Land North of Rebecca Road, Pershore

Lioncourt Homes Limited and Touch Developments Limited

Transport Assessment

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1 Introduction

1.1 Rappor has been instructed by Lioncourt Homes to produce a Transport Assessment (TA) in support of a planning application concerning a residential development on land north of Rebecca Road, Pershore, Worcestershire.

1.2 Outline planning permission is sought for the erection of up to 115 residential dwellings with all matters reserved except for access, including open space, landscaping, drainage and associated works.

Report Structure

1.3 A TA is an appropriate form of assessment for the scale of the proposed development. The key issues that need to be addressed / reviewed within this TA, with reference to the size and location of the development proposal as well as noting this is an outline planning application, are as follows:

a) Review of the site location, composition, and local highway network;
b) Analysis of local highway safety data for the most recent five-year period available;
c) Description of site accessibility and opportunities for sustainable travel;
d) Review of relevant local transport planning policy;
e) Description of the development proposals, including access arrangements, swept paths and parking provision;
f) Forecast trip generation and predicted impact upon the operation of the local highway network;
g) Traffic distribution and assignment on the local highway network;
h) Junction capacity assessment of the site access; and
i) Mitigation measures.

1.4 A Travel Plan has been prepared and is submitted under separate cover for the planning application. The Travel Plan identifies opportunities for future residents of the proposed development to travel by more sustainable modes of travel to that of the private car. This is achieved through a combination of ‘hard’ and ‘soft’ measures and will increase sustainable accessibility options for future residents with the Travel Plan providing incentives and initiatives (the ‘hard’ and ‘soft’ measures) to achieve sustainable modal shift targets.

Summary

1.5 The TA concludes that the proposed development, in highway and transportation terms is acceptable, and there are no highway and transportation reasons that should prevent WCC, from recommending approval of this application.

2 Relevant Transport Planning Policy and Guidance

2.1 This section provides a review of the following existing national and local planning policy and guidance and how this relates to the development proposals.

a) National Planning Policy Framework (December 2023);
b) Planning Practice Guidance Travel Plans, Transport Assessment and Statements in Decision Taking (March 2014);
c) Manual for Streets (2007) and Manual for Streets 2 (2010);
d) Worcestershire Local Transport Plan 4 2018 – 2030 (2017);
e) South Worcestershire Local Development Scheme 2023 – 2026 (2023);
f) South Worcestershire Development Plan (2016);
g) South Worcestershire Development Plan Review;
h) South Worcestershire Design Guide Supplementary Planning Document: Overarching Design Principles (2018); and
i) Worcestershire County Council Streetscape Design Guide (2022).

2.2 The main thrust of recent national and local policy guidance is to:

a) Make effective and efficient reuse of land;
b) Reduce car dependency;
c) Make walking and cycling trips easier; and
d) Encourage public transport trips.

National Policy

National Planning Policy Framework (NPPF) December 2023

2.3 National policy on planning is set out in the revised National Planning Policy Framework (NPPF) published in December 2023 by the Department for Levelling Up, Housing & Communities. It sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

2.4 Chapter 9 of the NPPF deals with 'Promoting sustainable transport' and Paragraph 108 of the NPPF states:

"*Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.5 Paragraph 109 states that "*The planning system should actively manage patterns of growth in support of these objectives*" [the objectives outlined in paragraph 108]. "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*".

2.6 Paragraph 114 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.7 Paragraph 115 states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*".

2.8 Paragraph 116 states that within the context of paragraph 115 "*applications for development should:*

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment areas for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by services and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.9 It should also be noted that the NPPF states in '*Annex 2: Glossary*' at Page 76 that sustainable transport modes are "*Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport*".

National Planning Practice Guidance (March 2014)

2.10 The National Planning Practice Guidance (NPPG) provides the link between the National Planning Policy Framework (NPPF) and relevant planning practice guidance, as well as between different categories of guidance.

2.11 In respect of transport, the NPPG provides advice on what Transport Assessments, Transport Statements and Travel Plans are, when they are required, and the information that should be included when preparing the document. The key overarching principles included in the NPPG for TP's, TA's and TS's state that documents should be:

a) Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
b) Established at the earliest practicable possible stage of a development proposal;
c) Tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and
d) Brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network operators, Highways England where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).

National Guidance

Manual for Streets (March 2007)

2.12 Manual for Streets (MfS) is a DfT publication which provides guidance for planning and designing new streets. It aims to increase the quality of life through good design, which creates more people-orientated streets. The guidance contains principles in the design of suitable pedestrian and cyclist facilities to encourage and facilitate travel via these modes. Making the local environment convenient and attractive to walk in can help prioritise walking and cycling and reduce reliance on motor transport.

Manual for Streets 2 (September 2010)

2.13 Manual for Streets 2 (MfS2) takes the principles set out in MfS and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations. MfS2 does not supersede MfS, rather it explains how the principles of MfS can be applied more widely, exploring in greater detail how and where its key principles can be applied to busier streets and roads.

Local Policy

Worcestershire Local Transport Plan 4 2018 – 2030 (2017)

2.14 Worcestershire's Local Transport Plan 2018 – 2030 (LTP) sets out Worcestershire's priorities for investment in transport infrastructure, technology and services covering the period from 2018 to 2030 to deliver the greatest possible benefits through the delivery of cost-effective transport infrastructure and services.

2.15 The LTP has five objectives split into overarching key themes:

a) '*The Economic Objective: To support Worcestershire's economic competitiveness and growth through delivering a safe, reliable and efficient transport network*';
b) '*The Environment Objective: To limit the impacts of transport in Worcestershire on the local environment, by supporting enhancements to the natural environment and biodiversity, investing in transport infrastructure to reduce flood risk and other environmental damage, and reducing transport-related emissions of nitrogen dioxide, particulate matter, greenhouse gases and noise pollution. This will support delivery of the desired outcomes of tackling climate change and reducing the impacts of transport on public health*';
c) '*The Health and Safety Objective: To contribute towards better safety, security, health and longer life expectancy in Worcestershire, by reducing the risk of death, injury or illness arising from transport and promoting healthy modes of travel*';
d) '*The Equality Objective: To optimise equality of opportunity for all of Worcestershire's citizens with the desired outcome of creating a fairer society*'; and
e) '*The Quality of Life Objective: To enhance the quality of life for Worcestershire's residents by promoting a healthy, natural environment, for people, wildlife and*

habitats, conserving our historic built environment and preserving our heritage assets'.

