	23	1.8	59	4.5
18H.6-24	1353	37	2.7	1172	86.6	60	4.4	23	1.7	61	4.5
24H.0-24	1381	38	2.8	1198	86.8	61	4.4	23	1.7	61	4.4

10596	BARWELL	Site No: 10596001	Location	High St, Barwell (att to l/c S of The Barracks)							
JULY 2021		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 11-Jul-21											
00:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
01:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
07:00	24	2	8.3	21	87.5	1	4.2	0	0.0	0	0.0
08:00	34	5	14.7	23	67.7	3	8.8	2	5.9	1	2.9
09:00	47	7	14.9	35	74.5	2	4.3	1	2.1	2	4.3
10:00	64	6	9.4	54	84.4	1	1.6	2	3.1	1	1.6
11:00	95	6	6.3	81	85.3	6	6.3	1	1.1	1	1.1
12:00	86	2	2.3	80	93.0	2	2.3	1	1.2	1	1.2
13:00	87	2	2.3	76	87.4	7	8.1	1	1.2	1	1.2
14:00	82	4	4.9	73	89.0	3	3.7	1	1.2	1	1.2
15:00	95	4	4.2	83	87.4	5	5.3	2	2.1	1	1.1
16:00	85	4	4.7	74	87.1	5	5.9	1	1.2	1	1.2
17:00	89	2	2.3	81	91.0	4	4.5	2	2.3	0	0.0
18:00	85	4	4.7	77	90.6	3	3.5	1	1.2	0	0.0
19:00	67	1	1.5	64	95.5	2	3.0	0	0.0	0	0.0
20:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
21:00	23	0	0.0	23	100.0	0	0.0	0	0.0	0	0.0
22:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
23:00	64	1	1.6	61	95.3	2	3.1	0	0.0	0	0.0
12H.7-19	873	48	5.5	758	86.8	42	4.8	15	1.7	10	1.2
16H.6-22	991	49	4.9	872	88.0	45	4.5	15	1.5	10	1.0
18H.6-24	1073	50	4.7	951	88.6	47	4.4	15	1.4	10	0.9
24H.0-24	1105	50	4.5	982	88.9	48	4.3	15	1.4	10	0.9

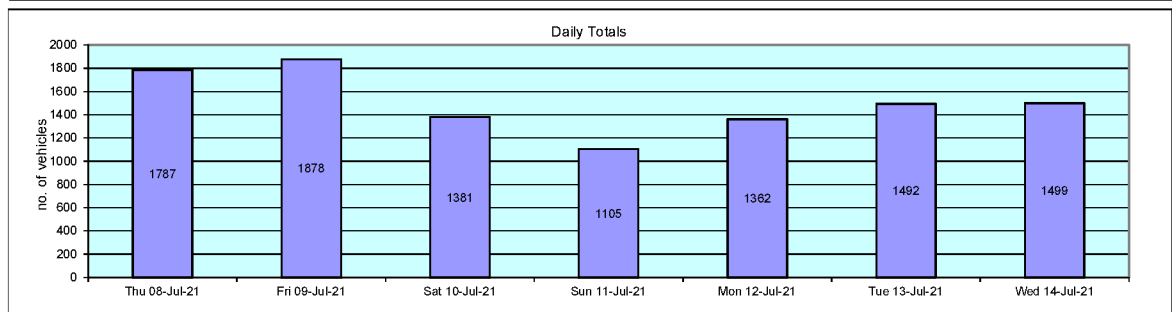
10596	BARWELL			Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)			
JULY 2021		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 12-Jul-21											
00:00	16	1	6.3	14	87.5	1	6.3	0	0.0	0	0.0
01:00	8	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
02:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
03:00	2	1	50.0	0	0.0	1	50.0	0	0.0	0	0.0
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	12	0	0.0	9	75.0	2	16.7	0	0.0	1	8.3
06:00	29	1	3.5	20	69.0	3	10.3	1	3.5	4	13.8
07:00	36	2	5.6	23	63.9	5	13.9	1	2.8	5	13.9
08:00	64	1	1.6	45	70.3	11	17.2	2	3.1	5	7.8
09:00	86	3	3.5	63	73.3	15	17.4	0	0.0	5	5.8
10:00	83	1	1.2	59	71.1	15	18.1	4	4.8	4	4.8
11:00	84	1	1.2	66	78.6	11	13.1	0	0.0	6	7.1
12:00	94	0	0.0	77	81.9	10	10.6	1	1.1	6	6.4
13:00	98	4	4.1	78	79.6	10	10.2	3	3.1	3	3.1
14:00	113	6	5.3	90	79.7	12	10.6	0	0.0	5	4.4
15:00	100	1	1.0	82	82.0	10	10.0	1	1.0	6	6.0
16:00	118	4	3.4	94	79.7	14	11.9	3	2.5	3	2.5
17:00	128	5	3.9	111	86.7	7	5.5	1	0.8	4	3.1
18:00	89	2	2.3	77	86.5	4	4.5	1	1.1	5	5.6
19:00	71	2	2.8	60	84.5	5	7.0	1	1.4	3	4.2
20:00	59	2	3.4	54	91.5	1	1.7	1	1.7	1	1.7
21:00	42	2	4.8	38	90.5	0	0.0	1	2.4	1	2.4
22:00	17	1	5.9	16	94.1	0	0.0	0	0.0	0	0.0
23:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1093	30	2.7	865	79.1	124	11.3	17	1.6	57	5.2
16H.6-22	1294	37	2.9	1037	80.1	133	10.3	21	1.6	66	5.1
18H.6-24	1317	38	2.9	1059	80.4	133	10.1	21	1.6	66	5.0
24H.0-24	1362	40	2.9	1094	80.3	139	10.2	22	1.6	67	4.9

10596	BARWELL			Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)			
JULY 2021		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 13-Jul-21											
00:00	2	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
01:00	4	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
03:00	4	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	14	0	0.0	10	71.4	2	14.3	1	7.1	1	7.1
06:00	31	3	9.7	23	74.2	1	3.2	0	0.0	4	12.9
07:00	66	1	1.5	49	74.2	10	15.2	2	3.0	4	6.1
08:00	60	2	3.3	43	71.7	9	15.0	3	5.0	3	5.0
09:00	81	2	2.5	58	71.6	14	17.3	1	1.2	6	7.4
10:00	97	2	2.1	75	77.3	12	12.4	2	2.1	6	6.2
11:00	119	1	0.8	85	71.4	25	21.0	4	3.4	4	3.4
12:00	97	0	0.0	80	82.5	7	7.2	4	4.1	6	6.2
13:00	113	5	4.4	87	77.0	14	12.4	3	2.7	4	3.5
14:00	110	3	2.7	89	80.9	11	10.0	3	2.7	4	3.6
15:00	123	4	3.3	100	81.3	12	9.8	2	1.6	5	4.1
16:00	142	5	3.5	122	85.9	9	6.3	1	0.7	5	3.5
17:00	146	4	2.7	128	87.7	8	5.5	4	2.7	2	1.4
18:00	93	3	3.2	79	85.0	5	5.4	2	2.2	4	4.3
19:00	94	0	0.0	87	92.6	3	3.2	0	0.0	4	4.3
20:00	40	2	5.0	34	85.0	2	5.0	1	2.5	1	2.5
21:00	15	1	6.7	12	80.0	1	6.7	0	0.0	1	6.7
22:00	30	2	6.7	26	86.7	1	3.3	0	0.0	1	3.3
23:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1247	32	2.6	995	79.8	136	10.9	31	2.5	53	4.3
16H.6-22	1427	38	2.7	1151	80.7	143	10.0	32	2.2	63	4.4
18H.6-24	1464	40	2.7	1184	80.9	144	9.8	32	2.2	64	4.4
24H.0-24	1492	43	2.9	1202	80.6	149	10.0	33	2.2	65	4.4

10596	BARWELL	Site No: 10596001	Location	High St, Barwell (att to l/c S of The Barracks)							
JULY 2021		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 14-Jul-21											
00:00	10	1	10.0	7	70.0	1	10.0	1	10.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	4	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
05:00	14	1	7.1	11	78.6	0	0.0	0	0.0	2	14.3
06:00	35	1	2.9	28	80.0	2	5.7	0	0.0	4	11.4
07:00	59	3	5.1	43	72.9	6	10.2	2	3.4	5	8.5
08:00	74	0	0.0	58	78.4	9	12.2	3	4.1	4	5.4
09:00	88	1	1.1	65	73.9	15	17.1	1	1.1	6	6.8
10:00	100	1	1.0	76	76.0	14	14.0	2	2.0	7	7.0
11:00	103	3	2.9	75	72.8	16	15.5	3	2.9	6	5.8
12:00	111	8	7.2	84	75.7	11	9.9	2	1.8	6	5.4
13:00	112	2	1.8	89	79.5	14	12.5	2	1.8	5	4.5
14:00	102	4	3.9	85	83.3	7	6.9	1	1.0	5	4.9
15:00	116	3	2.6	93	80.2	13	11.2	2	1.7	5	4.3
16:00	137	6	4.4	112	81.8	13	9.5	1	0.7	5	3.7
17:00	151	5	3.3	129	85.4	12	8.0	3	2.0	2	1.3
18:00	101	4	4.0	89	88.1	3	3.0	2	2.0	3	3.0
19:00	84	0	0.0	77	91.7	2	2.4	1	1.2	4	4.8
20:00	45	1	2.2	41	91.1	1	2.2	1	2.2	1	2.2
21:00	14	1	7.1	11	78.6	1	7.1	0	0.0	1	7.1
22:00	29	2	6.9	23	79.3	1	3.5	2	6.9	1	3.5
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1254	40	3.2	998	79.6	133	10.6	24	1.9	59	4.7
16H.6-22	1432	43	3.0	1155	80.7	139	9.7	26	1.8	69	4.8
18H.6-24	1465	45	3.1	1182	80.7	140	9.6	28	1.9	70	4.8
24H.0-24	1499	48	3.2	1208	80.6	142	9.5	29	1.9	72	4.8

10596	BARWELL	Site No: 10596001	Location High St, Barwell (att to l/c S of The Barracks)
JULY 2021		Channel: Northbound	

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 08-Jul-21	1787	37	2.1	1491	83.4	158	8.8	30	1.7	71	4.0
Fri 09-Jul-21	1878	47	2.5	1575	83.9	153	8.2	30	1.6	73	3.9
Sat 10-Jul-21	1381	38	2.8	1198	86.8	61	4.4	23	1.7	61	4.4
Sun 11-Jul-21	1105	50	4.5	982	88.9	48	4.3	15	1.4	10	0.9
Mon 12-Jul-21	1362	40	2.9	1094	80.3	139	10.2	22	1.6	67	4.9
Tue 13-Jul-21	1492	43	2.9	1202	80.6	149	10.0	33	2.2	65	4.4
Wed 14-Jul-21	1499	48	3.2	1208	80.6	142	9.5	29	1.9	72	4.8
Total Vehicles											
[--]	10504	303	3.0	8750	83.5	850	7.9	182	1.7	419	3.9



10596	BARWELL				Site No: 10596001		Location High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 08-Jul-21																
00:00	6	-	26	5.4	0	0	0	1	2	2	1	0	0	0	0	0
01:00	2	-	18.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
02:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	4	-	23.5	4.2	0	0	0	1	2	1	0	0	0	0	0	0
05:00	10	29.3	23.5	6.4	0	0	1	3	2	3	1	0	0	0	0	0
06:00	33	29.4	24.3	5.1	0	0	1	8	11	11	2	0	0	0	0	0
07:00	69	29.2	24.1	5.5	0	0	5	11	30	19	3	0	1	0	0	0
08:00	130	24.6	20.1	4.5	0	3	15	57	48	6	1	0	0	0	0	0
09:00	111	25.4	20.3	5.1	0	3	14	48	33	11	2	0	0	0	0	0
10:00	106	25.8	20.9	5	0	1	15	38	37	14	1	0	0	0	0	0
11:00	102	24.7	20.4	4.3	0	1	14	37	46	4	0	0	0	0	0	0
12:00	105	25.9	21.4	5	0	2	11	33	44	14	1	0	0	0	0	0
13:00	119	25.9	21.8	4.8	1	1	8	37	55	15	2	0	0	0	0	0
14:00	114	25.4	21.1	4.7	0	2	10	42	48	11	1	0	0	0	0	0
15:00	150	24.1	19.2	4.4	0	0	36	64	44	6	0	0	0	0	0	0
16:00	150	25.1	20.9	4.3	0	0	17	54	69	9	1	0	0	0	0	0
17:00	165	24.5	19.2	5	0	3	36	77	34	13	2	0	0	0	0	0
18:00	132	25.6	20.7	5.1	0	1	21	48	45	14	3	0	0	0	0	0
19:00	123	25.2	20.1	5.4	2	5	15	43	46	12	0	0	0	0	0	0
20:00	63	28.7	22.5	5.9	0	2	4	20	20	13	4	0	0	0	0	0
21:00	39	27.9	23.5	5.2	0	0	3	6	21	7	1	1	0	0	0	0
22:00	38	25.8	22.3	5.3	0	2	3	3	25	4	1	0	0	0	0	0
23:00	12	30.3	21.1	8.8	1	1	1	1	6	0	2	0	0	0	0	0
12H,7-19	1453	25.4	20.6	4.9	1	17	202	546	533	136	17	0	1	0	0	0
16H,6-22	1711	25.6	20.8	5	3	24	225	623	631	179	24	1	1	0	0	0
18H,6-24	1761	25.6	20.8	5.1	4	27	229	627	662	183	27	1	1	0	0	0
24H,0-24	1787	25.7	20.9	5.1	4	27	231	632	671	191	29	1	1	0	0	0

10596	BARWELL				Site No: 10596001		Location High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 09-Jul-21																
00:00	10	28.5	24.5	4.2	0	0	0	2	4	4	0	0	0	0	0	0
01:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
02:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
03:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	12	30.3	23.1	7.9	0	1	1	3	2	3	2	0	0	0	0	0
06:00	34	30.8	25.6	5.6	0	0	1	7	8	13	5	0	0	0	0	0
07:00	79	27.2	22.6	4.6	0	1	3	22	37	15	1	0	0	0	0	0
08:00	103	25.5	21.5	4.4	0	2	6	34	50	11	0	0	0	0	0	0
09:00	108	25.5	21	4.6	0	2	9	43	41	13	0	0	0	0	0	0
10:00	117	24.9	20.3	4.8	0	0	18	50	40	7	1	1	0	0	0	0
11:00	116	24.5	19.5	4.5	0	0	23	56	27	10	0	0	0	0	0	0
12:00	165	24.7	19.7	4.9	0	2	34	64	54	8	3	0	0	0	0	0
13:00	144	24.8	20.1	4.8	0	3	21	57	54	7	2	0	0	0	0	0
14:00	127	25.3	20.4	4.6	0	0	18	57	38	13	1	0	0	0	0	0
15:00	134	23.7	18.9	4.4	0	0	34	62	32	5	1	0	0	0	0	0
16:00	142	25.4	20.4	4.7	0	0	19	68	38	15	2	0	0	0	0	0
17:00	133	25.5	20.6	4.9	0	2	19	50	46	15	1	0	0	0	0	0
18:00	153	24.8	19.8	5	1	3	25	63	49	10	2	0	0	0	0	0
19:00	76	25.3	21.3	4.9	0	3	4	25	37	5	2	0	0	0	0	0
20:00	80	27.6	22.3	5.4	0	2	6	21	34	14	3	0	0	0	0	0
21:00	68	27	22.7	4.4	0	1	1	20	33	12	1	0	0	0	0	0
22:00	40	28.8	23.4	5.7	0	1	1	11	15	10	1	1	0	0	0	0
23:00	29	32.2	26.8	6.2	0	0	1	3	9	10	5	0	1	0	0	0
12H,7-19	1521	25.2	20.3	4.8	1	15	229	626	506	129	14	1	0	0	0	0
16H,6-22	1779	25.4	20.6	4.9	1	21	241	699	618	173	25	1	0	0	0	0
18H,6-24	1848	25.6	20.8	5	1	22	243	713	642	193	31	2	1	0	0	0
24H,0-24	1878	25.7	20.8	5	1	23	244	719	652	203	33	2	1	0	0	0