2.16 The LTP references two active travel corridors proposed to provide a betterment for active travel around the Pershore area:

a) '*SWAT11 – Pershore to Pinvin Active Travel Corridor (including access to Pershore Station to allow safe passage for walkers and cyclists)*'; and
b) '*SWAT15 – Worcester-Parkway-Pershore Active Travel Corridor, including possible links to Stoulton and Drakes Broughton*'.

South Worcestershire Development Plan (2016)

2.17 The South Worcestershire Development Plan (SWDP) was formally adopted in 2016 and sets out the strategic objectives and overall principles for future development across Malvern Hills District Council, Wychavon District Council and Worcester City Council up to 2030.

2.18 The SWDP objectives are as follows:

a) '*Economic success that is shared by all';*
b) *'Stronger communities';*
c) *'A better environment for today and tomorrow';*
d) *'Improve health and well-being'; and*
e) *'Communities that are safe and feel safe'.*

2.19 Within the SWDP it is stated that "*The towns of Pershore, Tenbury Wells and Upton-upon-Severn also continue to offer local services and remain at the heart of the area's rural economy. All the towns have benefited from public realm and local transport improvements*".

2.20 At paragraph 36 the SWDP states that within Pershore "*Significant local employment opportunities are also provided in the many businesses located in the town, as well as on the industrial estate to the north*".

2.21 Paragraph 39 states that "*Pershore is on the main bus route between Worcester and Evesham and there are also services to Cheltenham. Most villages within close proximity also have regular bus services to the town*".

2.22 SWDP 2: Development Strategy and Settlement Hierarchy states that Pershore falls within the '*Urban Areas – Other Towns*' category of settlements and '*provides a range of services and employment opportunities and act as local service centres*'.

2.23 SWDP 4: Moving Around South Worcestershire states that *'proposals must demonstrate that: the layout of development will minimise demand for travel, they offer genuinely sustainable travel choices, they address road safety and they are consistent with the delivery of the Worcestershire Transport Plan objectives'*.

2.24 SWDP 4 also states *'new development should have regard to the design criteria and principles set out in Manual for Streets, Worcestershire County Council Local Transport Plan, and Worcestershire County Council's Highway Design Guide'*.

2.25 SWDP 46: Pershore states "*Pershore is an appropriate location to accommodate a proportion of south Worcestershire's employment and housing growth over the Plan period*".

South Worcestershire Development Plan Review

2.26 A review of the South Worcestershire Development Plan (SWDPR) is currently being undertaken to set out the vision for building sustainable communities and new places in the area up to 2041. It includes policies that will support business growth, and it seeks to address a local need for new homes in the area.

2.27 The most recent iteration of the SWDPR was the Regulation 19 Publication Document, dated November 2022. The Plan has been submitted for Examination, but its progress has been significantly delayed as a number of key elements of additional supporting information has already been sought by the Examination Inspector. The plan is not at a stage to which weight can yet be given in any planning application decision making. However, for information the following policies can be noted.

2.28 SWDPR 06: Transport states that "*All new freestanding residential development will be required to provide Electric Vehicle (EV) charging infrastructure*".

2.29 SWDPR 06: Transport also states that *'development proposals, taking into account their nature and location, must demonstrate that the proposed layout and design will minimise the need to travel by car, provide infrastructure to facilitate active travel, at least maintain highway safety for all users, and be consistent with the delivery of the objectives in the latest Worcestershire Local Transport Plan (LTP)'*.

South Worcestershire Design Guide Supplementary Planning Document: Overarching Design Principles (2018)

2.30 The South Worcestershire Design Guide Supplementary Planning Document (SPD) has the aim "*to encourage a higher standard of design in all aspects of the built environment across south Worcestershire*".

2.31 The main objectives of the SPD are to:

a) '***Raise the standard of design*** *through development that enhances local character and distinctiveness using traditional, locally distinctive and contemporary techniques*';
b) '***Create places where people want to live and spend time*** *by improving the public realm with access to outdoor spaces and by protecting private amenity*';
c) '***Incorporates sustainable design*** *techniques to minimise energy consumption and reduce greenhouse gas emissions*';
d) '***Deliver a diverse mix of dwelling types including affordable homes*** *to meet local needs and to create active and vibrant communities*';
e) '***Create a safer environment*** *through effective design to help reduce crime and the fear of crime*';
f) '***Respect the historic environment*** *through development that enhances and protects heritage above and below ground*';
g) '***Respect the natural environment*** *through development that enhances and protects biodiversity*';

h) '***Ensure new development reduces and manages the risk of flooding***';
i) '***Promoting development in accessible locations*** *where existing services and facilities can be accessed safely on foot or bicycle*';
j) '***Incorporates measures to improve connectivity*** *throughout new schemes to promote walking, cycling and the use of public transport, to reduce the reliance on the motor vehicle*'; and
k) '***Provide Health and Wellbeing benefits*** *through improvements to the built and natural environment that encourages healthier lifestyles*'.

2.32 In Section 5 the SPD provides guidance on how to ensure ease of movement through a site at: "*5B. Principles that should be followed to enhance ease of movement through a site*". The following principles are provided:

a) '*New routes may include pedestrian and cycle only paths, open space and green corridors, and more traditional streets where there is provision for motor vehicles*';
b) '*Provision of secure cycle storage*';
c) '*It is important that routes connect with places that people want and need to visit, e.g. schools, shops and open spaces, so that all homes are well connected throughout the scheme*';
d) '*Reflecting best practice where possible access to range of services should be walkable, i.e. within a 10 minute walk (approximately 800 metres) to enable comfortable access on foot and to minimise car dependency*';
e) '*It is desirable for dwellings to be within 250 metres of a bus stop to access facilities further afield*';
f) '*In residential development cul-de-sacs, if used, should be short and straight and part of a linked layout, however alternative layouts are preferable*';
g) '*Routes must be accessible to all, including those with disabilities to ensure that they can easily and comfortably negotiate their way around the development. Provision of benches and level access can assist in delivering this principle*';
h) '*Pedestrian routes should not be isolated; walkways and cycle routes should be overlooked to encourage natural surveillance*';
i) '*Where vehicular access is required measures need to be incorporated to reduce traffic speeds along new streets to assist in creating pedestrian friendly environments*';
j) '*The maximum design speed should be 20mph through residential areas so it is imperative that traffic calming is considered from the outset and not added as an afterthought*';
k) '*For larger schemes, street design could be developed using the concept of shared space where there are fewer street signs, road markings or edge of pavement barriers and the same space is designated to be used by a range of different users*';
l) '*For most large schemes a safety audit / risk assessment may be necessary to ensure that the street design is safe for all users, and in some cases it will be necessary to carry out a wider quality audit to ensure the design is meeting the needs of the potential future users*';

m) '*It is important that the design is able to accommodate access for emergency and waste service vehicles, as well as providing sufficient parking for those that live in the development*';
n) '*Parking provisions should be overlooked to encourage natural surveillance but there should not be large clusters of car parking but instead smaller parking areas should be dispersed through the scheme*'; and
o) '*For larger schemes applicants are required to include a Travel Plan to clearly demonstrate how sustainable transport measures have been incorporated into the scheme*'.

Local Guidance

Worcestershire County Council Streetscape Design Guide (2022)

2.33 Worcestershire County Council Streetscape Design Guide (WCC SDG) was adopted in 2018 and updated most recently in July 2022. It provides local guidance on how developments within Worcestershire can provide attractive, accessible communities which deliver a high quality of life and places where people want to live, work and invest. It is intended to be considered in conjunction with national guidance including MfS and MfS2.

2.34 The aims of WCC SDG are to ensure that:

a) '*New development relates to its context, with transport links integrating seamlessly within the built and natural environment to the benefit of new residents, adjacent occupiers and existing communities alike*';
b) '*Transport infrastructure is designed to encourage alternatives to car use by providing convenient, safe and attractive provision for pedestrians, cyclists and passenger transport users to key trip attractors, permeating both new developments and existing communities*';
c) '*Design of streets within new developments continues to accommodate necessary vehicle movement, and facilitate car parking, but seeks to encourage traffic speeds of 20mph or less*';
d) '*New development is intuitive in its approach, providing easy and safe access between highways, car parking area and dwellings for everyone, including those with visual and mobility impairment*';
e) '*New developments are designed to provide a safe, secure and sustainable environment, including embracing sustainable green infrastructure throughout the design process, recognising the central role that such infrastructure plays in delivering liveable, attractive communities*'; and
f) '*Secure a movement network which is adoptable with an extensive design life and is easily maintainable*'.

3 Existing Conditions

Site Context

3.1 The application site is located on the northern side of Rebecca Road immediately adjoining the market town of Pershore. It is bound to the north by the B4084, the east by the Allesborough Farm Development planning application (ref: 17/00432/FUL) site, the south by Rebecca Road and to the west by undeveloped land.

3.2 The site and its relationship with the immediate adjoining areas is illustrated on the site location plan attached at **Appendix A**.

Local Highway Network

Rebecca Road

3.3 Rebecca Road is a two-lane single carriageway which routes in a broadly east to west alignment along the southern boundary of the application site. In the vicinity of the application site no formal footway provision is present on either side of the carriageway except for a short section at the Rebecca Road bus stop which provides a crossing point to Choules Close. However, it should be noted that as part of the approved S278 works for the Allesborough Farm Development planning application (ref: 17/00432/FUL) a formal 2m wide footway was proposed along the northern side of Rebecca Road from the Rebecca Road bus stop extending eastbound. A new crossing point was then provided to an additional new 2m wide footway on the southern side extending further east connecting to the existing footway provision approximately 300m from the centre of the application site's southern boundary. These approved S278 works along Rebecca Road are proposed to be completed as part of the current planning application, as previously mentioned, and in addition to further S278 works proposed for the current planning application, discussed in greater detail within **Section 9**, provides a direct route to Pershore Town Centre from the application site.

3.4 A planning application (ref: 17/00432/FUL) was submitted to Wychavon District Council (WDC) on the 28th of February 2017 for a residential development adjacent the eastern side of the current planning application. The Allesborough Farm Development planning application (ref: 17/00432/FUL), referred to as the Allesb was subsequently refused by WDC on the 23rd of October 2017. The Decision Notice is attached at **Appendix B**.

3.5 It should be noted however that none of the three cited reasons for refusal related to highways and transport matters. Furthermore, Worcestershire County Council (WCC), in their capacity as the local highway authority (LHA), did not object to the planning application subject to conditions. The highway comments are attached at **Appendix C**.

3.6 The conditions provided in the WCC highway comments related primarily to ensuring suitable access and internal layout matters in accordance with the submitted information forming part of the planning application. WCC did recommend a condition for the provision of a welcome pack stating the reason for which was "*To reduce vehicle movements and promote sustainable access*".

3.7 The highway comments provided by WCC therefore demonstrate that the location of the site has been assessed as suitable for the provision of residential development with sustainable accessibility manageable through the provision of a welcome pack or similarly appropriate management strategy.

3.8 The application was allowed at appeal on the 15th of February 2018. The Appeal Decision is attached at **Appendix D**.

3.9 It is noted that off-site highway works (S278) were included as part of the planning application which proposed to provide additional footway provision along Rebecca Road. These works are discussed in greater detail within the report. Rappor have been in contact with WCC to determine when these off-site highway works will be completed and delivered to understand how the current planning application can integrate into the works. However, WCC have confirmed via email, email chain attached at **Appendix E**, that the developer of the Allesborough Farm development planning application has entered administration with no bond or cash deposit provided to complete the proposed works. WCC have confirmed that they would be happy to facilitate the approved S278 works being completed under the current technical approval as part of the current planning application. On this basis, Lioncourt are willing to deliver the previously approved and expected works.

3.10 Rebecca Road is currently subject to the national speed limit (60mph) however, as part of the development works it is proposed to lower, and enforce through appropriate design, the speed limit on the immediate local highway network. This is discussed in detail in **Section 9**.

3.11 At its eastern extent, Rebecca Road forms the minor arm of a priority junction with the B4084 and Worcester Road (B4084) whilst travelling westbound from the application site the carriageway first transitions to a north-east to south-west alignment before Rebecca Road transitions to an Un-named Lane approximately 5km from the centre of the application site's southern boundary. Throughout its length Rebecca Road provides the major arms to a number of priority junctions, including a priority junction with Holloway.

B4084

3.12 The B4084 is a key route between Evesham, to the south-east of the application site, and Worcester, to the north-west of the application site, that passes through Pershore and Drakes Broughton enroute while also passing Worcestershire Parkway Railway Station. For the majority of its length, it is referred to as the B4084 whilst in vicinity of the application site and east of its junction with Rebecca Road it is referred to as Worcester Road (B4084) before being referred to as High Street (B4084) further east and through Pershore Town Centre.

3.13 The B4084 in the vicinity of the application site is a two-lane single carriageway which routes in a broadly east to west alignment before transitioning to a broadly north to south alignment when travelling eastbound from the application site. Within Pershore the B4084 is subject to a 30mph speed limit when referred to as Worcester Road (B4084) and a 20mph speed limit when referred to as High Street (B4084). Additionally, within Pershore formal illuminated footway provision is present on either side of the carriageway.