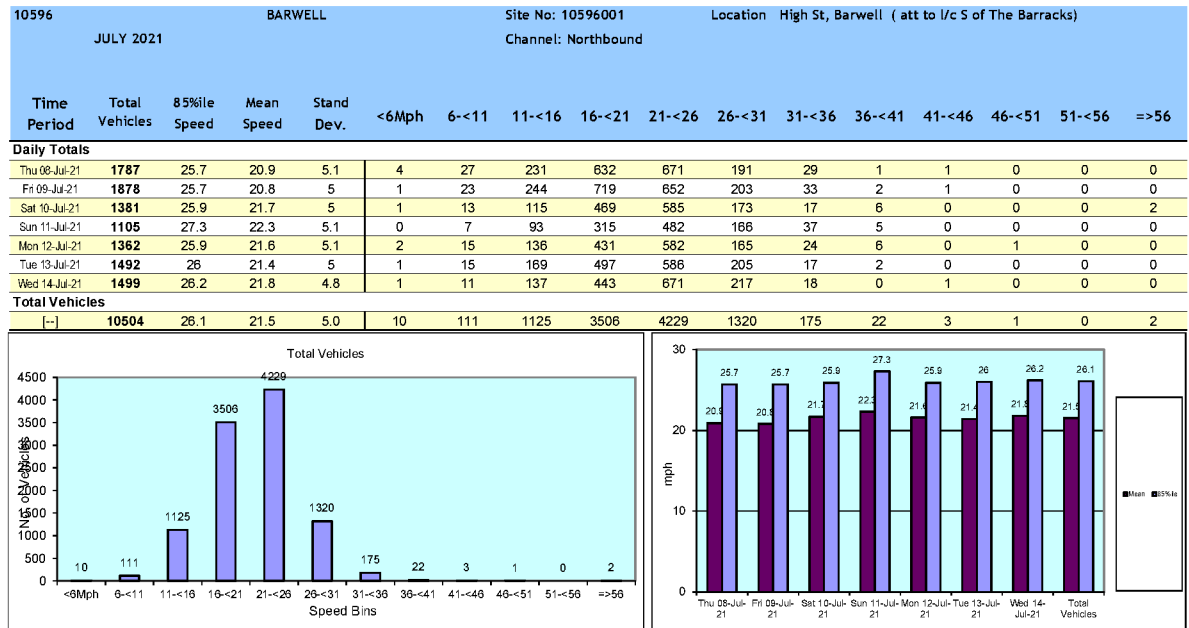
10596	BARWELL				Site No: 10596001		Location High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 10-Jul-21																
00:00	12	29.5	28.1	4.7	0	0	0	0	4	6	1	1	0	0	0	0
01:00	7	-	25.6	5	0	0	0	1	3	2	1	0	0	0	0	0
02:00	2	-	31	10.6	0	0	0	0	1	0	0	1	0	0	0	0
03:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
04:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	4	-	22.3	7.6	0	0	1	1	0	2	0	0	0	0	0	0
06:00	17	25.8	22.6	5.8	0	0	2	4	8	1	2	0	0	0	0	0
07:00	39	26.5	22.5	4.3	0	0	0	16	16	6	1	0	0	0	0	0
08:00	51	27.2	22.1	5.4	0	0	5	17	19	8	1	1	0	0	0	0
09:00	64	24.7	19.4	5.4	0	4	13	19	24	4	0	0	0	0	0	0
10:00	111	25.6	20.9	4.6	0	1	10	49	37	13	1	0	0	0	0	0
11:00	117	24.1	19.7	4.6	0	4	12	61	35	3	2	0	0	0	0	0
12:00	113	25.4	21.7	6.7	0	0	14	38	49	9	1	0	0	0	0	2
13:00	108	25.5	20.5	4.7	0	0	17	43	35	13	0	0	0	0	0	0
14:00	109	25.9	20.9	5.2	1	2	14	36	40	16	0	0	0	0	0	0
15:00	95	25.2	21.6	3.7	0	0	4	35	49	7	0	0	0	0	0	0
16:00	83	25.4	22.1	4.3	0	1	3	23	49	6	0	1	0	0	0	0
17:00	91	25.5	21.8	3.8	0	0	2	37	42	10	0	0	0	0	0	0
18:00	97	27.3	22.5	4.7	0	0	9	23	45	19	1	0	0	0	0	0
19:00	94	27.8	23.1	4.3	0	0	3	24	45	21	1	0	0	0	0	0
20:00	64	27	23.1	4.1	0	0	0	19	33	10	2	0	0	0	0	0
21:00	52	25.8	22.8	3.7	0	0	1	13	30	8	0	0	0	0	0	0
22:00	30	28	22.3	6.5	0	1	4	6	12	5	1	1	0	0	0	0
23:00	18	30.5	24.9	6.5	0	0	1	4	6	4	2	1	0	0	0	0
12H,7-19	1078	25.6	21.2	4.9	1	12	103	397	440	114	7	2	0	0	0	2
16H,6-22	1305	25.8	21.5	4.9	1	12	109	457	556	154	12	2	0	0	0	2
18H,6-24	1353	25.8	21.6	4.9	1	13	114	467	574	163	15	4	0	0	0	2
24H,0-24	1381	25.9	21.7	5	1	13	115	469	585	173	17	6	0	0	0	2

10596	BARWELL				Site No: 10596001		Location High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 11-Jul-21																
00:00	13	29.8	26.2	4.1	0	0	0	1	5	6	1	0	0	0	0	0
01:00	8	-	26.6	4.7	0	0	0	1	2	4	1	0	0	0	0	0
02:00	5	-	26.5	5.8	0	0	0	1	1	2	1	0	0	0	0	0
03:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	2	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
05:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
06:00	7	-	27.8	3.7	0	0	0	0	2	4	1	0	0	0	0	0
07:00	24	28.9	23.3	5.6	0	0	2	6	9	5	2	0	0	0	0	0
08:00	34	28.1	22.5	5.5	0	1	2	10	12	8	1	0	0	0	0	0
09:00	47	27	21.7	5.6	0	0	8	12	18	7	2	0	0	0	0	0
10:00	64	26.9	21.7	5	0	0	8	20	24	11	1	0	0	0	0	0
11:00	95	25.5	21.3	5	0	0	11	35	38	8	2	1	0	0	0	0
12:00	86	25.7	21.6	4.9	0	1	10	22	42	9	2	0	0	0	0	0
13:00	87	28.1	22.6	5.4	0	0	10	21	35	18	2	1	0	0	0	0
14:00	82	26.5	22	4.8	0	1	5	28	34	12	2	0	0	0	0	0
15:00	95	25.6	21.8	5	0	1	10	24	49	7	4	0	0	0	0	0
16:00	85	25.5	21.3	4.7	0	1	6	34	34	8	2	0	0	0	0	0
17:00	89	25.4	21.4	4.6	0	1	9	27	43	8	1	0	0	0	0	0
18:00	85	27.3	22.7	4.8	0	0	6	21	41	14	3	0	0	0	0	0
19:00	67	28.7	23.4	5.5	0	1	3	16	30	12	4	1	0	0	0	0
20:00	21	28.4	23.7	5.1	0	0	2	2	11	5	1	0	0	0	0	0
21:00	23	28.2	23.1	4.7	0	0	1	7	8	7	0	0	0	0	0	0
22:00	18	30.5	25.7	5.9	0	0	0	4	6	5	2	1	0	0	0	0
23:00	64	25.7	22.7	4.2	0	0	0	21	35	6	1	1	0	0	0	0
12H,7-19	873	26.4	21.9	5	0	6	87	260	379	115	24	2	0	0	0	0
16H,6-22	991	26.9	22.1	5.1	0	7	93	285	430	143	30	3	0	0	0	0
18H,6-24	1073	27	22.2	5	0	7	93	310	471	154	33	5	0	0	0	0
24H,0-24	1105	27.3	22.3	5.1	0	7	93	315	482	166	37	5	0	0	0	0

10596	BARWELL				Site No: 10596001		Location: High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 12-Jul-21																
00:00	16	31.5	24.4	9.4	0	0	2	5	4	2	1	1	0	1	0	0
01:00	8	-	15.5	5.7	1	0	3	3	1	0	0	0	0	0	0	0
02:00	4	-	24.8	2.8	0	0	0	0	3	1	0	0	0	0	0	0
03:00	2	-	18.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
04:00	3	-	28.5	8.8	0	0	0	0	2	0	0	1	0	0	0	0
05:00	12	25.3	23.9	2.9	0	0	0	1	9	2	0	0	0	0	0	0
06:00	29	28.2	23.3	5.3	0	0	3	4	15	5	2	0	0	0	0	0
07:00	36	29.1	23.9	5	0	0	2	7	15	10	2	0	0	0	0	0
08:00	64	25.9	22	4.7	0	0	6	18	30	9	1	0	0	0	0	0
09:00	86	25.8	20.9	4.8	0	2	7	36	29	12	0	0	0	0	0	0
10:00	83	25.5	20.4	5.2	0	3	10	33	27	9	1	0	0	0	0	0
11:00	84	26	21.8	4.4	0	0	6	30	35	13	0	0	0	0	0	0
12:00	94	25.2	20.9	4.5	0	0	12	34	40	7	1	0	0	0	0	0
13:00	98	25.7	21.5	4.8	0	0	13	27	46	10	2	0	0	0	0	0
14:00	113	25.1	21.2	4.5	0	2	9	36	59	6	0	1	0	0	0	0
15:00	100	25.2	21.1	4.5	0	0	7	47	36	8	1	1	0	0	0	0
16:00	118	25.6	21	4.9	0	2	14	42	45	14	1	0	0	0	0	0
17:00	128	25.7	21.2	5.2	0	4	16	33	59	14	2	0	0	0	0	0
18:00	89	26.4	21.3	5.3	1	0	14	23	36	15	0	0	0	0	0	0
19:00	71	26.4	21.8	5.1	0	1	7	21	30	10	2	0	0	0	0	0
20:00	59	28.8	23.7	5.4	0	0	1	18	25	10	3	2	0	0	0	0
21:00	42	25.8	22.3	4.5	0	0	3	11	22	5	1	0	0	0	0	0
22:00	17	30.9	24.1	6.2	0	1	0	2	10	1	3	0	0	0	0	0
23:00	6	-	26.8	4.3	0	0	0	0	3	2	1	0	0	0	0	0
12H,7-19	1093	25.7	21.3	4.8	1	13	116	366	457	127	11	2	0	0	0	0
16H,6-22	1294	25.9	21.5	4.9	1	14	130	420	549	157	19	4	0	0	0	0
18H,6-24	1317	25.9	21.6	4.9	1	15	130	422	562	160	23	4	0	0	0	0
24H,0-24	1362	25.9	21.6	5.1	2	15	136	431	582	165	24	6	0	1	0	0

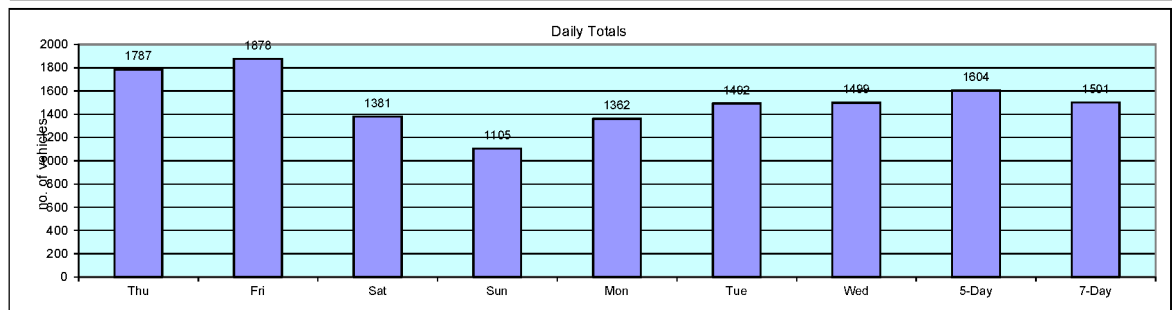
10596	BARWELL				Site No: 10596001		Location High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 13-Jul-21																
00:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
01:00	4	-	23.5	4.2	0	0	0	1	2	1	0	0	0	0	0	0
02:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
03:00	4	-	22.3	7.6	0	0	1	1	0	2	0	0	0	0	0	0
04:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
05:00	14	32	24.9	6.5	0	0	0	4	6	1	2	1	0	0	0	0
06:00	31	28.4	22.7	5.2	0	0	3	9	9	10	0	0	0	0	0	0
07:00	66	28.2	22.7	4.9	0	1	1	24	22	17	1	0	0	0	0	0
08:00	60	27.8	23	4.7	0	0	2	18	27	10	3	0	0	0	0	0
09:00	81	25.8	21.8	4.5	0	0	9	21	40	11	0	0	0	0	0	0
10:00	97	25.8	20.5	6	0	3	17	36	27	9	4	1	0	0	0	0
11:00	119	25.7	20.6	5	0	1	20	42	40	16	0	0	0	0	0	0
12:00	97	24.5	19.5	4.6	0	0	22	39	30	6	0	0	0	0	0	0
13:00	113	25.7	20.6	5.2	0	4	12	46	36	13	2	0	0	0	0	0
14:00	110	25.1	20.6	4.6	0	1	14	43	43	8	1	0	0	0	0	0
15:00	123	25.5	21.1	4.5	0	0	15	43	51	14	0	0	0	0	0	0
16:00	142	25.7	21.6	4.4	0	1	10	49	64	18	0	0	0	0	0	0
17:00	146	25.4	20.6	4.7	0	1	23	50	57	15	0	0	0	0	0	0
18:00	93	27.3	22.7	4.8	0	2	3	23	46	17	2	0	0	0	0	0
19:00	94	27.2	22.6	4.5	0	0	7	22	46	18	1	0	0	0	0	0
20:00	40	25.6	20.8	5.3	0	1	6	13	14	6	0	0	0	0	0	0
21:00	15	25	21.5	4.4	0	0	2	3	9	1	0	0	0	0	0	0
22:00	30	27	22	5.8	1	0	2	8	13	5	1	0	0	0	0	0
23:00	7	-	24.9	4	0	0	0	1	3	3	0	0	0	0	0	0
12H,7-19	1247	25.8	21.1	4.9	0	14	148	434	483	154	13	1	0	0	0	0
16H,6-22	1427	25.9	21.3	4.9	0	15	166	481	561	189	14	1	0	0	0	0
18H,6-24	1464	25.9	21.3	4.9	1	15	168	490	577	197	15	1	0	0	0	0
24H,0-24	1492	26	21.4	5	1	15	169	497	586	205	17	2	0	0	0	0

10596	BARWELL				Site No: 10596001		Location High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 14-Jul-21																
00:00	10	32.7	26.5	6.9	0	0	1	1	2	3	3	0	0	0	0	0
01:00	4	-	32.3	8.5	0	0	0	0	1	1	1	0	1	0	0	0
02:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	4	-	22.3	6.4	0	0	1	0	2	1	0	0	0	0	0	0
05:00	14	28.8	24.2	4.9	0	0	1	2	5	6	0	0	0	0	0	0
06:00	35	29	23.9	5	0	0	2	7	13	12	1	0	0	0	0	0
07:00	59	27.5	23.5	4.1	0	0	2	10	34	12	1	0	0	0	0	0
08:00	74	27.3	23.3	4.3	0	0	4	12	43	13	2	0	0	0	0	0
09:00	88	28.1	22.9	5.1	0	1	8	16	41	20	2	0	0	0	0	0
10:00	100	25.5	21.1	4.6	0	0	13	34	42	10	1	0	0	0	0	0
11:00	103	25.6	21.2	4.6	0	2	9	35	45	12	0	0	0	0	0	0
12:00	111	25.8	21.8	4.6	0	2	7	33	54	14	1	0	0	0	0	0
13:00	112	25.6	21	4.7	0	0	15	40	43	13	1	0	0	0	0	0
14:00	102	25.4	21.6	4.3	0	1	4	40	47	8	2	0	0	0	0	0
15:00	116	25.3	21	4.6	0	0	16	39	50	10	1	0	0	0	0	0
16:00	137	25.8	21.5	4.5	0	1	11	49	57	19	0	0	0	0	0	0
17:00	151	25.3	20.7	4.6	0	1	22	53	60	15	0	0	0	0	0	0
18:00	101	27.3	22.8	4.6	0	2	3	24	51	20	1	0	0	0	0	0
19:00	84	26.7	22.5	4.5	0	0	7	19	43	14	1	0	0	0	0	0
20:00	45	25.6	20.4	5.1	0	1	7	17	14	6	0	0	0	0	0	0
21:00	14	25	21.4	4.5	0	0	2	3	8	1	0	0	0	0	0	0
22:00	29	26.2	21.6	5.5	1	0	2	8	13	5	0	0	0	0	0	0
23:00	4	-	23.5	4.2	0	0	0	1	2	1	0	0	0	0	0	0
12H,7-19	1254	25.9	21.7	4.7	0	10	114	385	567	166	12	0	0	0	0	0
16H,6-22	1432	26	21.8	4.7	0	11	132	431	645	199	14	0	0	0	0	0
18H,6-24	1465	26	21.8	4.7	1	11	134	440	660	205	14	0	0	0	0	0
24H,0-24	1499	26.2	21.8	4.8	1	11	137	443	671	217	18	0	1	0	0	0