Existing Traffic Data

3.14 To establish existing traffic speeds on Rebecca Road an automatic traffic count (ATC) survey was undertaken by an independent traffic surveyor, Paul Castle Associates, between Tuesday the 9th of April 2024 and Monday the 15th of April 2024.

3.15 The full survey results are attached at **Appendix F**, with the calculated average 85th percentile speeds provided in **Table 3.1**. The 5-day average and 85th percentile speeds are presented as these were higher than the recorded 7-day average and 85th percentile speeds.

Direction	Average Speeds	85%ile Speeds
Eastbound	37.4mph	45.6mph
Westbound	36.4mph	43.6mph

Table 3.1: Summary of Recorded Vehicle Speeds on Rebecca Road

3.16 The speed surveys were undertaken during a neutral month to determine the 85th percentile vehicle speeds for the purposes of designing a safe and suitable access.

3.17 As **Table 3.1** indicates, the average 85th percentile speed was recorded at 45.6mph for eastbound traffic and 43.6mph for westbound traffic. It is noted that the recorded 85th percentile and average speeds in either direction along Rebecca Road are significantly lower than the posted speed limit (60mph).

3.18 The design speeds have been utilised to determine the visibility requirements from the proposed site access, which are discussed later in **Section 5**.

Local Highway Safety

3.19 To determine whether there are any existing highway safety issues within the vicinity of the site, Personal Injury Collision (PIC) data has been obtained from WCC for the most recent five-year period available, within the vicinity of the application site, up to the 31st of March 2024.

3.20 The full PIC data is attached at **Appendix G**.

3.21 An extract of the WCC plot map is demonstrated at **Figure 3.1**, which indicates the location of collisions and the section of highway under consideration. As demonstrated, the area of interest included approximately 1.25km westbound along Rebecca Road (including the entire application site frontage) from the B4084 / Worcester Road (B4084) / Rebecca Road priority junction. The area of interest additionally comprised the entirety of Holloway and Worcester Road (B4084). Furthermore, the area of interest also included over 750m of the B4084 north-westbound from the B4084 / Worcester Road (B4084) / Rebecca Road priority junction. Therefore, the area of interest covered an extensive area of the local highway network.

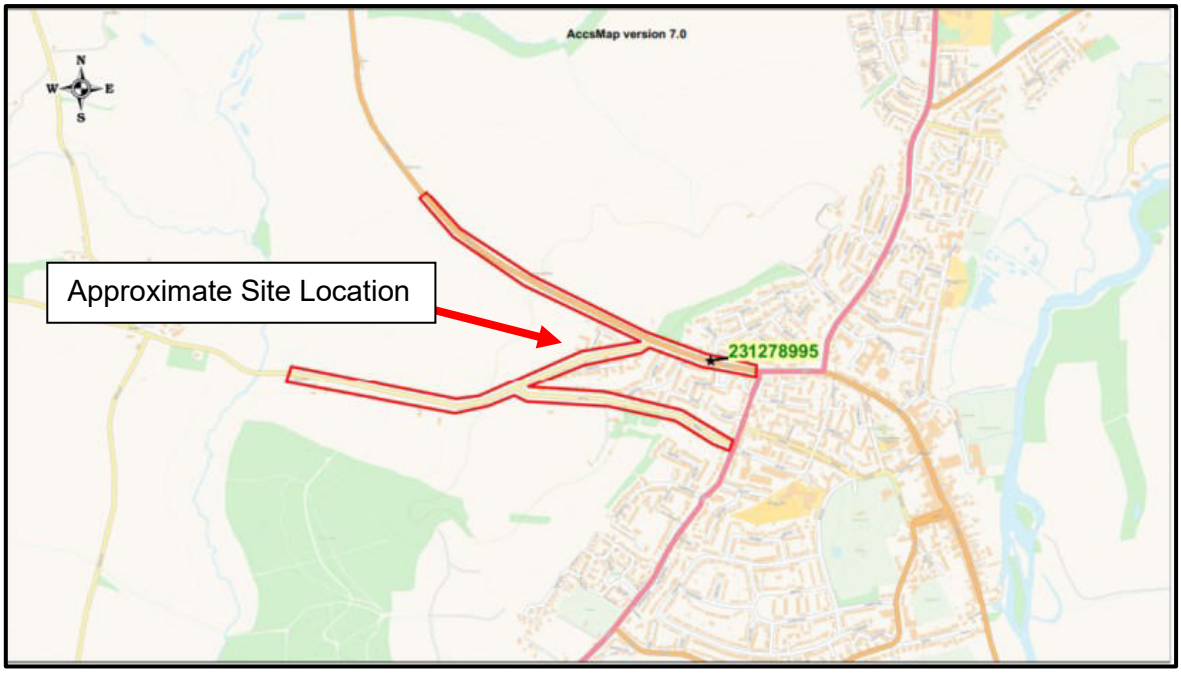


Figure 3.1: Worcestershire County Council PIC Plot Map Extract

3.22 The review identified that one collision has occurred during the most recent five-year review period within the search area which was classified as being of serious severity and resulted in one serious casualty.

3.23 The recorded PIC occurred on the 21st of February 2023 during the hours of darkness with streetlights present and lit. A dry road surface was observed to be present, and weather conditions were described as fine without high winds. The incident involved one pedal cycle and one car. The rider of the pedal cycle received serious injuries from the collision. The incident occurred when the car was driving along Worcester Road (B4084) at its junction with Loughmill Road and began turning right into Loughmill Road. As the car has made the turn, they collided with a pedal cycle. The recorded contributary factors of the incident reveal that the officer present on the scene took the view that it was very likely the driver of the car failed to look properly when performing the manoeuvre and the manoeuvre itself was performed poorly.

3.24 Overall, the minimal number of PICs within the search area, across the five-year review period, indicates that there are no inherent highway safety concerns in the vicinity of the application site that could be exacerbated by the proposed development. The incident was determined by the officer on the scene to be as a result of poor driving and therefore is as a result of driver behaviour and not due to an inherent fault with the design of the local highway network.

3.25 Furthermore, with the low forecast net increase in development traffic (as confirmed in **Section 6**), in real terms, this is expected to continue.

4 Site Accessibility and Opportunities for Sustainable Travel

4.1 When considering the overall sustainability, with regards to highways, it is important that a site can be demonstrated to be accessible for residents and visitors without resulting in heavy reliance on travel by car, particularly single occupancy journeys. Within the local context of the site, this can be assessed against the proximity to local services and amenities that residents / visitors may require access to on a daily basis. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to services or amenities located further afield.