10596	BARWELL		Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)		
	JULY 2021		Channel: Northbound						
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	08/07/2021	09/07/2021	10/07/2021	11/07/2021	12/07/2021	13/07/2021	14/07/2021	Av	Av
Week Begin: 08-Jul-21									
00:00	6	10	12	13	16	2	10	9	10
01:00	2	3	7	8	8	4	4	4	5
02:00	3	2	2	5	4	2	1	2	3
03:00	1	2	2	1	2	4	1	2	2
04:00	4	1	1	2	3	2	4	3	2
05:00	10	12	4	3	12	14	14	12	10
06:00	33	34	17	7	29	31	35	32	27
07:00	69	79	39	24	36	66	59	62	53
08:00	130	103	51	34	64	60	74	86	74
09:00	111	108	64	47	86	81	88	95	84
10:00	106	117	111	64	83	97	100	101	97
11:00	102	116	117	95	84	119	103	105	105
12:00	105	165	113	86	94	97	111	114	110
13:00	119	144	108	87	98	113	112	117	112
14:00	114	127	109	82	113	110	102	113	108
15:00	150	134	95	95	100	123	116	125	116
16:00	150	142	83	85	118	142	137	138	122
17:00	165	133	91	89	128	146	151	145	129
18:00	132	153	97	85	89	93	101	114	107
19:00	123	76	94	67	71	94	84	90	87
20:00	63	80	64	21	59	40	45	57	53
21:00	39	68	52	23	42	15	14	36	36
22:00	38	40	30	18	17	30	29	31	29
23:00	12	29	18	64	6	7	4	12	20
12H,7-19	1453	1521	1078	873	1093	1247	1254	1314	1217
16H,6-22	1711	1779	1305	991	1294	1427	1432	1529	1420
18H,6-24	1761	1848	1353	1073	1317	1464	1465	1571	1469
24H,0-24	1787	1878	1381	1105	1362	1492	1499	1604	1501
Am	08:00	10:00	11:00	11:00	09:00	11:00	11:00		
Peak	130	117	117	95	86	119	103		
Pm	17:00	12:00	12:00	15:00	17:00	17:00	17:00		
Peak	165	165	113	95	128	146	151		

10596	BARWELL		Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)		
JULY 2021				Channel: Northbound					
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	08/07/2021	09/07/2021	10/07/2021	11/07/2021	12/07/2021	13/07/2021	14/07/2021	Av	Av



10596	BARWELL					Site No: 10596001	Location High St, Barwell (att to l/c S of The Barracks)							
	JULY 2021					Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 08-Jul-21														
00:00	6	0	8	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
03:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0
04:00	10	1	7	2	0	0	0	0	0	0	0	0	0	0
05:00	39	3	30	4	1	1	0	0	0	0	0	0	0	0
06:00	75	2	64	7	1	1	0	0	0	0	0	0	0	0
07:00	150	7	128	11	1	3	0	0	0	0	0	0	0	0
08:00	237	2	213	16	2	3	0	0	1	0	0	0	0	0
09:00	197	1	176	13	3	3	0	0	1	0	0	0	0	0
10:00	166	5	135	16	1	7	1	0	1	0	0	0	0	0
11:00	158	5	135	13	1	4	0	0	0	0	0	0	0	0
12:00	184	5	155	14	3	5	1	0	0	0	0	1	0	0
13:00	166	2	148	11	0	4	0	0	1	0	0	0	0	0
14:00	169	2	140	16	4	4	3	0	0	0	0	0	0	0
15:00	223	9	178	29	2	3	0	0	2	0	0	0	0	0
16:00	211	6	177	23	1	4	0	0	0	0	0	0	0	0
17:00	263	6	240	11	4	2	0	0	0	0	0	0	0	0
18:00	182	8	160	7	3	3	1	0	0	0	0	0	0	0
19:00	188	4	173	5	2	3	0	0	1	0	0	0	0	0
20:00	67	1	62	2	1	1	0	0	0	0	0	0	0	0
21:00	53	1	49	0	1	2	0	0	0	0	0	0	0	0
22:00	76	1	74	0	0	1	0	0	0	0	0	0	0	0
23:00	22	1	19	0	0	2	0	0	0	0	0	0	0	0
12H.7-19	2306	58	1985	180	25	45	6	0	6	0	0	1	0	0
16H.6-22	2689	66	2333	194	30	52	6	0	7	0	0	1	0	0
18H.6-24	2787	68	2426	194	30	55	6	0	7	0	0	1	0	0
24H.0-24	2853	73	2478	201	31	56	6	0	7	0	0	1	0	0

10596	BARWELL					Site No: 10596001	Location High St, Barwell (att to l/c S of The Barracks)							
	JULY 2021					Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 09-Jul-21														
00:00	6	0	8	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	3	1	1	1	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00	7	1	5	1	0	0	0	0	0	0	0	0	0	0
05:00	41	4	31	5	1	0	0	0	0	0	0	0	0	0
06:00	74	4	63	5	2	0	0	0	0	0	0	0	0	0
07:00	144	9	124	9	1	1	0	0	0	0	0	0	0	0
08:00	229	1	205	17	4	2	0	0	0	0	0	0	0	0
09:00	198	2	170	18	2	4	2	0	0	0	0	0	0	0
10:00	166	7	133	17	2	7	0	0	0	0	0	0	0	0
11:00	184	2	159	15	2	5	1	0	0	0	0	0	0	0
12:00	208	6	171	19	5	6	1	0	0	0	0	0	0	0
13:00	193	6	161	17	3	5	1	0	0	0	0	0	0	0
14:00	209	7	181	15	2	4	0	0	0	0	0	0	0	0
15:00	193	3	156	24	6	3	0	0	1	0	0	0	0	0
16:00	188	2	163	16	2	4	1	0	0	0	0	0	0	0
17:00	223	2	204	13	2	2	0	0	0	0	0	0	0	0
18:00	202	0	190	6	2	4	0	0	0	0	0	0	0	0
19:00	113	3	104	5	1	0	0	0	0	0	0	0	0	0
20:00	99	0	94	2	1	2	0	0	0	0	0	0	0	0
21:00	81	1	74	4	1	1	0	0	0	0	0	0	0	0
22:00	52	1	50	0	0	0	1	0	0	0	0	0	0	0
23:00	35	0	34	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	2337	47	2017	186	33	47	6	0	1	0	0	0	0	0
16H,6-22	2704	55	2352	202	38	50	6	0	1	0	0	0	0	0
18H,6-24	2791	56	2436	202	38	51	7	0	1	0	0	0	0	0
24H,0-24	2854	62	2484	210	39	51	7	0	1	0	0	0	0	0

10596	BARWELL					Site No: 10596001	Location High St, Barwell (att to l/c S of The Barracks)							
	JULY 2021					Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 10-Jul-21														
00:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
01:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00	9	1	8	0	0	0	0	0	0	0	0	0	0	0
05:00	14	0	13	0	0	1	0	0	0	0	0	0	0	0
06:00	38	0	35	2	0	1	0	0	0	0	0	0	0	0
07:00	60	2	50	4	2	2	0	0	0	0	0	0	0	0
08:00	111	4	94	5	3	3	2	0	0	0	0	0	0	0
09:00	151	4	130	12	2	3	0	0	0	0	0	0	0	0
10:00	158	6	141	6	3	2	0	0	0	0	0	0	0	0
11:00	199	7	177	9	2	4	0	0	0	0	0	0	0	0
12:00	205	7	179	10	2	5	2	0	0	0	0	0	0	0
13:00	165	2	145	12	2	4	0	0	0	0	0	0	0	0
14:00	160	2	149	3	2	3	0	0	1	0	0	0	0	0
15:00	140	5	123	6	2	3	0	0	1	0	0	0	0	0
16:00	146	4	130	6	2	4	0	0	0	0	0	0	0	0
17:00	163	5	141	10	1	5	0	0	1	0	0	0	0	0
18:00	126	6	114	1	3	2	0	0	0	0	0	0	0	0
19:00	132	1	126	1	2	2	0	0	0	0	0	0	0	0
20:00	98	1	89	3	2	1	0	0	2	0	0	0	0	0
21:00	84	3	79	0	1	1	0	0	0	0	0	0	0	0
22:00	57	1	53	2	0	1	0	0	0	0	0	0	0	0
23:00	40	0	38	0	0	1	0	0	1	0	0	0	0	0
12H,7-19	1784	54	1573	84	26	40	4	0	3	0	0	0	0	0
16H,6-22	2136	59	1902	90	31	45	4	0	5	0	0	0	0	0
18H,6-24	2233	60	1993	92	31	47	4	0	6	0	0	0	0	0
24H,0-24	2280	61	2036	94	31	48	4	0	6	0	0	0	0	0

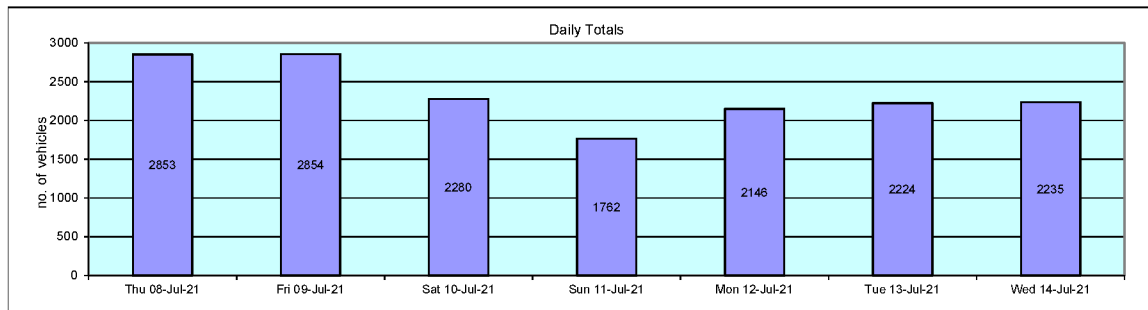
10596	BARWELL			Site No: 10596001		Location High St, Barwell (att to l/c S of The Barracks)								
	JULY 2021			Channel: Southbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 11-Jul-21														
00:00	24	1	23	0	0	0	0	0	0	0	0	0	0	0
01:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
02:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0
06:00	20	0	20	0	0	0	0	0	0	0	0	0	0	0
07:00	21	1	19	1	0	0	0	0	0	0	0	0	0	0
08:00	48	9	37	2	0	0	0	0	0	0	0	0	0	0
09:00	80	8	66	4	1	1	0	0	0	0	0	0	0	0
10:00	120	8	105	4	1	1	1	0	0	0	0	0	0	0
11:00	163	12	147	2	0	1	0	0	1	0	0	0	0	0
12:00	147	1	134	8	2	1	0	1	0	0	0	0	0	0
13:00	150	5	139	4	0	1	0	0	1	0	0	0	0	0
14:00	137	5	128	1	2	1	0	0	0	0	0	0	0	0
15:00	129	3	119	5	1	1	0	0	0	0	0	0	0	0
16:00	139	2	129	5	1	1	0	0	1	0	0	0	0	0
17:00	148	5	139	2	1	1	0	0	0	0	0	0	0	0
18:00	117	5	108	3	0	1	0	0	0	0	0	0	0	0
19:00	97	2	93	2	0	0	0	0	0	0	0	0	0	0
20:00	35	0	34	1	0	0	0	0	0	0	0	0	0	0
21:00	31	0	31	0	0	0	0	0	0	0	0	0	0	0
22:00	27	0	25	1	0	0	0	1	0	0	0	0	0	0
23:00	99	1	95	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	1399	64	1270	41	9	10	1	1	3	0	0	0	0	0
16H,6-22	1582	66	1448	44	9	10	1	1	3	0	0	0	0	0
18H,6-24	1708	67	1568	48	9	10	1	2	3	0	0	0	0	0
24H,0-24	1762	69	1620	48	9	10	1	2	3	0	0	0	0	0

10596	BARWELL					Site No: 10596001	Location High St, Barwell (att to l/c S of The Barracks)							
	JULY 2021					Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 12-Jul-21														
00:00	28	1	26	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	5	1	3	1	0	0	0	0	0	0	0	0	0	0
03:00	7	1	5	1	0	0	0	0	0	0	0	0	0	0
04:00	8	2	6	0	0	0	0	0	0	0	0	0	0	0
05:00	37	1	31	4	0	1	0	0	0	0	0	0	0	0
06:00	61	1	52	3	1	3	1	0	0	0	0	0	0	0
07:00	96	7	76	8	2	3	0	0	0	0	0	0	0	0
08:00	130	5	107	14	0	1	2	0	1	0	0	0	0	0
09:00	154	4	121	22	1	4	2	0	0	0	0	0	0	0
10:00	169	2	142	19	2	4	0	0	0	0	0	0	0	0
11:00	148	0	127	13	3	5	0	0	0	0	0	0	0	0
12:00	151	4	125	15	1	4	1	0	0	0	0	1	0	0
13:00	167	5	144	9	3	3	1	0	1	0	0	1	0	0
14:00	120	5	94	14	2	5	0	0	0	0	0	0	0	0
15:00	142	6	114	15	1	5	0	0	0	0	0	1	0	0
16:00	163	7	132	16	2	6	0	0	0	0	0	0	0	0
17:00	163	3	143	12	1	4	0	0	0	0	0	0	0	0
18:00	115	4	99	6	2	4	0	0	0	0	0	0	0	0
19:00	101	5	91	2	2	1	0	0	0	0	0	0	0	0
20:00	71	2	61	4	1	2	0	0	1	0	0	0	0	0
21:00	66	2	58	4	0	2	0	0	0	0	0	0	0	0
22:00	29	1	26	1	0	1	0	0	0	0	0	0	0	0
23:00	12	0	11	0	0	1	0	0	0	0	0	0	0	0
12H.7-19	1718	52	1424	163	20	48	6	0	2	0	0	3	0	0
16H.6-22	2017	62	1686	176	24	56	7	0	3	0	0	3	0	0
18H.6-24	2058	63	1723	177	24	58	7	0	3	0	0	3	0	0
24H.0-24	2146	69	1797	184	24	59	7	0	3	0	0	3	0	0

10596	BARWELL					Site No: 10596001	Location	High St, Barwell (att to l/c S of The Barracks)						
JULY 2021			Channel: Southbound											
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES												
Tue 13-Jul-21														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00	5	2	2	1	0	0	0	0	0	0	0	0	0	0
05:00	41	4	31	5	1	0	0	0	0	0	0	0	0	0
06:00	78	7	63	6	1	1	0	0	0	0	0	0	0	0
07:00	119	7	96	14	0	2	0	0	0	0	0	0	0	0
08:00	153	2	128	16	2	4	0	1	0	0	0	0	0	0
09:00	125	2	105	10	2	4	1	0	0	0	1	0	0	0
10:00	152	2	128	13	3	5	0	0	1	0	0	0	0	0
11:00	171	4	142	18	2	4	1	0	0	0	0	0	0	0
12:00	158	3	134	12	4	3	1	0	1	0	0	0	0	0
13:00	173	4	135	24	1	5	4	0	0	0	0	0	0	0
14:00	147	3	125	11	3	5	0	0	0	0	0	0	0	0
15:00	152	7	120	21	2	2	0	0	0	0	0	0	0	0
16:00	175	5	146	18	1	5	0	0	0	0	0	0	0	0
17:00	195	11	167	11	3	3	0	0	0	0	0	0	0	0
18:00	152	7	133	6	2	4	0	0	0	0	0	0	0	0
19:00	110	5	96	5	1	3	0	0	0	0	0	0	0	0
20:00	55	0	51	3	0	1	0	0	0	0	0	0	0	0
21:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
22:00	32	3	28	0	0	1	0	0	0	0	0	0	0	0
23:00	13	0	12	0	0	1	0	0	0	0	0	0	0	0
12H.7-19	1872	57	1559	174	25	46	7	1	2	0	1	0	0	0
16H.6-22	2127	69	1781	188	27	51	7	1	2	0	1	0	0	0
18H.6-24	2172	72	1821	188	27	53	7	1	2	0	1	0	0	0
24H.0-24	2224	78	1859	195	28	53	7	1	2	0	1	0	0	0

10596	BARWELL					Site No: 10596001	Location High St, Barwell (att to l/c S of The Barracks)							
	JULY 2021					Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 14-Jul-21														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0
05:00	37	4	25	7	1	0	0	0	0	0	0	0	0	0
06:00	75	3	61	9	0	1	0	1	0	0	0	0	0	0
07:00	122	9	95	12	2	4	0	0	0	0	0	0	0	0
08:00	132	5	113	9	1	3	1	0	0	0	0	0	0	0
09:00	148	6	115	16	1	6	2	0	2	0	0	0	0	0
10:00	190	6	159	19	3	2	0	0	1	0	0	0	0	0
11:00	132	7	102	15	2	6	0	0	0	0	0	0	0	0
12:00	176	4	146	14	4	8	0	0	0	0	0	0	0	0
13:00	151	10	126	10	1	4	0	0	0	0	0	0	0	0
14:00	157	3	129	14	3	5	2	0	1	0	0	0	0	0
15:00	142	3	123	12	2	2	0	0	0	0	0	0	0	0
16:00	179	4	145	23	1	6	0	0	0	0	0	0	0	0
17:00	195	8	172	10	2	3	0	0	0	0	0	0	0	0
18:00	161	8	141	6	3	3	0	0	0	0	0	0	0	0
19:00	117	5	106	3	1	2	0	0	0	0	0	0	0	0
20:00	58	0	55	2	0	1	0	0	0	0	0	0	0	0
21:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
22:00	31	2	28	0	0	1	0	0	0	0	0	0	0	0
23:00	13	0	12	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	1885	73	1566	160	25	52	5	0	4	0	0	0	0	0
16H,6-22	2146	81	1799	174	26	56	5	1	4	0	0	0	0	0
18H,6-24	2190	83	1839	174	26	58	5	1	4	0	0	0	0	0
24H,0-24	2235	89	1869	182	27	58	5	1	4	0	0	0	0	0

10596			BARWELL			Site No: 10596001		Location	High St, Barwell (att to l/c S of The Barracks)					
JULY 2021			Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 08-Jul-21	2853	73	2478	201	31	56	8	0	7	0	0	1	0	0
Fri 09-Jul-21	2854	62	2484	210	39	51	7	0	1	0	0	0	0	0
Sat 10-Jul-21	2280	61	2036	94	31	48	4	0	6	0	0	0	0	0
Sun 11-Jul-21	1762	69	1620	48	9	10	1	2	3	0	0	0	0	0
Mon 12-Jul-21	2146	69	1797	184	24	59	7	0	3	0	0	3	0	0
Tue 13-Jul-21	2224	78	1859	195	28	53	7	1	2	0	1	0	0	0
Wed 14-Jul-21	2235	89	1869	182	27	58	5	1	4	0	0	0	0	0
Total Vehicles														
[--]	16354	501	14143	1114	189	335	37	4	26	0	1	4	0	0



10596	BARWELL	Site No: 10596001	Location	High St, Barwell (att to l/c S of The Barracks)							
JULY 2021		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 08-Jul-21											
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
03:00	3	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
04:00	10	1	10.0	7	70.0	2	20.0	0	0.0	0	0.0
05:00	39	3	7.7	30	76.9	4	10.3	1	2.6	1	2.6
06:00	75	2	2.7	64	85.3	7	9.3	1	1.3	1	1.3
07:00	150	7	4.7	128	85.3	11	7.3	3	2.0	1	0.7
08:00	237	2	0.8	213	89.9	16	6.8	4	1.7	2	0.8
09:00	197	1	0.5	176	89.3	13	6.6	4	2.0	3	1.5
10:00	166	5	3.0	135	81.3	16	9.6	9	5.4	1	0.6
11:00	158	5	3.2	135	85.4	13	8.2	4	2.5	1	0.6
12:00	184	5	2.7	155	84.2	14	7.6	7	3.8	3	1.6
13:00	166	2	1.2	148	89.2	11	6.6	5	3.0	0	0.0
14:00	169	2	1.2	140	82.8	16	9.5	7	4.1	4	2.4
15:00	223	9	4.0	178	79.8	29	13.0	5	2.2	2	0.9
16:00	211	6	2.8	177	83.9	23	10.9	4	1.9	1	0.5
17:00	263	6	2.3	240	91.3	11	4.2	2	0.8	4	1.5
18:00	182	8	4.4	160	87.9	7	3.9	4	2.2	3	1.7
19:00	188	4	2.1	173	92.0	5	2.7	4	2.1	2	1.1
20:00	67	1	1.5	62	92.5	2	3.0	1	1.5	1	1.5
21:00	53	1	1.9	49	92.5	0	0.0	2	3.8	1	1.9
22:00	76	1	1.3	74	97.4	0	0.0	1	1.3	0	0.0
23:00	22	1	4.6	19	86.4	0	0.0	2	9.1	0	0.0
12H.7-19	2306	58	2.5	1985	86.1	180	7.8	58	2.5	25	1.1
16H.6-22	2689	66	2.5	2333	86.8	194	7.2	66	2.5	30	1.1
18H.6-24	2787	68	2.4	2426	87.1	194	7.0	69	2.5	30	1.1
24H.0-24	2853	73	2.6	2478	86.9	201	7.1	70	2.5	31	1.1

10596	BARWELL			Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)			
JULY 2021		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 09-Jul-21											
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	3	1	33.3	1	33.3	1	33.3	0	0.0	0	0.0
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	7	1	14.3	5	71.4	1	14.3	0	0.0	0	0.0
05:00	41	4	9.8	31	75.6	5	12.2	0	0.0	1	2.4
06:00	74	4	5.4	63	85.1	5	6.8	0	0.0	2	2.7
07:00	144	9	6.3	124	86.1	9	6.3	1	0.7	1	0.7
08:00	229	1	0.4	205	89.5	17	7.4	2	0.9	4	1.8
09:00	198	2	1.0	170	85.9	18	9.1	6	3.0	2	1.0
10:00	166	7	4.2	133	80.1	17	10.2	7	4.2	2	1.2
11:00	184	2	1.1	159	86.4	15	8.2	6	3.3	2	1.1
12:00	208	6	2.9	171	82.2	19	9.1	7	3.4	5	2.4
13:00	193	6	3.1	161	83.4	17	8.8	6	3.1	3	1.6
14:00	209	7	3.4	181	86.6	15	7.2	4	1.9	2	1.0
15:00	193	3	1.6	156	80.8	24	12.4	4	2.1	6	3.1
16:00	188	2	1.1	163	86.7	16	8.5	5	2.7	2	1.1
17:00	223	2	0.9	204	91.5	13	5.8	2	0.9	2	0.9
18:00	202	0	0.0	190	94.1	6	3.0	4	2.0	2	1.0
19:00	113	3	2.7	104	92.0	5	4.4	0	0.0	1	0.9
20:00	99	0	0.0	94	95.0	2	2.0	2	2.0	1	1.0
21:00	81	1	1.2	74	91.4	4	4.9	1	1.2	1	1.2
22:00	52	1	1.9	50	96.2	0	0.0	1	1.9	0	0.0
23:00	35	0	0.0	34	97.1	0	0.0	1	2.9	0	0.0
12H.7-19	2337	47	2.0	2017	86.3	186	8.0	54	2.3	33	1.4
16H.6-22	2704	55	2.0	2352	87.0	202	7.5	57	2.1	38	1.4
18H.6-24	2791	56	2.0	2436	87.3	202	7.2	59	2.1	38	1.4
24H.0-24	2854	62	2.2	2484	87.0	210	7.4	59	2.1	39	1.4

10596	BARWELL			Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)			
JULY 2021		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 10-Jul-21											
00:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
01:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	9	1	11.1	8	88.9	0	0.0	0	0.0	0	0.0
05:00	14	0	0.0	13	92.9	0	0.0	1	7.1	0	0.0
06:00	38	0	0.0	35	92.1	2	5.3	1	2.6	0	0.0
07:00	60	2	3.3	50	83.3	4	6.7	2	3.3	2	3.3
08:00	111	4	3.6	94	84.7	5	4.5	5	4.5	3	2.7
09:00	151	4	2.7	130	86.1	12	8.0	3	2.0	2	1.3
10:00	158	6	3.8	141	89.2	6	3.8	2	1.3	3	1.9
11:00	199	7	3.5	177	88.9	9	4.5	4	2.0	2	1.0
12:00	205	7	3.4	179	87.3	10	4.9	7	3.4	2	1.0
13:00	165	2	1.2	145	87.9	12	7.3	4	2.4	2	1.2
14:00	160	2	1.3	149	93.1	3	1.9	4	2.5	2	1.3
15:00	140	5	3.6	123	87.9	6	4.3	4	2.9	2	1.4
16:00	146	4	2.7	130	89.0	6	4.1	4	2.7	2	1.4
17:00	163	5	3.1	141	86.5	10	6.1	6	3.7	1	0.6
18:00	126	6	4.8	114	90.5	1	0.8	2	1.6	3	2.4
19:00	132	1	0.8	126	95.5	1	0.8	2	1.5	2	1.5
20:00	98	1	1.0	89	90.8	3	3.1	3	3.1	2	2.0
21:00	84	3	3.6	79	94.1	0	0.0	1	1.2	1	1.2
22:00	57	1	1.8	53	93.0	2	3.5	1	1.8	0	0.0
23:00	40	0	0.0	38	95.0	0	0.0	2	5.0	0	0.0
12H.7-19	1784	54	3.0	1573	88.2	84	4.7	47	2.6	26	1.5
16H.6-22	2136	59	2.8	1902	89.0	90	4.2	54	2.5	31	1.5
18H.6-24	2233	60	2.7	1993	89.3	92	4.1	57	2.6	31	1.4
24H.0-24	2280	61	2.7	2036	89.3	94	4.1	58	2.5	31	1.4

10596	BARWELL			Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)			
JULY 2021		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 11-Jul-21											
00:00	24	1	4.2	23	95.8	0	0.0	0	0.0	0	0.0
01:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
02:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	10	1	10.0	9	90.0	0	0.0	0	0.0	0	0.0
06:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
07:00	21	1	4.8	19	90.5	1	4.8	0	0.0	0	0.0
08:00	48	9	18.8	37	77.1	2	4.2	0	0.0	0	0.0
09:00	80	8	10.0	66	82.5	4	5.0	1	1.3	1	1.3
10:00	120	8	6.7	105	87.5	4	3.3	2	1.7	1	0.8
11:00	163	12	7.4	147	90.2	2	1.2	2	1.2	0	0.0
12:00	147	1	0.7	134	91.2	8	5.4	2	1.4	2	1.4
13:00	150	5	3.3	139	92.7	4	2.7	2	1.3	0	0.0
14:00	137	5	3.7	128	93.4	1	0.7	1	0.7	2	1.5
15:00	129	3	2.3	119	92.3	5	3.9	1	0.8	1	0.8
16:00	139	2	1.4	129	92.8	5	3.6	2	1.4	1	0.7
17:00	148	5	3.4	139	93.9	2	1.4	1	0.7	1	0.7
18:00	117	5	4.3	108	92.3	3	2.6	1	0.9	0	0.0
19:00	97	2	2.1	93	95.9	2	2.1	0	0.0	0	0.0
20:00	35	0	0.0	34	97.1	1	2.9	0	0.0	0	0.0
21:00	31	0	0.0	31	100.0	0	0.0	0	0.0	0	0.0
22:00	27	0	0.0	25	92.6	1	3.7	1	3.7	0	0.0
23:00	99	1	1.0	95	96.0	3	3.0	0	0.0	0	0.0
12H.7-19	1399	64	4.6	1270	90.8	41	2.9	15	1.1	9	0.6
16H.6-22	1582	66	4.2	1448	91.5	44	2.8	15	1.0	9	0.6
18H.6-24	1708	67	3.9	1568	91.8	48	2.8	16	0.9	9	0.5
24H.0-24	1762	69	3.9	1620	91.9	48	2.7	16	0.9	9	0.5

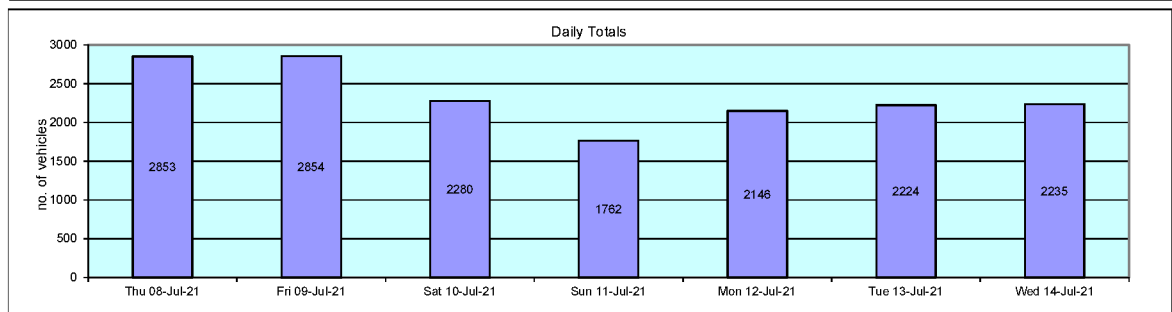
10596	BARWELL	Site No: 10596001	Location	High St, Barwell (att to l/c S of The Barracks)							
JULY 2021		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 12-Jul-21											
00:00	28	1	3.6	26	92.9	1	3.6	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	5	1	20.0	3	60.0	1	20.0	0	0.0	0	0.0
03:00	7	1	14.3	5	71.4	1	14.3	0	0.0	0	0.0
04:00	8	2	25.0	6	75.0	0	0.0	0	0.0	0	0.0
05:00	37	1	2.7	31	83.8	4	10.8	1	2.7	0	0.0
06:00	61	1	1.6	52	85.3	3	4.9	4	6.6	1	1.6
07:00	96	7	7.3	76	79.2	8	8.3	3	3.1	2	2.1
08:00	130	5	3.9	107	82.3	14	10.8	4	3.1	0	0.0
09:00	154	4	2.6	121	78.6	22	14.3	6	3.9	1	0.7
10:00	169	2	1.2	142	84.0	19	11.2	4	2.4	2	1.2
11:00	148	0	0.0	127	85.8	13	8.8	5	3.4	3	2.0
12:00	151	4	2.7	125	82.8	15	9.9	6	4.0	1	0.7
13:00	167	5	3.0	144	86.2	9	5.4	6	3.6	3	1.8
14:00	120	5	4.2	94	78.3	14	11.7	5	4.2	2	1.7
15:00	142	6	4.2	114	80.3	15	10.6	6	4.2	1	0.7
16:00	163	7	4.3	132	81.0	16	9.8	6	3.7	2	1.2
17:00	163	3	1.8	143	87.7	12	7.4	4	2.5	1	0.6
18:00	115	4	3.5	99	86.1	6	5.2	4	3.5	2	1.7
19:00	101	5	5.0	91	90.1	2	2.0	1	1.0	2	2.0
20:00	71	2	2.8	61	85.9	4	5.6	3	4.2	1	1.4
21:00	66	2	3.0	58	87.9	4	6.1	2	3.0	0	0.0
22:00	29	1	3.5	26	89.7	1	3.5	1	3.5	0	0.0
23:00	12	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
12H.7-19	1718	52	3.0	1424	82.9	163	9.5	59	3.4	20	1.2
16H.6-22	2017	62	3.1	1686	83.6	176	8.7	69	3.4	24	1.2
18H.6-24	2058	63	3.1	1723	83.7	177	8.6	71	3.5	24	1.2
24H.0-24	2146	69	3.2	1797	83.7	184	8.6	72	3.4	24	1.1

10596	BARWELL			Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)			
JULY 2021		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 13-Jul-21											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	5	2	40.0	2	40.0	1	20.0	0	0.0	0	0.0
05:00	41	4	9.8	31	75.6	5	12.2	0	0.0	1	2.4
06:00	78	7	9.0	63	80.8	6	7.7	1	1.3	1	1.3
07:00	119	7	5.9	96	80.7	14	11.8	2	1.7	0	0.0
08:00	153	2	1.3	128	83.7	16	10.5	5	3.3	2	1.3
09:00	125	2	1.6	105	84.0	10	8.0	6	4.8	2	1.6
10:00	152	2	1.3	128	84.2	13	8.6	6	4.0	3	2.0
11:00	171	4	2.3	142	83.0	18	10.5	5	2.9	2	1.2
12:00	158	3	1.9	134	84.8	12	7.6	5	3.2	4	2.5
13:00	173	4	2.3	135	78.0	24	13.9	9	5.2	1	0.6
14:00	147	3	2.0	125	85.0	11	7.5	5	3.4	3	2.0
15:00	152	7	4.6	120	79.0	21	13.8	2	1.3	2	1.3
16:00	175	5	2.9	146	83.4	18	10.3	5	2.9	1	0.6
17:00	195	11	5.6	167	85.6	11	5.6	3	1.5	3	1.5
18:00	152	7	4.6	133	87.5	6	4.0	4	2.6	2	1.3
19:00	110	5	4.6	96	87.3	5	4.6	3	2.7	1	0.9
20:00	55	0	0.0	51	92.7	3	5.5	1	1.8	0	0.0
21:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
22:00	32	3	9.4	28	87.5	0	0.0	1	3.1	0	0.0
23:00	13	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
12H.7-19	1872	57	3.0	1559	83.3	174	9.3	57	3.0	25	1.3
16H.6-22	2127	69	3.2	1781	83.7	188	8.8	62	2.9	27	1.3
18H.6-24	2172	72	3.3	1821	83.8	188	8.7	64	3.0	27	1.2
24H.0-24	2224	78	3.5	1859	83.6	195	8.8	64	2.9	28	1.3