4.2 Pershore is identified as being within the '*Urban Areas – Other Towns*' category of settlements hierarchy in the SWDP. Settlements in this category "*provide a range of services and employment opportunities and act as local service centres*". Furthermore, Pershore has been able to successfully accommodate housing growth over a number of years and recent development adjacent the application site demonstrates that the location of the site can be suitable for residential development in principle.

Walking and Cycling

Walking

4.3 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800m). However, it also states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

4.4 The Institution of Highways and Transportation (now the: Chartered Institution of Highways and Transportation) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.

4.5 This guidance is supported by the Department for Transport (DfT) National Travel Survey (NTS) which found that over the past five years 80% (2019), 82% (2020), 82% (2021), 83% (2022) and 81% (2023) of trips under a mile (1.6km) are undertaken on foot (NTS0308). It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 – 2023 NTS.

4.6 The site will take access from Rebecca Road which will, as previously mentioned and discussed in greater detail within **Section 5** and **9**, benefit from formal footway provision on at least one side of the carriageway providing onward pedestrian access to Pershore Town Centre. Existing formal footway provision is present on both sides of the carriageway along Worcester Road (B4084), Worcester Road (A4104), and High Street (B4084). This footway provision will provide a permeable walking network for future residents of the site to access services and amenities within Pershore.

Cycling

4.7 The Local Transport Note 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at Paragraph 2.2.2:

> '*Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people*'.

4.8 Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five miles (8km) and trips of 30 - 40 mins are considered acceptable for commuting purposes. The NTS 2023 (Table NTS0303) notes that the average cycle trip is approximately 3 miles (4.8km). The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

4.9 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles, or 8km, of the application site are within acceptable cycling distance. The entirety of Pershore, including Pershore Railway Station and the Industrial Estate, are within approximately 2.7km of the application site whilst Drakes Broughton and Worcestershire Parkway Railway Station are both within approximately 7km of the application site. Furthermore, the former Throckmorton Airfield is within approximately 6km of the application site.

4.10 There are a number of designated cycle routes within Pershore which are identified on the '*Pershore Walking and Cycling Map*' produced by WCC and attached at **Appendix H**.

STRAVA Heatmap

4.11 STRAVA is an internet service that tracks physical exercise, predominantly cycling and running, using GPS data. The GPS data is stored in a database which allows STRAVA users to visually see the extent that routes and roads are used by other users in the form of heatmaps. The data is updated monthly.

4.12 The STRAVA heatmap indicates the more frequently used routes, by STRAVA users, on a light (white) to dark (maroon) scale. **Figure 4.1** illustrates that the surrounding roads and routes, including Rebecca Road, are frequently utilised by cyclists using STRAVA.

Summary

4.13 As set out in **Table 4.1**, there are a selection of local services and amenities within 1600m of the site, which presents opportunities to conveniently walk or cycle to / from the site in accordance with IHT and MfS guidance. Additionally, the entirety of Pershore, including Pershore Railway Station and Industrial Estate, and Worcestershire Parkway Railway Station are within the recommended 8km cycling distance set out in LTN 1/20.

Figure 4.1: STRAVA Heatmap Extract (Source: www.strava.com)

Proximity to Local Services and Amenities

4.14 It is key to a site's sustainability that there are a range of services and amenities nearby. **Table 4.1** demonstrates the local services and amenities.

4.15 For robustness, the distances and their corresponding journey times have been measured from the centre of the application site, whilst they were calculated via two methods; firstly, in accordance with Institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s) respectively, and secondly, via Google Maps, which additionally accounts for the gradient of the route when undertaking such journeys.

4.16 **Table 4.1** details the services and amenities within a suitable walking and cycling distance of the site, which residents may require daily. For robustness, the distances and their corresponding journey times have been measured from the centre of the site via the following methods; firstly, in accordance with the institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s) respectively, and secondly via Google Maps, which also accounts for the gradient of the route when undertaking such journeys.

4.17 **Table 4.1** confirms that the application site benefits from being within walking and cycling distance to a range of local services and amenities within Pershore, which are all within an approximate 20-minute walk and a five-minute cycle ride.

Service / Amenity	Approx. Distance	Approx. Walking Time		Approx. Cycling Time	
		IHT	Google	RB	Google
Rebecca Road Bus Stop	80m	1 min	1 min	< 1 min	1 min
Loughmill Road Bus Stops	650m	8 mins	8 mins	3 mins	2 mins
The Pickled Plum Pub	1100m	13 mins	14 mins	5 mins	4 mins
The Talbot Inn	1200m	14 mins	16 mins	5 mins	4 mins
Newlands Fish Bar	1200m	14 mins	16 mins	5 mins	4 mins
Abbey Park First and Middle School	1300m	15 mins	17 mins	5 mins	4 mins
Pershore Medical Practice	1400m	17 mins	18 mins	6 mins	4 mins
Bakers Arcade	1400m	17 mins	18 mins	6 mins	4 mins
Coffee & More	1400m	17 mins	18 mins	6 mins	4 mins
Abbey Park	1500m	18 mins	19 mins	6 mins	5 mins
Pershore Library	1500m	18 mins	19 mins	6 mins	5 mins
Asda Pershore Supermarket	1500m	18 mins	19 mins	6 mins	5 mins
Pershore Pharmacy	1500m	18 mins	19 mins	6 mins	5 mins
Holy Redeemer Primary School	1600m	19 mins	16 mins	7 mins	4 mins
Pershore Leisure Centre	1600m	19 mins	20 mins	7 mins	5 mins
Pershore High School	2300m	27 mins	31 mins	10 mins	7 mins
Pershore Industrial Estate	2800m	33 mins	38 mins	12 mins	10 mins
Pershore Railway Station	3000m	36 mins	39 mins	13 mins	10 mins

Table 4.1: Proximity to Services and Amenities

Public Transport

Bus Services

4.18 The nearest bus stop (the 'Rebecca Road' bus stop) is situated along Rebecca Road, approximately 80m from the centre of the application site. The stop offers formal provision comprising a hard standing shelter and printed bus timetable information.

4.19 The stop provides access to the 566-bus service which facilitates travel to local destinations in Pershore and Pinvin village, to the north of Pershore. A total of 11 services a day are provided Monday to Friday whilst six services a day are provided on a Saturday.

4.20 Additional bus stops (the 'Loughmill Road' bus stops) are present along Worcester Road (B4048), approximately 650m from the centre of the application site. Both stops offer formal provision comprising a bus layby, printed timetable, flag and pole. The westbound stop additionally comprises a hard standing shelter.