10596	BARWELL	Site No: 10596001				Location		High St, Barwell (att to l/c S of The Barracks)			
JULY 2021		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 14-Jul-21											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	4	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
05:00	37	4	10.8	25	67.6	7	18.9	0	0.0	1	2.7
06:00	75	3	4.0	61	81.3	9	12.0	2	2.7	0	0.0
07:00	122	9	7.4	95	77.9	12	9.8	4	3.3	2	1.6
08:00	132	5	3.8	113	85.6	9	6.8	4	3.0	1	0.8
09:00	148	6	4.1	115	77.7	16	10.8	10	6.8	1	0.7
10:00	190	6	3.2	159	83.7	19	10.0	3	1.6	3	1.6
11:00	132	7	5.3	102	77.3	15	11.4	6	4.6	2	1.5
12:00	176	4	2.3	146	83.0	14	8.0	8	4.6	4	2.3
13:00	151	10	6.6	126	83.4	10	6.6	4	2.7	1	0.7
14:00	157	3	1.9	129	82.2	14	8.9	8	5.1	3	1.9
15:00	142	3	2.1	123	86.6	12	8.5	2	1.4	2	1.4
16:00	179	4	2.2	145	81.0	23	12.9	6	3.4	1	0.6
17:00	195	8	4.1	172	88.2	10	5.1	3	1.5	2	1.0
18:00	161	8	5.0	141	87.6	6	3.7	3	1.9	3	1.9
19:00	117	5	4.3	106	90.6	3	2.6	2	1.7	1	0.9
20:00	58	0	0.0	55	94.8	2	3.5	1	1.7	0	0.0
21:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
22:00	31	2	6.5	28	90.3	0	0.0	1	3.2	0	0.0
23:00	13	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
12H.7-19	1885	73	3.9	1566	83.1	160	8.5	61	3.2	25	1.3
16H.6-22	2146	81	3.8	1799	83.8	174	8.1	66	3.1	26	1.2
18H.6-24	2190	83	3.8	1839	84.0	174	8.0	68	3.1	26	1.2
24H.0-24	2235	89	4.0	1869	83.6	182	8.1	68	3.0	27	1.2

10596 BARWELL Site No: 10596001 Location High St, Barwell (att to l/c S of The Barracks)
 JULY 2021 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 08-Jul-21	2853	73	2.6	2478	86.9	201	7.1	70	2.5	31	1.1
Fri 09-Jul-21	2854	62	2.2	2484	87.0	210	7.4	59	2.1	39	1.4
Sat 10-Jul-21	2280	61	2.7	2036	89.3	94	4.1	58	2.5	31	1.4
Sun 11-Jul-21	1762	69	3.9	1620	91.9	48	2.7	16	0.9	9	0.5
Mon 12-Jul-21	2146	69	3.2	1797	83.7	184	8.6	72	3.4	24	1.1
Tue 13-Jul-21	2224	78	3.5	1859	83.6	195	8.8	64	2.9	28	1.3
Wed 14-Jul-21	2235	89	4.0	1869	83.6	182	8.1	68	3.0	27	1.2
Total Vehicles											
[--]	16354	501	3.1	14143	86.6	1114	6.7	407	2.5	189	1.1



10596	BARWELL				Site No: 10596001		Location High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 08-Jul-21																
00:00	6	-	25.2	6.2	0	0	0	2	1	2	1	0	0	0	0	0
01:00	4	-	27.3	2.8	0	0	0	0	1	3	0	0	0	0	0	0
02:00	4	-	23.5	4.2	0	0	0	1	2	1	0	0	0	0	0	0
03:00	3	-	28.5	5	0	0	0	0	1	1	1	0	0	0	0	0
04:00	10	26	20.5	5.5	0	0	2	4	2	2	0	0	0	0	0	0
05:00	39	26.8	21.6	5.9	0	1	4	14	13	4	3	0	0	0	0	0
06:00	75	26.1	22.6	4.5	0	1	1	23	38	9	3	0	0	0	0	0
07:00	150	27.1	22.7	4.6	0	0	5	48	69	22	5	1	0	0	0	0
08:00	237	24	19.5	4.1	0	1	38	120	69	9	0	0	0	0	0	0
09:00	197	24.9	20.8	3.9	0	0	8	106	68	13	2	0	0	0	0	0
10:00	166	24.8	20.1	4.6	1	1	24	71	57	12	0	0	0	0	0	0
11:00	158	24.3	19.4	4.4	0	1	32	72	44	9	0	0	0	0	0	0
12:00	184	24.7	20	4.4	0	2	26	81	64	10	1	0	0	0	0	0
13:00	166	24.5	20	4.2	0	0	22	84	49	10	1	0	0	0	0	0
14:00	169	24.1	19.9	3.9	0	2	14	94	53	6	0	0	0	0	0	0
15:00	223	23.5	18.8	4.3	2	2	44	111	60	4	0	0	0	0	0	0
16:00	211	24.4	20.1	4	0	2	16	117	64	11	1	0	0	0	0	0
17:00	263	25.1	21.2	4	1	0	11	120	111	17	3	0	0	0	0	0
18:00	182	25.2	21.6	3.8	0	2	3	72	92	12	1	0	0	0	0	0
19:00	188	24.7	20.4	4.1	0	4	11	91	72	10	0	0	0	0	0	0
20:00	67	25.1	21.3	4.5	0	1	4	25	32	3	2	0	0	0	0	0
21:00	53	28.7	23.4	4.9	0	1	0	16	19	16	1	0	0	0	0	0
22:00	76	27.7	23	4.7	0	2	2	16	38	18	0	0	0	0	0	0
23:00	22	24.7	20.5	5	0	0	3	10	7	1	1	0	0	0	0	0
12H,7-19	2306	24.8	20.3	4.3	4	13	243	1096	800	135	14	1	0	0	0	0
16H,6-22	2689	24.9	20.5	4.3	4	20	259	1251	961	173	20	1	0	0	0	0
18H,6-24	2787	25	20.5	4.4	4	22	264	1277	1006	192	21	1	0	0	0	0
24H,0-24	2853	25	20.6	4.4	4	23	270	1298	1026	205	26	1	0	0	0	0

10596	BARWELL				Site No: 10596001		Location: High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 09-Jul-21																
00:00	6	-	22.7	5.1	0	0	1	0	4	1	0	0	0	0	0	0
01:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
02:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
03:00	3	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
04:00	7	-	21.4	5	0	0	1	2	3	1	0	0	0	0	0	0
05:00	41	25.9	22.1	5.6	1	0	4	8	22	4	2	0	0	0	0	0
06:00	74	28.1	23	5.2	0	1	2	22	32	13	3	1	0	0	0	0
07:00	144	25.6	21.8	4.5	0	0	14	39	75	13	3	0	0	0	0	0
08:00	229	24.7	20.1	4.5	0	1	34	101	79	11	3	0	0	0	0	0
09:00	198	23.6	19.2	4	0	0	34	107	52	4	1	0	0	0	0	0
10:00	166	23.8	19.5	4.1	0	0	24	96	37	8	1	0	0	0	0	0
11:00	184	24.8	20.2	4.4	0	2	18	99	48	16	1	0	0	0	0	0
12:00	208	23.6	18.7	4.5	1	2	50	96	52	6	1	0	0	0	0	0
13:00	193	24.4	19.8	4.3	0	1	29	93	59	10	1	0	0	0	0	0
14:00	209	24.3	19.4	4.8	0	3	41	98	53	12	1	1	0	0	0	0
15:00	193	22.1	18.1	4	0	1	53	103	31	5	0	0	0	0	0	0
16:00	188	24.9	20.8	4.3	0	0	20	77	80	7	4	0	0	0	0	0
17:00	223	24.9	20.3	4.7	0	5	25	96	81	14	1	1	0	0	0	0
18:00	202	24.6	19.9	4.4	0	1	37	79	76	9	0	0	0	0	0	0
19:00	113	24.7	19.8	5	1	6	11	45	44	6	0	0	0	0	0	0
20:00	99	25.7	21.2	5.5	1	2	10	33	40	9	4	0	0	0	0	0
21:00	81	26.6	21.7	5.1	0	1	6	31	29	11	3	0	0	0	0	0
22:00	52	25.8	21.5	5.5	0	0	8	16	20	6	1	1	0	0	0	0
23:00	35	29.3	23.7	5.9	1	0	1	8	12	11	2	0	0	0	0	0
12H,7-19	2337	24.5	19.8	4.5	1	16	379	1084	723	115	17	2	0	0	0	0
16H,6-22	2704	24.7	20	4.6	3	26	408	1215	868	154	27	3	0	0	0	0
18H,6-24	2791	24.8	20.1	4.7	4	26	417	1239	900	171	30	4	0	0	0	0
24H,0-24	2854	24.9	20.1	4.7	5	26	424	1252	932	179	32	4	0	0	0	0

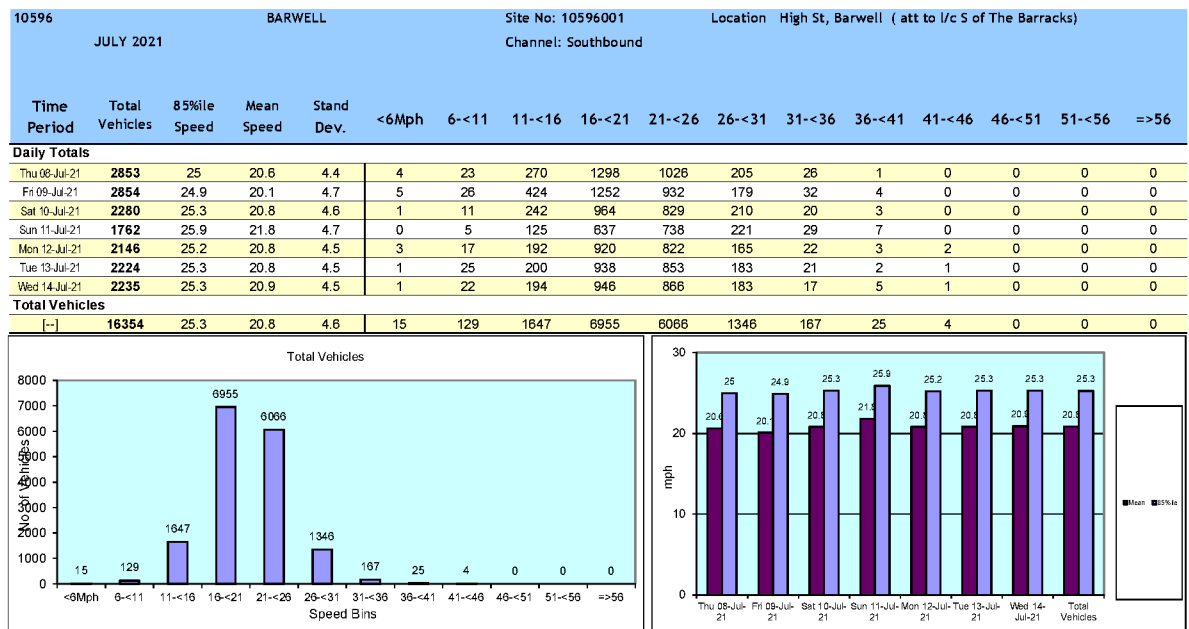
10596	BARWELL				Site No: 10596001		Location: High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 10-Jul-21																
00:00	11	35.6	27.6	7.1	0	0	0	2	3	3	1	2	0	0	0	0
01:00	7	-	21.4	3.1	0	0	0	3	4	0	0	0	0	0	0	0
02:00	3	-	21.8	5.9	0	0	0	2	0	1	0	0	0	0	0	0
03:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
04:00	9	-	22.4	5	0	0	1	2	4	2	0	0	0	0	0	0
05:00	14	30.3	24.6	5.8	0	0	0	5	3	4	2	0	0	0	0	0
06:00	38	25.8	22.1	4.3	0	0	2	13	17	6	0	0	0	0	0	0
07:00	60	26.3	21.8	4.4	0	0	4	22	24	10	0	0	0	0	0	0
08:00	111	25.6	21.2	4.8	0	0	16	35	47	11	2	0	0	0	0	0
09:00	151	24.5	19.8	4.4	0	2	21	76	41	11	0	0	0	0	0	0
10:00	158	24.8	20.2	4.4	0	1	20	73	52	11	1	0	0	0	0	0
11:00	199	24.2	19.3	4.6	0	2	38	103	40	15	1	0	0	0	0	0
12:00	205	24.8	20.6	4.1	0	2	14	100	77	10	2	0	0	0	0	0
13:00	165	24.7	20.3	4.1	0	0	21	72	64	8	0	0	0	0	0	0
14:00	160	24.9	20.8	3.9	0	0	11	73	86	10	0	0	0	0	0	0
15:00	140	25.3	20.8	4.3	0	0	14	61	51	14	0	0	0	0	0	0
16:00	146	25	20.9	4	0	0	11	65	59	11	0	0	0	0	0	0
17:00	163	25.4	20.9	4.7	0	2	17	65	61	16	2	0	0	0	0	0
18:00	126	25.5	21.3	4.3	0	0	11	48	53	14	0	0	0	0	0	0
19:00	132	25.5	20.6	4.8	0	1	20	50	45	16	0	0	0	0	0	0
20:00	98	28.1	22.4	5.5	0	1	9	29	36	19	3	1	0	0	0	0
21:00	84	25.5	21.4	4.8	1	0	8	26	40	8	1	0	0	0	0	0
22:00	57	24.9	21.4	4	0	0	2	25	27	1	2	0	0	0	0	0
23:00	40	29.1	23.5	5.3	0	0	2	11	15	9	3	0	0	0	0	0
12H,7-19	1784	25.1	20.5	4.4	0	9	198	793	635	141	8	0	0	0	0	0
16H,6-22	2136	25.2	20.7	4.5	1	11	237	911	773	190	12	1	0	0	0	0
18H,6-24	2233	25.3	20.7	4.5	1	11	241	947	815	200	17	1	0	0	0	0
24H,0-24	2280	25.3	20.8	4.6	1	11	242	964	829	210	20	3	0	0	0	0

10596	BARWELL				Site No: 10596001		Location High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 11-Jul-21																
00:00	24	25.9	22.5	4.1	0	0	1	7	12	4	0	0	0	0	0	0
01:00	8	-	26.6	3	0	0	0	0	3	5	0	0	0	0	0	0
02:00	7	-	22.8	5.5	0	0	0	3	3	0	1	0	0	0	0	0
03:00	3	-	30.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
04:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
05:00	10	27.7	21.5	6.5	0	0	3	1	3	3	0	0	0	0	0	0
06:00	20	24.8	22.3	4.5	0	0	0	9	8	2	1	0	0	0	0	0
07:00	21	25.7	22.1	5	0	0	2	6	10	2	1	0	0	0	0	0
08:00	48	26.7	21.7	5.1	0	0	8	10	21	9	0	0	0	0	0	0
09:00	80	25.6	21.5	5.3	0	1	8	28	33	6	3	1	0	0	0	0
10:00	120	25.4	21.1	4.5	0	1	8	54	44	11	2	0	0	0	0	0
11:00	163	25.2	20.7	4.3	0	0	15	79	52	16	1	0	0	0	0	0
12:00	147	25.2	21	4.3	0	1	12	59	63	11	1	0	0	0	0	0
13:00	150	25.5	21.7	4.4	0	0	13	47	75	13	1	1	0	0	0	0
14:00	137	25.8	21.3	4.8	0	1	14	50	53	17	2	0	0	0	0	0
15:00	129	26	22.3	4.3	0	0	6	41	62	18	2	0	0	0	0	0
16:00	139	25.9	22.6	3.7	0	0	1	45	72	21	0	0	0	0	0	0
17:00	148	25.9	21.5	4.8	0	1	13	54	59	17	4	0	0	0	0	0
18:00	117	26.7	22.8	4.7	0	0	4	35	58	14	5	1	0	0	0	0
19:00	97	25.9	21.7	4.5	0	0	5	41	37	13	0	1	0	0	0	0
20:00	35	29.7	24.2	5.6	0	0	3	7	9	14	2	0	0	0	0	0
21:00	31	28.8	23.3	5.3	0	0	2	8	12	7	2	0	0	0	0	0
22:00	27	28	23.1	4.6	0	0	0	10	10	6	1	0	0	0	0	0
23:00	99	25.6	21.5	4.8	0	0	7	42	38	10	0	2	0	0	0	0
12H,7-19	1399	25.7	21.6	4.6	0	5	104	508	602	155	22	3	0	0	0	0
16H,6-22	1582	25.9	21.7	4.6	0	5	114	573	668	191	27	4	0	0	0	0
18H,6-24	1708	25.9	21.7	4.6	0	5	121	625	716	207	28	6	0	0	0	0
24H,0-24	1762	25.9	21.8	4.7	0	5	125	637	738	221	29	7	0	0	0	0