4.21 Both 'Loughmill Road' bus stop provide access to the 51, S5, S24, S51 and X50 bus services which facilitate travel to Pershore, Pinvin, Worcester, Evesham and Norton.

4.22 A summary of the key services is provided in **Table 4.2**, with full timetable information attached at **Appendix I**.

Service	Operator	Route / Destinations Served	Operates	Timetable Summary		
				First Service	Approx. Frequency	Last Service
Rebecca Road Bus Stop						
566	LMS Travel	Pinvin – Pershore – Abbey Est – Pershore - Pinvin	Mon - Fri	08:13	90 mins	17:11
			Sat	09:27	90 mins	15:47
Loughmill Road Bus Stops						
X50	First	Worcester – Parkway – Pershore Evesham	Mon - Fri	06:33	60 mins	18:48
			Sat	08:38	60 mins	18:38
		Evesham – Pershore – Parkway - Worcester	Mon - Fri	07:24	60 mins	19:39
			Sat	09:29	60 mins	19:29
51	First	Worcester – Pershore – Pershore High School	Mon - Fri	08:22 – Once Daily		
		Pershore High School – Pershore – Worcester	Mon - Fri	15:46 – Once Daily		
S5	First	Blessed Edward College – Pershore	Mon - Fri	15:53 – Once Daily		
		Pershore – Blessed Edward College	Mon - Fri	08:07 – Once Daily		
S24	First	Worcester Sixth Form – Norton – Pershore – Pinvin	Mon - Fri	17:04 – Once Daily		
		Pinvin – Pershore – Norton – Worcester Sixth Form	Mon - Fri	08:03 – Once Daily		
S51	First	Worcester – Pershore – Pershore College	Mon - Fri	08:55 – Once Daily		
		Pershore College – Pershore – Worcester	Mon - Fri	17:11 – Once Daily		

Table 4.2: Bus Services and Frequencies (Source: travelinesw.com August 2024)

4.23 The service from the 'Rebecca Road' bus stop can be accessed Monday – Saturday, departing approximately once every 90 minutes. The 566 service also provides access to further onward travel to Pershore Railway Station. Additional services from the 'Loughmill Road' bus stops can also be accessed Monday – Saturday departing once every 60 minutes. The X50, which provides regular services from the 'Loughmill Road' bus stops also provides onward travel to Worcestershire Parkway Railway Station.

4.24 As demonstrated in **Table 4.2**, the services available at the 'Rebecca Road' and 'Loughmill Road' bus stops are suitable to offer future residents alternative travel options from the site to nearby destinations where employment and leisure opportunities can be found. Services depart before 9am and return after 5pm offering a genuine alternative to travel by car for commuting purposes.

Rail Services

Pershore Railway Station

4.25 Pershore Railway Station is located an approximate 10-minute cycle from the centre of the application site and can be accessed via the 566-bus service. Services can be accessed every day of week and provide access to a range of destinations including London Paddington, Worcester Foregate Street, Great Malvern, Oxford, Reading and Evesham.

Worcestershire Parkway Railway Station

4.26 Worcestershire Parkway Railway Station is located an approximate 27-minute cycle from the centre of the application site and can be accessed via the X50 and S24 bus services. Services can be accessed every day of the week and provide access to a range of destinations, including those that can be accessed from Pershore Railway Station and additionally, Cardiff Central, Nottingham, Cheltenham Spa, Gloucester, Newport and Birmingham New Street.

Summary

4.27 The site is sustainably located with a range of services, facilities, and amenities within reasonable walking and cycling distance. Prospective residents of the application site will be afforded the opportunity to travel by more sustainable methods (i.e., public transport, cycling, walking, etc.) for leisure activities and other necessary trips required on a day-to-day basis.

4.28 The two proposed active travel corridors in the LTP for Pershore (SWAT11 and SWAT15), mentioned in **Section 2**, will further improve accessibility for active travel modes around Pershore. This will in turn provide future residents with greater opportunity to access the northern area of Pershore, where Pershore Railway and Industrial Estate & Business Park are located, whilst also facilitating stronger connectivity with Worcestershire Parkway Railway Station.

4.29 The site's proximity to local public transport links also presents prospective residents (and visitors) with more sustainable travel options for commuting purposes, as well as access to the services and amenities in nearby settlements and beyond.

4.30 Finally, Pershore is identified as being within the '*Urban Areas – Other Towns*' category of settlements hierarchy in the SWDP. Settlements in this category "*provide a range of services and employment opportunities and act as local service centres*" and therefore the principle of residential development is established.

5 Proposed Development

5.1 Outline planning permission is sought for the erection of up to 115 residential dwellings with all matters reserved except for access, including open space, landscaping, drainage and associated works.

5.2 The application site is located on the northern side of Rebecca Road within the market town of Pershore. It is bound to the north by the B4084, the east by the Allesborough Farm Development planning application (ref: 17/00432/FUL) site, the south by Rebecca Road and to the west by undeveloped land.

5.3 A proposed indicative site layout is attached at **Appendix J**.

Access Strategy/Arrangements

Vehicular Access

5.4 Vehicular access to the site will be via Rebecca Road and will entail the construction of a new access in the form of a bellmouth priority junction arrangement. The access will comprise a 5.5m wide carriageway with 10m junction radii. The access arrangement is demonstrated in the drawing attached at **Appendix K**.

5.5 Any new or intensified vehicle access should be reviewed and justified as being able to provide visibility splays in accordance with the relevant national guidance (i.e., Manual for Streets (MfS) & Manual for Streets 2 (MfS2), the Design Manual for Roads and Bridges (DMRB)) or local guidance as appropriate.

5.6 As the proposed development will result in a new priority junction being constructed from Rebecca Road, it is necessary to demonstrate that emerging visibility from the junction is suitable.

Visibility Assessment

5.7 To demonstrate that the proposed site access junction can operate safely and in a suitable manner, a visibility assessment has been undertaken.

5.8 For design purposes, 85th percentile vehicle speeds have been used to calculate the extent of the emerging visibility splay required, which are provided in **Table 3.1**.

5.9 As the average vehicle speeds are below 40mph, and design speeds along Rebecca Road are above 37mph in either direction, a deceleration rate of 3.68m/s and a 2 second reaction time have been applied.

5.10 As the average vehicle speeds in both directions are below 40mph a deceleration rate of 3.68m/s has been applied to the visibility splay calculations. MfS2 states at paragraph 1.3.6 that "*It is only where actual speeds are above 40mph for significant periods of the day that DMRB parameters for SSD are recommended. Where speeds are lower, MfS parameters are recommended*". Therefore, where average speeds are recorded below 40mph (**Table 3.1** identifies that recorded average speeds are significantly below this limit) a MfS2 deceleration rate of 3.68m/s should be applied.

5.11 The deceleration rate and reaction times applied to the visibility calculations are in accordance with Table 10.1 of MfS2.

Eastbound

a) Average 85th Percentile (Design Speed): 45.6mph;
b) Reaction Time: 2 seconds; and
c) Deceleration Rate: 3.68m/s.

Westbound

a) Average 85th Percentile (Design Speed): 43.6mph;
b) Reaction Time: 2 seconds; and
c) Deceleration Rate: 3.68m/s.

5.12 In terms of the 'X' distance a standard 2.4m has been applied.

5.13 Using the 85th percentile speeds detailed above, the required emerging visibility splays, based on the recommended parameters in MfS2 and measured from the centreline of the proposed site access, are 97.3m to the west, to account for eastbound speeds, and 90.6m to the east, to account for westbound speeds.

5.14 The visibility assessment drawing, provided at **Appendix L**, demonstrates the required emerging visibility splays from the proposed site access along Rebecca Road are achievable in both directions within the extent of the adopted highway (detailed in **Appendix M**). Additionally, the drawing demonstrates that emerging visibility splays of 113m in either direction, in accordance with the WCC SDG for speeds of up to 50mph, are achievable within the extent of the adopted highway. Visibility from the proposed site access junction is therefore acceptable.

5.15 The drawing attached at **Appendix L** additionally demonstrates that suitable forward visibility (in accordance with recorded 85th percentile speeds and both MfS2 and WCC SDG guidance) is achievable from either direction to a vehicle waiting on Rebecca Road to turn right into the proposed site access. Forward visibility is based on the same parameters as those utilised in calculating the emerging visibility splays with an additional 2.4m distance included to account for the typical length of the bonnet of a car (which is accounted for in emerging visibility splays by the inclusion of the typical 'X' distance).

Proposed Off-site works along Rebecca Road

5.16 Notwithstanding the visibility assessment undertaken, which is based on existing speeds, as part of the proposed mitigation measures package for the application site it is proposed that the speed limit along Rebecca Road will be lowered to reflect the change in character created along the site frontage. Rebecca Road has been subject to two approved residential planning applications in recent years across its first approximately 500m of length from the B4084 / Worcester Road (B4084) / Rebecca Road priority junction. The nature and character of Rebecca Road has therefore changed drastically in recent years and the proposed reduced speed limit reflects this change and will be a benefit to new and existing residents.

5.17 The reduced speed limit will be present from the Rebecca Road / Holloway priority junction to the B4084 / Worcester Road (B4084) / Rebecca Road priority junction. The detail of this proposed reduced speed limit is discussed in detail in **Section 9**.

Pedestrian Access

5.18 Pedestrian access to the site will be achieved via 2m wide footways either side of the carriageway at the proposed site access from Rebecca Road. These footways will tie into a new footway proposed along the northern side of Rebecca Road.

5.19 The footway proposed along the northern side of Rebecca Road, and the additional pedestrian infrastructure proposed as part of the development proposals, is set out in detail within **Section 9**.

Internal Layout

5.20 The internal road layout within the proposed development is reserved for subsequent approval and will therefore be subject to a later reserved matters (RM) application. However, whilst the planning application for the proposed development is to be submitted as outline with all matters reserved except for access, it is important to recognise that for the reserved matters, the proposed internal design of footways and access roads will be designed in consideration with the NPPF and the WCC SDG. As per the highway hierarchy in MfS, pedestrian and cyclist safety will be priority on the highway.

5.21 The South Worcestershire Development Plan (SWDP) Policy 4 suggests that '*Design and layouts should maximise opportunities for pedestrian and cycle linkages to the surrounding area and local services should be generally accessible for all users, including those with disabilities*'.

5.22 In accordance with the SWDP, the proposals are to meet the following requirements set out:

a) The layout of the development will minimise demand for travel;
b) The development is to offer genuine sustainable travel choices;
c) Road Safety measures are to be addressed;
d) Design criteria and principles set out in MfS, WCC Local Transport Plan, and WCC SDG are to be complied with; and
e) The use of new vehicle technology (EV Vehicles) will be promoted.

Servicing and Emergency Access

5.23 The internal layout will be designed to accommodate the typical servicing and delivery requirements of residential developments.

5.24 It is envisaged that residents will not be required to carry bins a distance exceeding 30m whilst bin operatives will not be required to carry any bin a distance greater than 25m, in accordance with MfS guidance and Building Regulations 2010 Approved Document Part H (amended 2015). The layout will be designed to give consideration to two-way vehicles movements between an estate car and the local district refuse vehicle, and where this is not achievable suitable inter-visibility will be provided.

5.25 The internal layout will also be designed to ensure a fire appliance can safely access the entirety of the development and the fire hose can get within 45m of the furthest point of each residential dwelling, in accordance with Building Regulations 2010 Approved Document Part B (amended 2022).

Parking Provision

Car & Cycle Parking

5.26 The confirmed level of car and cycle parking provision proposed is to be identified as part of a future RM application, however it is expected that the level of provision is to accord with the standards set within the WCC SDG.

5.27 The WCC SDG provides the following car parking standards:

a) 1 bedroom dwelling = 1 car parking space;
b) 2 and 3 bedroom dwellings = 2 car parking spaces;
c) 4 and 5 bedroom dwellings = 3 car parking spaces; and
d) 6+ bedroom dwellings = 4 car parking spaces or other value to be agreed based on evidence.

5.28 The WCC SDG also provides the following cycle parking standards:

a) 1 bedroom dwelling = 1 cycle parking space;
b) 2 bedroom dwelling = 2 cycle parking spaces;
c) 3 and 4 bedroom dwellings = 3 cycle parking spaces;
d) 5 bedroom dwelling = 4 cycle parking spaces; and
e) 6+ bedroom dwelling = 5 cycle parking spaces.

Electric Vehicle Provision

5.29 Paragraph 116 of the NPPF states that developments should "*be designed to enable charging of plug-in and other ultra-low emission vehicles*" whilst Building Regulations 2010 S (2021) guidance states that access to an active EV charging point must be provided.

5.30 The WCC SDG states that "*all residential dwellings include Electric Vehicle (EV) charging parking provision*". "*Where EV charging is provided, these should be fitted with EV charging infrastructure to BS En 62196 Mode 3 or 4 charging and BS EN 61851*". WCC state that residential EV charging systems should include a minimum 7kW charging point. Therefore, EV charging provided will conform to this standard.