10596	BARWELL				Site No: 10596001		Location High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 12-Jul-21																
00:00	28	27.6	22.3	5.9	0	0	2	12	8	4	1	1	0	0	0	0
01:00	3	-	10.6	5.2	1	0	2	0	0	0	0	0	0	0	0	0
02:00	5	-	19.5	5.7	0	0	2	0	3	0	0	0	0	0	0	0
03:00	7	-	22.8	5.5	0	0	0	3	3	0	1	0	0	0	0	0
04:00	8	-	20.4	8.9	0	1	2	2	0	2	1	0	0	0	0	0
05:00	37	25.6	23.1	5.1	0	0	1	9	23	2	1	0	1	0	0	0
06:00	61	25.5	21.8	4	0	0	3	22	29	7	0	0	0	0	0	0
07:00	96	25.5	21.6	4.5	0	0	8	34	43	9	2	0	0	0	0	0
08:00	130	26.7	21.9	5	0	1	15	34	57	21	2	0	0	0	0	0
09:00	154	24.9	20.3	4.5	1	0	19	71	50	12	1	0	0	0	0	0
10:00	169	24.3	20	4.3	0	2	16	90	53	6	1	1	0	0	0	0
11:00	148	24.8	20.6	4	0	0	13	68	59	7	1	0	0	0	0	0
12:00	151	24.7	20.6	4.2	0	2	15	60	68	5	1	0	0	0	0	0
13:00	167	24.4	19.9	4.3	0	4	17	80	59	7	0	0	0	0	0	0
14:00	120	25	20.1	4.9	1	2	14	55	37	10	1	0	0	0	0	0
15:00	142	24.2	19.8	3.9	0	0	17	78	40	7	0	0	0	0	0	0
16:00	163	24.9	20.5	4.7	0	1	20	72	58	10	1	0	1	0	0	0
17:00	163	24.8	20.7	4.3	0	1	12	79	60	8	3	0	0	0	0	0
18:00	115	25.4	21.5	4.1	0	0	7	45	52	10	1	0	0	0	0	0
19:00	101	25.9	21.3	4.5	0	2	3	47	34	15	0	0	0	0	0	0
20:00	71	26.8	22.4	4.5	0	0	2	27	29	11	2	0	0	0	0	0
21:00	66	26.9	22.7	5	0	1	1	22	30	9	2	1	0	0	0	0
22:00	29	25.5	22.8	3.5	0	0	1	5	20	3	0	0	0	0	0	0
23:00	12	24.4	21.4	3	0	0	0	5	7	0	0	0	0	0	0	0
12H,7-19	1718	25	20.6	4.4	2	13	173	766	636	112	14	1	1	0	0	0
16H,6-22	2017	25.2	20.8	4.5	2	16	182	884	758	154	18	2	1	0	0	0
18H,6-24	2058	25.2	20.8	4.5	2	16	183	894	785	157	18	2	1	0	0	0
24H,0-24	2146	25.2	20.8	4.5	3	17	192	920	822	165	22	3	2	0	0	0

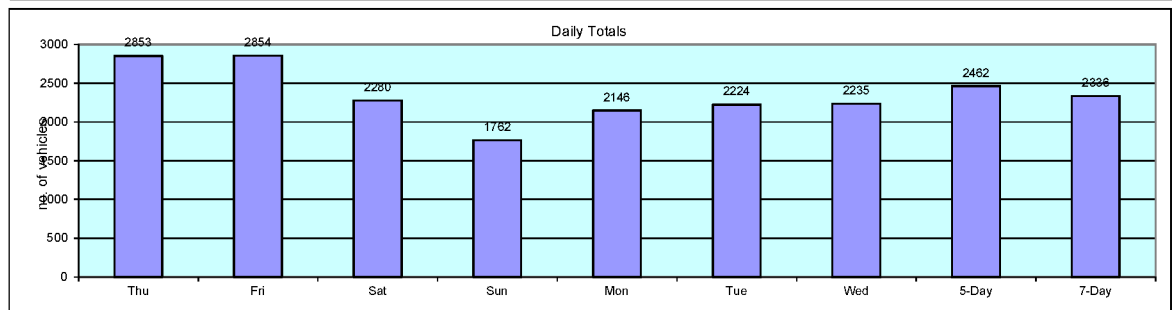
10596	BARWELL				Site No: 10596001		Location: High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 13-Jul-21																
00:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
04:00	5	-	19.5	2.6	0	0	0	4	1	0	0	0	0	0	0	0
05:00	41	26.3	22.3	5.6	0	0	4	12	18	6	0	0	1	0	0	0
06:00	78	27.3	22.9	4.9	0	2	0	23	38	11	4	0	0	0	0	0
07:00	119	26.2	22.4	4.1	0	0	4	38	58	18	1	0	0	0	0	0
08:00	153	26.7	22.2	4.3	0	0	8	52	66	27	0	0	0	0	0	0
09:00	125	24.8	20	4.5	0	0	23	51	42	9	0	0	0	0	0	0
10:00	152	24.1	19.5	4.2	1	1	22	75	48	5	0	0	0	0	0	0
11:00	171	24.5	20	4.2	0	0	24	84	53	9	1	0	0	0	0	0
12:00	158	24.5	20	4.4	0	2	21	74	52	8	1	0	0	0	0	0
13:00	173	24.5	19.4	4.9	0	9	23	81	48	11	1	0	0	0	0	0
14:00	147	25	20.6	4.4	0	1	14	68	52	10	2	0	0	0	0	0
15:00	152	24.7	20.5	4.1	0	1	14	68	62	6	1	0	0	0	0	0
16:00	175	25.1	21.1	3.9	0	0	11	74	77	13	0	0	0	0	0	0
17:00	195	25	20.9	4.1	0	1	12	92	75	14	1	0	0	0	0	0
18:00	152	25.3	21.4	4.2	0	2	6	60	71	11	2	0	0	0	0	0
19:00	110	25.2	21	5.1	0	5	4	45	46	7	2	1	0	0	0	0
20:00	55	27.1	21.8	5	0	0	6	19	19	10	1	0	0	0	0	0
21:00	12	25.1	21.8	4.1	0	0	1	3	7	1	0	0	0	0	0	0
22:00	32	28.8	22.3	6.3	0	1	2	12	10	3	4	0	0	0	0	0
23:00	13	28.6	24.7	6	0	0	1	1	7	3	0	1	0	0	0	0
12H,7-19	1872	25.1	20.6	4.4	1	17	182	817	704	141	10	0	0	0	0	0
16H,6-22	2127	25.2	20.8	4.5	1	24	193	907	814	170	17	1	0	0	0	0
18H,6-24	2172	25.2	20.8	4.5	1	25	196	920	831	176	21	2	0	0	0	0
24H,0-24	2224	25.3	20.8	4.5	1	25	200	938	853	183	21	2	1	0	0	0

10596	BARWELL				Site No: 10596001		Location: High St, Barwell (att to l/c S of The Barracks)									
JULY 2021					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 14-Jul-21																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	4	-	23.5	1.6	0	0	0	0	4	0	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	2	-	16	3.5	0	0	1	1	0	0	0	0	0	0	0	0
05:00	37	28.5	23.8	5.5	0	0	1	10	16	8	0	2	0	0	0	0
06:00	75	28.2	23.6	4.8	0	1	0	18	38	14	3	1	0	0	0	0
07:00	122	26.6	22.4	4.6	0	1	7	32	61	19	2	0	0	0	0	0
08:00	132	26.2	22.3	4.4	0	2	3	42	64	19	2	0	0	0	0	0
09:00	148	24.5	19.8	4.4	1	0	22	70	46	9	0	0	0	0	0	0
10:00	190	24.4	19.9	4.2	0	2	23	93	63	9	0	0	0	0	0	0
11:00	132	24.7	20.2	4.7	0	0	18	66	37	10	0	0	1	0	0	0
12:00	176	24.6	20	4.3	0	1	25	80	60	9	1	0	0	0	0	0
13:00	151	24.5	19.8	4.4	0	2	20	78	40	11	0	0	0	0	0	0
14:00	157	24.8	20.6	4	0	1	11	74	62	9	0	0	0	0	0	0
15:00	142	24.7	19.8	4.6	0	1	24	66	39	12	0	0	0	0	0	0
16:00	179	25	21	3.9	0	0	13	74	81	11	0	0	0	0	0	0
17:00	195	24.8	20.8	3.8	0	1	9	97	76	12	0	0	0	0	0	0
18:00	161	25.2	21.4	4.1	0	2	5	66	75	11	2	0	0	0	0	0
19:00	117	25	21.1	5	0	7	3	40	61	3	2	1	0	0	0	0
20:00	58	25.9	21.7	4.7	0	0	5	21	23	8	1	0	0	0	0	0
21:00	11	25	21.7	4.3	0	0	1	3	6	1	0	0	0	0	0	0
22:00	31	27.4	21.7	6	0	1	2	13	9	3	3	0	0	0	0	0
23:00	13	29.6	25.4	6.1	0	0	1	1	5	5	0	1	0	0	0	0
12H,7-19	1885	25	20.6	4.3	1	13	180	838	704	141	7	0	1	0	0	0
16H,6-22	2146	25.2	20.8	4.4	1	21	189	920	832	167	13	2	1	0	0	0
18H,6-24	2190	25.2	20.8	4.5	1	22	192	934	846	175	16	3	1	0	0	0
24H,0-24	2235	25.3	20.9	4.5	1	22	194	946	866	183	17	5	1	0	0	0



10596	BARWELL		Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)		
	JULY 2021		Channel: Southbound						
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	08/07/2021	09/07/2021	10/07/2021	11/07/2021	12/07/2021	13/07/2021	14/07/2021	Av	Av
Week Begin: 08-Jul-21									
00:00	6	6	11	24	28	1	0	8	11
01:00	4	3	7	8	3	2	1	3	4
02:00	4	3	3	7	5	0	4	3	4
03:00	3	3	3	3	7	3	1	3	3
04:00	10	7	9	2	8	5	2	6	6
05:00	39	41	14	10	37	41	37	39	31
06:00	75	74	38	20	61	78	75	73	60
07:00	150	144	60	21	96	119	122	126	102
08:00	237	229	111	48	130	153	132	176	149
09:00	197	198	151	80	154	125	148	164	150
10:00	166	166	158	120	169	152	190	169	160
11:00	158	184	199	163	148	171	132	159	165
12:00	184	208	205	147	151	158	176	175	176
13:00	166	193	165	150	167	173	151	170	166
14:00	169	209	160	137	120	147	157	160	157
15:00	223	193	140	129	142	152	142	170	160
16:00	211	188	146	139	163	175	179	183	172
17:00	263	223	163	148	163	195	195	208	193
18:00	182	202	126	117	115	152	161	162	151
19:00	188	113	132	97	101	110	117	126	123
20:00	67	99	98	35	71	55	58	70	69
21:00	53	81	84	31	66	12	11	45	48
22:00	76	52	57	27	29	32	31	44	43
23:00	22	35	40	99	12	13	13	19	33
12H,7-19	2306	2337	1784	1399	1718	1872	1885	2024	1900
16H,6-22	2689	2704	2136	1582	2017	2127	2146	2337	2200
18H,6-24	2787	2791	2233	1708	2058	2172	2190	2400	2277
24H,0-24	2853	2854	2280	1762	2146	2224	2235	2462	2336
Am	08:00	08:00	11:00	11:00	10:00	11:00	10:00		
Peak	237	229	199	163	169	171	190		
Pm	17:00	17:00	12:00	13:00	13:00	17:00	17:00		
Peak	263	223	205	150	167	195	195		

10596	BARWELL		Site No: 10596001		Location		High St, Barwell (att to l/c S of The Barracks)		
JULY 2021				Channel: Southbound					
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	08/07/2021	09/07/2021	10/07/2021	11/07/2021	12/07/2021	13/07/2021	14/07/2021	Av	Av



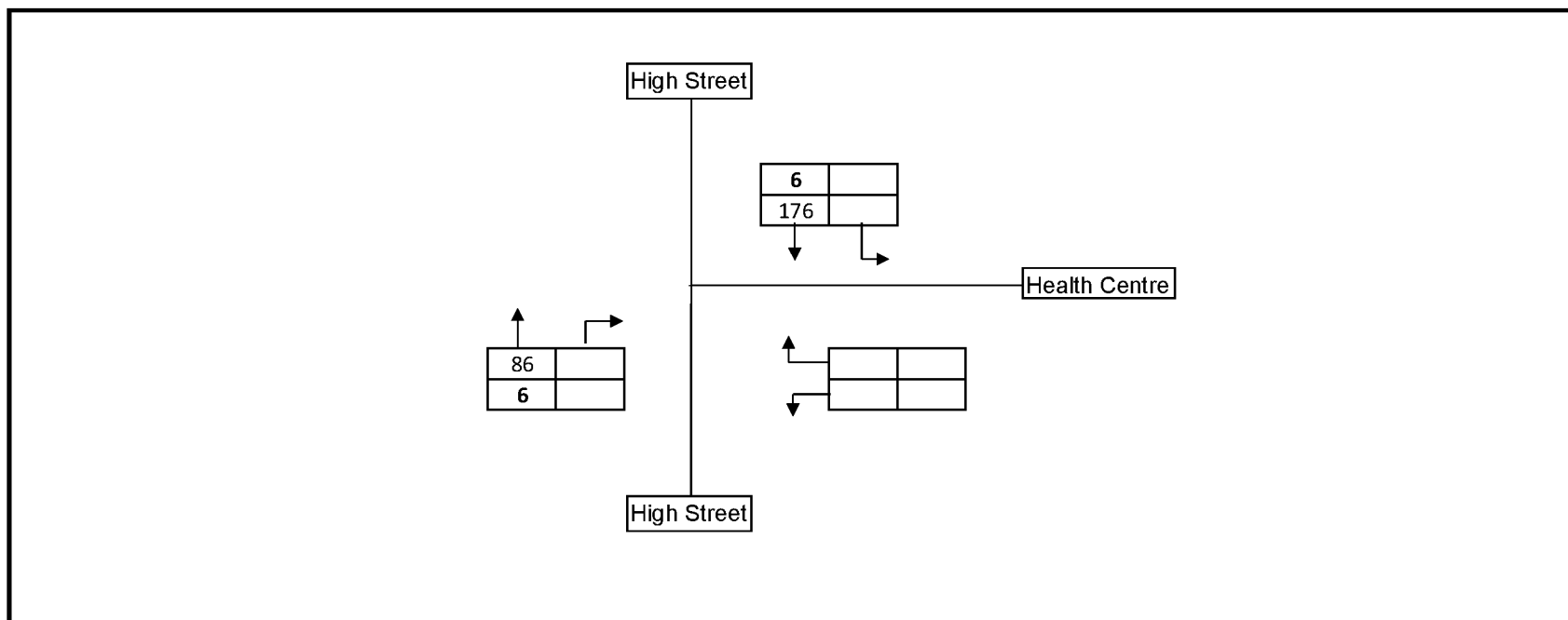
Classification Schemes

Scheme F Classification Scheme (Non-metric)

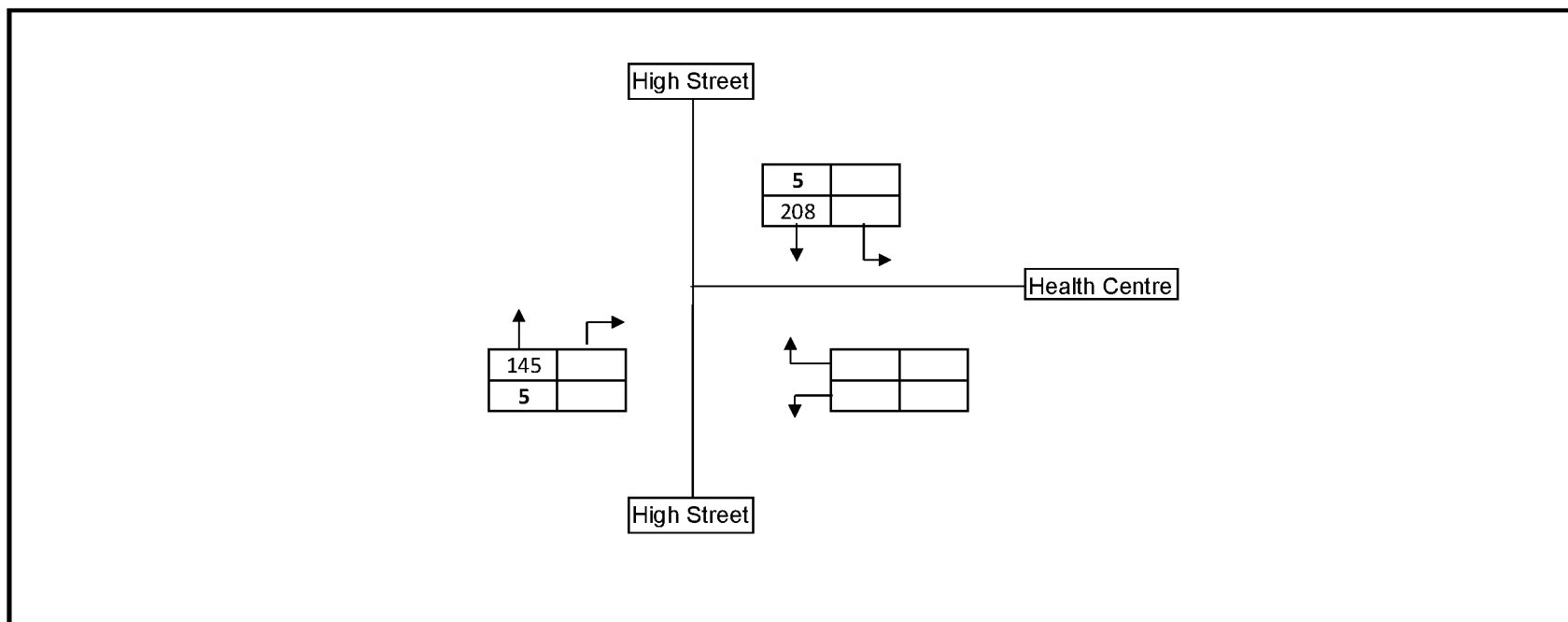
Scheme F is an attempt to implement the FWH's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

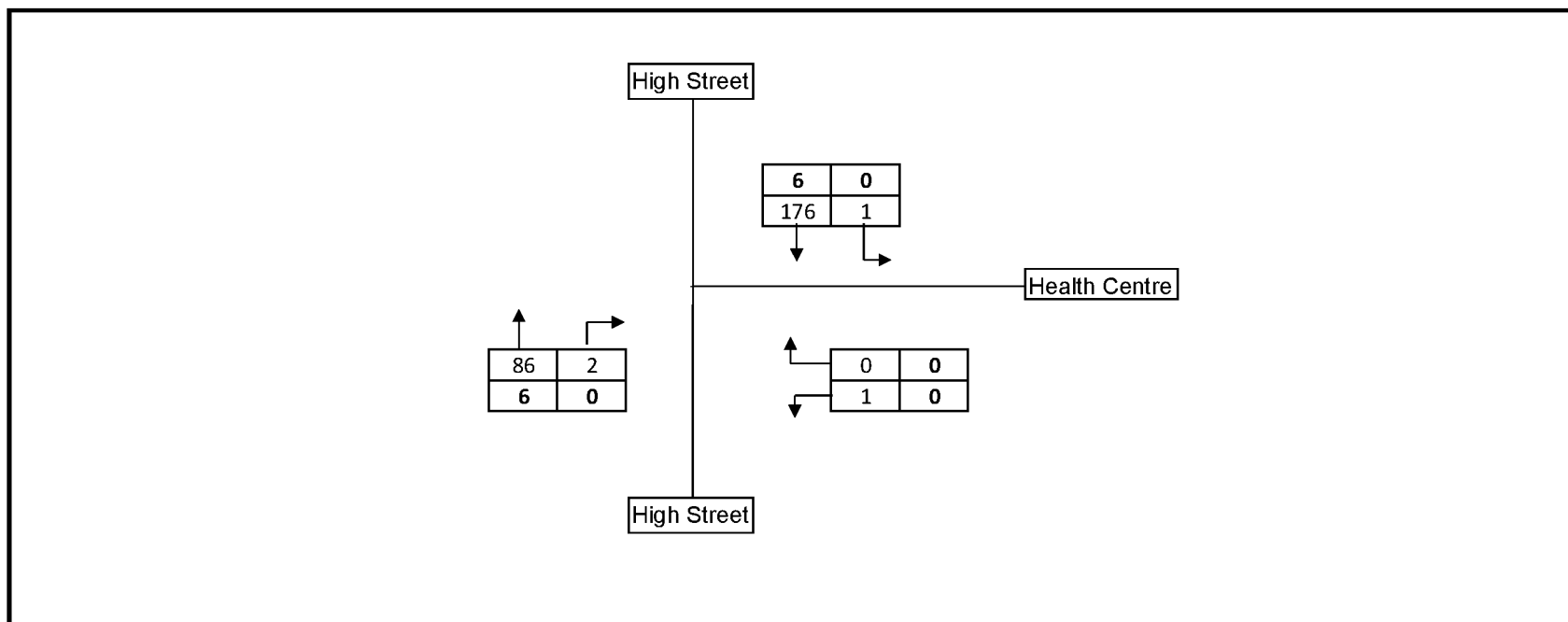
Appendix F Traffic Flow Diagrams



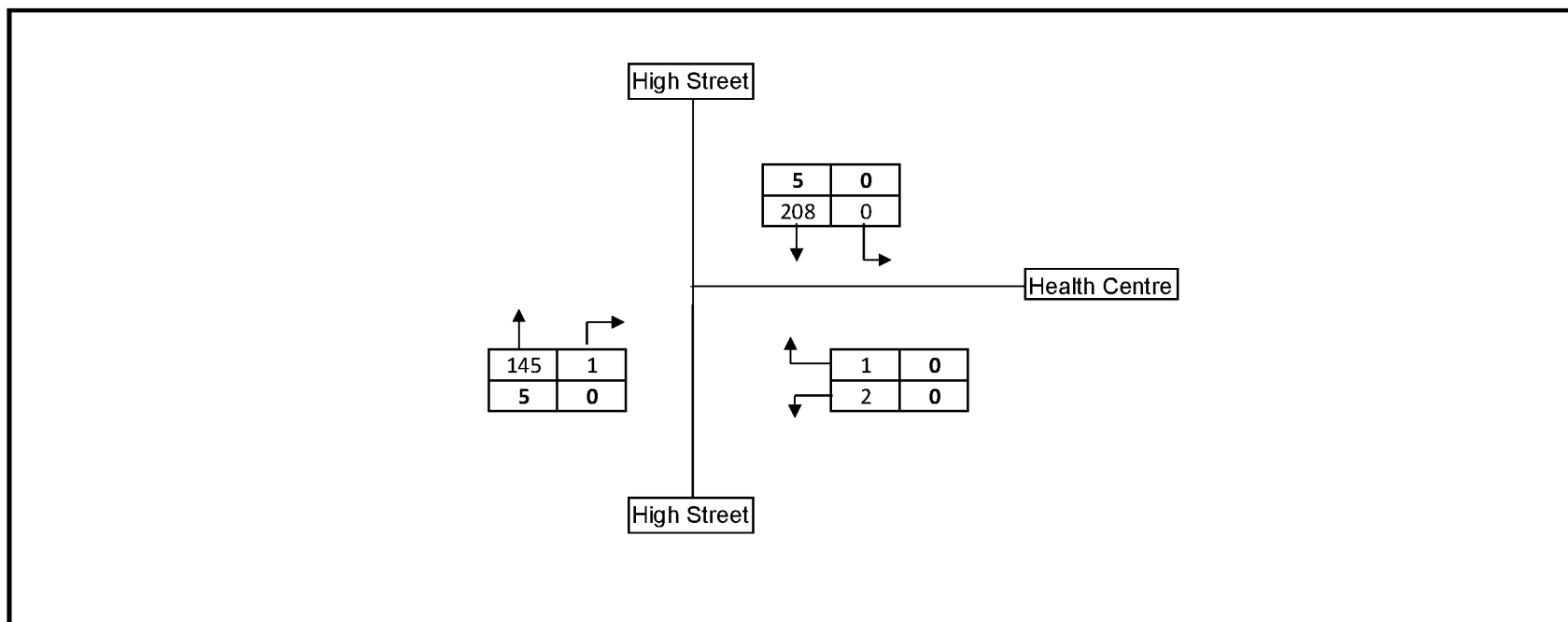
Job Reference			
C21029 Barwell Medical Centre			
Produced By	Checked By	Approved By	
OH	JW	DC	
Client	Date	Scenario	
Partners of Barwell Medical Centre	21.07.2021	2021 Base Weekday AM Peak (08:00-09:00)	



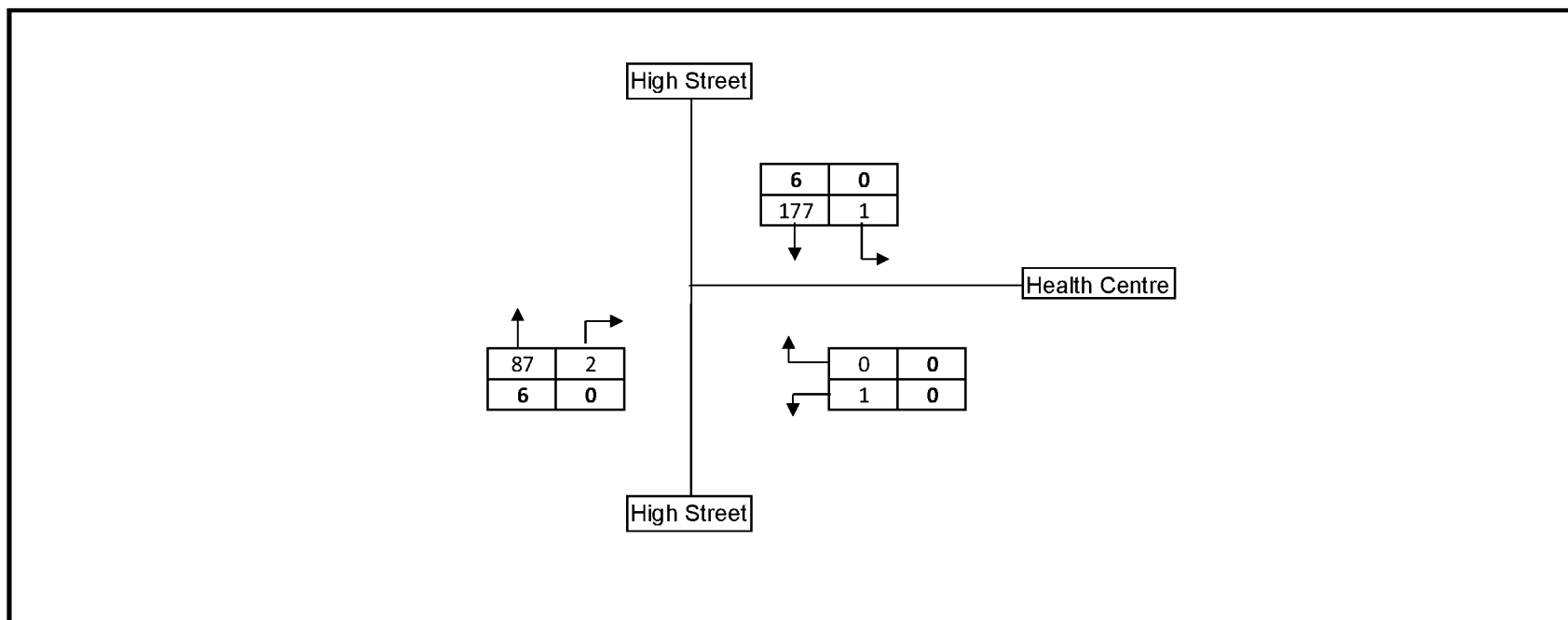
Job Reference			
C21029 Barwell Medical Centre			
Produced By	Checked By	Approved By	
OH	JW	DC	
Client	Date	Scenario	
Partners of Barwell Medical Centre	21.07.2021	2021 Base Weekday PM Peak (17:00-18:00)	



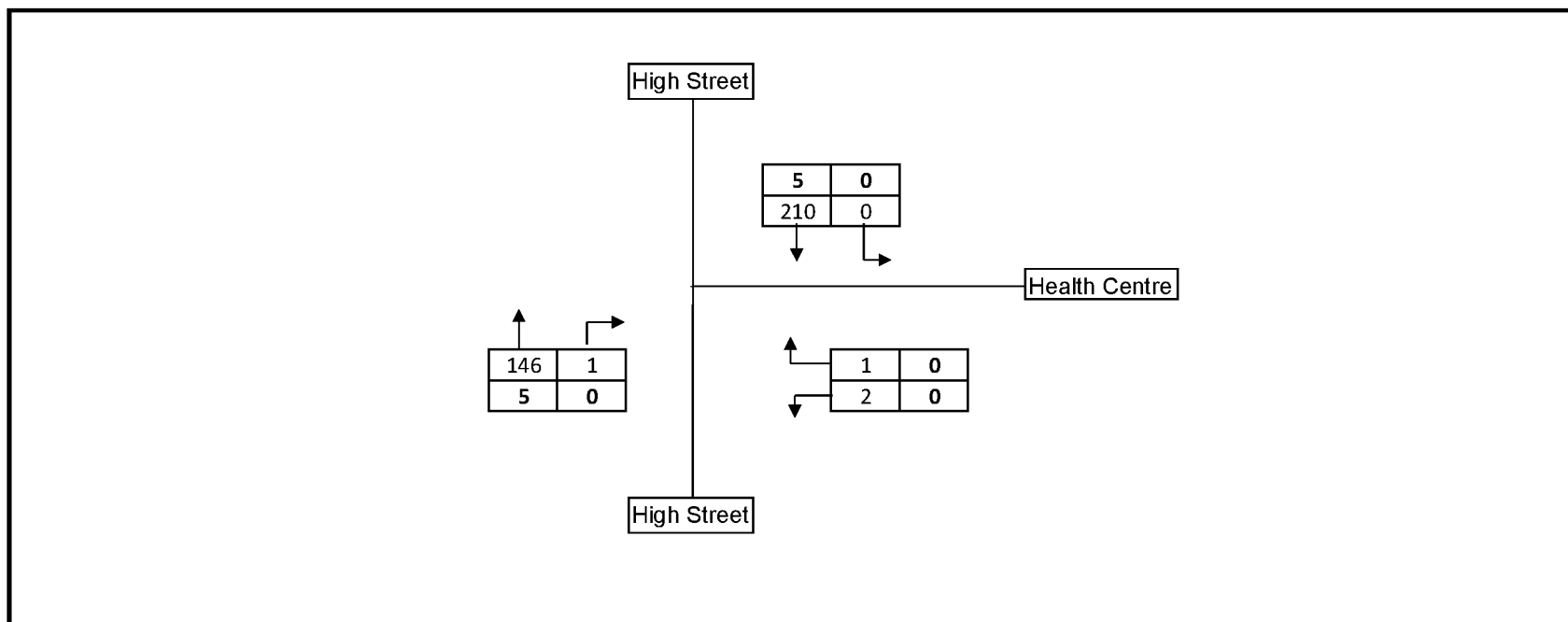
Job Reference			
C21029 Barwell Medical Centre			
Produced By	Checked By	Approved By	
OH	JW	DC	
Client	Date	Scenario	
Partners of Barwell Medical Centre	21.07.2021	2021 Base + Existing Site Weekday AM Peak (08:00-09:00)	



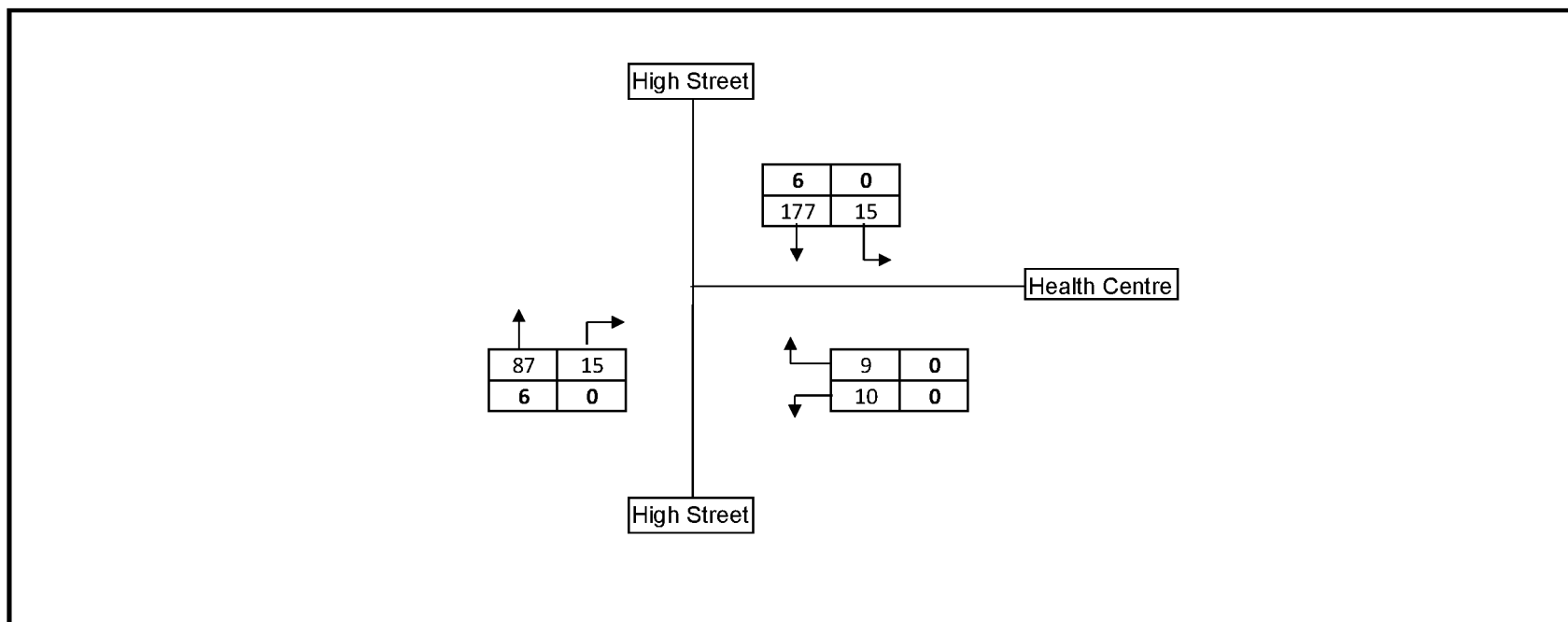
Job Reference			
C21029 Barwell Medical Centre			
Produced By	Checked By	Approved By	
OH	JW	DC	
Client	Date	Scenario	
Partners of Barwell Medical Centre	21.07.2021	2021 Base + Existing Site Weekday PM Peak (17:00-18:00)	



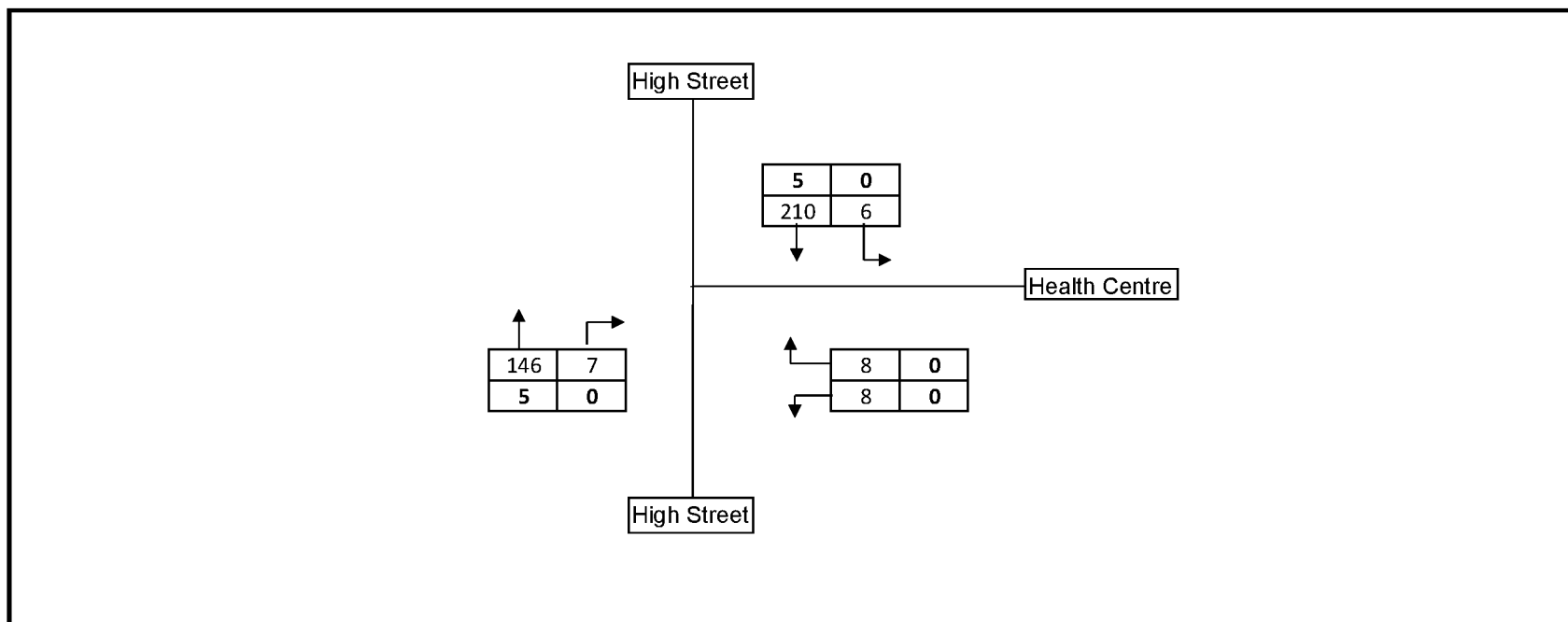
Job Reference			
C21029 Barwell Medical Centre			
Produced By	Checked By	Approved By	
OH	JW	DC	
Client	Date	Scenario	
Partners of Barwell Medical Centre	21.07.2022	2022 Base + Existing Site Weekday AM Peak (08:00-09:00)	



Job Reference			
C21029 Barwell Medical Centre			
Produced By	Checked By	Approved By	
OH	JW	DC	
Client	Date	Scenario	
Partners of Barwell Medical Centre	21.07.2022	2022 Base + Existing Site Weekday PM Peak (17:00-18:00)	



Job Reference			
C21029 Barwell Medical Centre			
Produced By	Checked By	Approved By	
OH	JW	DC	
Client	Date	Scenario	
Partners of Barwell Medical Centre	21.07.2021	2022 + Proposed Development Weekday AM Peak (08:00-09:00)	



Job Reference			
C21029 Barwell Medical Centre			
Produced By	Checked By	Approved By	
OH	JW	DC	
Client	Date	Scenario	
Partners of Barwell Medical Centre	21.07.2021	2022 + Proposed Development Weekday PM Peak (08:00-09:00)	

Appendix G Junctions 9 Modelling Outputs

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.5.1.7462 © Copyright TRL Limited, 2019											
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Site Access - High Street.j9

Path: C:\Users\beth1\EvokeTransport\Evoke Transport\Evoke Projects - Documents\R-21-0036 Medical Centre, Barwell\30 Technical\31 Modelling

Report generation date: 22/07/2021 08:58:17

- »2021 Base + Existing Site, AM
- »2021 Base + Existing Site, PM
- »2022 Baseline + Existing Site, AM
- »2022 Baseline + Existing Site, PM
- »2022 Baseline + Proposed Development, AM
- »2022 Baseline + Proposed Development, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2021 Base + Existing Site											
Stream B-AC	D1	0.0	0.00	0.00	A	900 %						
Stream C-AB		0.0	5.47	0.00	A	[]						
	2021 Base + Exisiting Site											
Stream B-AC							D2	0.0	0.00	0.00	A	829 %
Stream C-AB								0.0	5.27	0.00	A	[Stream C-AB]
	2022 Baseline + Existing Site											
Stream B-AC	D3	0.0	0.00	0.00	A	900 %	D4	0.0	0.00	0.00	A	822 %
Stream C-AB		0.0	5.46	0.00	A	[]		0.0	5.27	0.00	A	[Stream C-AB]
	2022 Baseline + Proposed Development											
Stream B-AC	D5	0.0	7.88	0.04	A	409 %	D6	0.0	8.09	0.04	A	351 %
Stream C-AB		0.0	5.61	0.03	A	[Stream B-AC]		0.0	5.32	0.01	A	[Stream B-AC]

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	22/07/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-IQT85C8\beth1
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base + Existing Site	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Base + Existing Site	PM	ONE HOUR	16:45	18:15	15	✓
D3	2022 Baseline + Existing Site	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022 Baseline + Existing Site	PM	ONE HOUR	16:45	18:15	15	✓
D5	2022 Baseline + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2022 Baseline + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2021 Base + Existing Site, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Arms

Arms

Arm	Name	Description	Arm type
A	High Street North		Major
B	Medical Centre		Minor
C	High Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.65			140.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.70	17	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	475	0.088	0.222	0.140	0.317
B-C	613	0.095	0.241	-	-
C-B	655	0.258	0.258	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base + Existing Site	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	177	100.000
B		ONE HOUR	✓	1	100.000
C		ONE HOUR	✓	88	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	1	176
	B	0	0	1
	C	86	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	5.47	0.0	A	2	3
C-A					79	118
A-B					0.92	1
A-C					162	242

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	497	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.42	661	0.003	2	0.0	0.0	5.463	A
C-A	65	16			65				
A-B	0.75	0.19			0.75				
A-C	133	33			133				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	489	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.51	662	0.003	2	0.0	0.0	5.451	A
C-A	77	19			77				
A-B	0.90	0.22			0.90				
A-C	158	40			158				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	479	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.64	664	0.004	3	0.0	0.0	5.437	A
C-A	94	24			94				
A-B	1	0.28			1				
A-C	194	48			194				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	479	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.64	664	0.004	3	0.0	0.0	5.441	A
C-A	94	24			94				
A-B	1	0.28			1				
A-C	194	48			194				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	489	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.51	662	0.003	2	0.0	0.0	5.462	A
C-A	77	19			77				
A-B	0.90	0.22			0.90				
A-C	158	40			158				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	497	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.42	661	0.003	2	0.0	0.0	5.469	A
C-A	65	16			65				
A-B	0.75	0.19			0.75				
A-C	133	33			133				

2021 Base + Existing Site, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	829	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base + Existing Site	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	208	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	0	208
	B	1	0	2
	C	145	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	5.27	0.0	A	1	2
C-A					133	199
A-B					0	0
A-C					191	286

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	488	0.000	0	0.0	0.0	0.000	A
C-AB	0.90	0.22	685	0.001	0.89	0.0	0.0	5.264	A
C-A	109	27			109				
A-B	0	0			0				
A-C	157	39			157				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	478	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.28	691	0.002	1	0.0	0.0	5.215	A
C-A	130	33			130				
A-B	0	0			0				
A-C	187	47			187				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	465	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.36	700	0.002	1	0.0	0.0	5.149	A
C-A	159	40			159				
A-B	0	0			0				
A-C	229	57			229				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	465	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.36	700	0.002	1	0.0	0.0	5.153	A
C-A	159	40			159				
A-B	0	0			0				
A-C	229	57			229				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	478	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.28	691	0.002	1	0.0	0.0	5.220	A
C-A	130	33			130				
A-B	0	0			0				
A-C	187	47			187				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	488	0.000	0	0.0	0.0	0.000	A
C-AB	0.90	0.22	685	0.001	0.90	0.0	0.0	5.266	A
C-A	109	27			109				
A-B	0	0			0				
A-C	157	39			157				

2022 Baseline + Existing Site, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 Baseline + Existing Site	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	178	100.000
B		ONE HOUR	✓	1	100.000
C		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	1	177
	B	0	0	1
	C	87	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	3
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	5.46	0.0	A	2	3
C-A					80	119
A-B					0.92	1
A-C					162	244

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	497	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.42	661	0.003	2	0.0	0.0	5.460	A
C-A	65	16			65				
A-B	0.75	0.19			0.75				
A-C	133	33			133				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	489	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.51	662	0.003	2	0.0	0.0	5.448	A
C-A	78	19			78				
A-B	0.90	0.22			0.90				
A-C	159	40			159				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	479	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.64	664	0.004	3	0.0	0.0	5.434	A
C-A	95	24			95				
A-B	1	0.28			1				
A-C	195	49			195				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	479	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.64	664	0.004	3	0.0	0.0	5.438	A
C-A	95	24			95				
A-B	1	0.28			1				
A-C	195	49			195				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	489	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.51	662	0.003	2	0.0	0.0	5.459	A
C-A	78	19			78				
A-B	0.90	0.22			0.90				
A-C	159	40			159				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	497	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.42	661	0.003	2	0.0	0.0	5.464	A
C-A	65	16			65				
A-B	0.75	0.19			0.75				
A-C	133	33			133				

2022 Baseline + Existing Site, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	822	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 Baseline + Existing Site	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	210	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	147	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	0	210
	B	1	0	2
	C	146	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	5.27	0.0	A	1	2
C-A					134	201
A-B					0	0
A-C					193	289

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	487	0.000	0	0.0	0.0	0.000	A
C-AB	0.90	0.22	685	0.001	0.89	0.0	0.0	5.263	A
C-A	110	27			110				
A-B	0	0			0				
A-C	158	40			158				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	478	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.28	691	0.002	1	0.0	0.0	5.214	A
C-A	131	33			131				
A-B	0	0			0				
A-C	189	47			189				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	465	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.36	700	0.002	1	0.0	0.0	5.147	A
C-A	160	40			160				
A-B	0	0			0				
A-C	231	58			231				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	465	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.36	700	0.002	1	0.0	0.0	5.152	A
C-A	160	40			160				
A-B	0	0			0				
A-C	231	58			231				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	478	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.28	691	0.002	1	0.0	0.0	5.219	A
C-A	131	33			131				
A-B	0	0			0				
A-C	189	47			189				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	487	0.000	0	0.0	0.0	0.000	A
C-AB	0.90	0.22	685	0.001	0.90	0.0	0.0	5.268	A
C-A	110	27			110				
A-B	0	0			0				
A-C	158	40			158				

2022 Baseline + Proposed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.76	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	409	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2022 Baseline + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	192	100.000
B		ONE HOUR	✓	19	100.000
C		ONE HOUR	✓	102	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	15	177
	B	9	0	10
	C	87	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	3
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	7.88	0.0	A	17	26
C-AB	0.03	5.61	0.0	A	16	24
C-A					78	117
A-B					14	21
A-C					162	244

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	497	0.029	14	0.0	0.0	7.448	A
C-AB	13	3	658	0.019	12	0.0	0.0	5.574	A
C-A	64	16			64				
A-B	11	3			11				
A-C	133	33			133				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	489	0.035	17	0.0	0.0	7.623	A
C-AB	15	4	659	0.023	15	0.0	0.0	5.586	A
C-A	76	19			76				
A-B	13	3			13				
A-C	159	40			159				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	478	0.044	21	0.0	0.0	7.875	A
C-AB	19	5	661	0.029	19	0.0	0.0	5.607	A
C-A	93	23			93				
A-B	17	4			17				
A-C	195	49			195				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	478	0.044	21	0.0	0.0	7.875	A
C-AB	19	5	661	0.029	19	0.0	0.0	5.615	A
C-A	93	23			93				
A-B	17	4			17				
A-C	195	49			195				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	489	0.035	17	0.0	0.0	7.624	A
C-AB	15	4	659	0.023	15	0.0	0.0	5.599	A
C-A	76	19			76				
A-B	13	3			13				
A-C	159	40			159				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	497	0.029	14	0.0	0.0	7.452	A
C-AB	13	3	658	0.019	13	0.0	0.0	5.579	A
C-A	64	16			64				
A-B	11	3			11				
A-C	133	33			133				

2022 Baseline + Proposed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.45	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	351	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2022 Baseline + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	216	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	6	210
	B	8	0	8
	C	146	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	8.09	0.0	A	15	22
C-AB	0.01	5.32	0.0	A	8	12
C-A					132	199
A-B					6	8
A-C					193	289

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	486	0.025	12	0.0	0.0	7.595	A
C-AB	6	2	684	0.009	6	0.0	0.0	5.313	A
C-A	109	27			109				
A-B	5	1			5				
A-C	158	40			158				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	476	0.030	14	0.0	0.0	7.796	A
C-AB	8	2	690	0.011	8	0.0	0.0	5.274	A
C-A	130	32			130				
A-B	5	1			5				
A-C	189	47			189				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	463	0.038	18	0.0	0.0	8.088	A
C-AB	10	3	699	0.014	10	0.0	0.0	5.223	A
C-A	158	40			158				
A-B	7	2			7				
A-C	231	58			231				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	463	0.038	18	0.0	0.0	8.088	A
C-AB	10	3	699	0.014	10	0.0	0.0	5.226	A
C-A	158	40			158				
A-B	7	2			7				
A-C	231	58			231				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	476	0.030	14	0.0	0.0	7.799	A
C-AB	8	2	690	0.011	8	0.0	0.0	5.280	A
C-A	130	32			130				
A-B	5	1			5				
A-C	189	47			189				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	486	0.025	12	0.0	0.0	7.601	A
C-AB	6	2	684	0.009	6	0.0	0.0	5.316	A
C-A	109	27			109				
A-B	5	1			5				
A-C	158	40			158				