5.31 The quantum of EV charging points will be in accordance with the WCC SDG and NPPF.

5.32 EV Charging Points will also be designed and provided in accordance with Building Regulations 2010 - Infrastructure for the charging of electric vehicles - Approved Document part S (2021 edition).

Summary

5.33 It has been demonstrated that safe and suitable access to the site can be achieved for all users, in accordance with paragraph 114 of the NPPF.

5.34 The required emerging visibility splays in either direction are achievable, in accordance with both MfS2 and WCC SDG guidance, within the extent of the highway boundary whilst forward visibility can also be achieved.

5.35 Overall, the access to the site is considered to be safe and suitable for all users, in accordance with paragraph 114 and 116 of the NPPF.

5.36 All other matters, including the internal layout, are reserved and will be determined at a later stage.

6 Forecast Trip Generation

6.1 When considering a development, it is generally accepted that the critical periods, in terms of traffic impact on the adjacent highway network, are the weekday morning and evening peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest. It follows that should the impact of development traffic on the local road network be considered acceptable during these periods then it would also be acceptable during other, less busy periods of the week.

Forecast Trip Generation: 115 Proposed Houses

6.2 To assess the potential trip generation which could be expected to be associated with the proposed residential dwellings, residential sites with similar characteristics have been identified in the TRICS 7.11.1 database and average vehicle trip rates have been obtained. In regard to land use, an assessment has been undertaken for *Residential – Houses Privately Owned*. This is a robust assessment given that a proportion of the development will be affordable dwellings, which are typically associated with a lower trip rate.

6.3 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:

a) Sites located in the UK excluding Greater London and Ireland;
b) Weekday surveys, where impact of the proposed development would be greatest;
c) Sites located on Edge of Town;
d) Sites between 75 – 125 dwellings.
e) Population within one mile < 15,001; and
f) Population within five miles < 75,001.

6.4 A copy of the TRICS report is provided at **Appendix N**, with a summary of the vehicle trip rates and forecast trips set out in **Table 6.1**.

Time Period	Trip Rates (per dwelling)			Trip Generation (115 Houses)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.164	0.313	0.477	19	36	55
PM Peak (17:00-18:00)	0.289	0.131	0.420	33	15	48

Table 6.1: Proposed Development Trip Rates and Forecast Trip Generation

6.5 **Table 6.1** indicates that a development of up to 115 residential dwellings could be expected to generate 55 and 48 vehicle trips during the weekday AM and PM peak periods, respectively.

Summary

6.6 In view of the forecast trip generation of the site, it is predicted that the development proposals would not have a detrimental impact on the safe and efficient operation of the local highway network. The effects are therefore not significant and certainly could not be described as ‘severe’ in relation to paragraph 115 of the NPPF.

7 Trip Distribution and Assignment

Trip Distribution

7.1 The split distribution of development trips onto the local highway network has been assessed based on the 2011 Census Journey to Work Travel data.

7.2 The car driver method of 'travel to work' from the DataShine Travel to Work (From Here) Flows interactive map have been used to distribute traffic from the proposed site onto the local highway network.

7.3 The interactive flow maps on DataShine demonstrate the locations of people that travel from home to work within the Middle Super Output Area (MSOA) Wychavon 012 which the site is situated within. Within this data, the exact number of those travelling from MSOA Wychavon 012 from home to work are set out.

7.4 Journeys to each surrounding MSOA from MSOA Wychavon 012 for employment purposes that attract 10 or more vehicle trips have been considered, which provides distribution data for 35 MSOA locations, totalling 1,612 vehicle journeys and is a robust assessment. This raw data is attached at **Appendix O**.

7.5 It should be noted that vehicle journeys categorised as 'No fixed place' have been excluded from the calculations.

7.6 In order to distribute the development trips onto the local highway network from Rebecca Road, which is to serve the site, the quickest route from all 35 MSOAs from MSOA Wychavon 012 have been reviewed using Google Maps, with the resulting distribution split along the local highway network.

7.7 The forecast vehicle trip distribution from the site within the immediate local area of the site is identified at **Table 7.1**.

7.8 The full distribution calculations are attached at **Appendix O**, whilst a visual diagram of the trip distribution along the local highway network is attached at **Appendix P**.

Junction	Development Traffic Split Distribution
Rebecca Road / Proposed Site Access Priority Junction	100.0%
B4084 / Worcester Road (B4084) / Rebecca Road Priority Junction	85.5%
Worcester Road (B4084) / Worcester Road (A4104) / Three Spring Road (A4104) Priority Junction	56.0%
Worcester Road (A4104) / Station Road (A4104) / High Street (B4084) Signalised Junction	56.0%
Rebecca Road / Holloway Priority Junction	14.5%
Three Spring Road (A4104) / Holloway Priority Junction	10.8%

Table 7.1: Development Vehicle Trip Distribution

Trip Assignment

7.9 The forecast vehicle trips during the morning and evening highway peak periods, identified within **Table 6.1**, have been calculated against the distribution split identified in **Table 7.1** to determine the trip assignment at each junction along the local highway network, identified at **Table 7.2**.

Route	Trip Assignment	
	AM Peak Period (08:00 – 09:00)	PM Peak Period (17:00 – 18:00)
Rebecca Road / Proposed Site Access Priority Junction	55	48
B4084 / Worcester Road (B4084) / Rebecca Road Priority Junction	47	40
Worcester Road (B4084) / Worcester Road (A4104) / Three Spring Road (A4104) Priority Junction	31	26
Worcester Road (A4104) / Station Road (A4104) / High Street (B4084) Signalised Junction	31	26
Rebecca Road / Holloway Priority Junction	8	7
Three Spring Road (A4104) / Holloway Priority Junction	6	5

Table 7.2: Development Vehicle Trip Assignment

Summary

7.10 **Table 7.2** identifies that the proposed development is to generate over 30 two-way vehicle trips within a peak hour at the following junctions:

a) Rebecca Road / Proposed Site Access Priority Junction;
b) B4084 / Worcester Road (B4084) / Rebecca Road Priority Junction;
c) Worcester Road (B4084) / Worcester Road (A4104) / Three Spring Road (A4104) Priority Junction; and
d) Worcester Road (A4104) / Station Road (A4104) / High Street (B4084) Signalised Junction.

8 Traffic Impact Assessment

Introduction

8.1 This section of the report sets out the traffic impact assessment that has been carried out to consider the potential impact of the proposed development on the local highway network.

8.2 As previously discussed in **Section 5**, the site is proposed to be served by a single vehicular access point from Rebecca Road. Therefore, the traffic impact assessment undertaken has been performed to consider the potential impact of the proposed development on Rebecca Road. Rebecca Road will be subject to various highway improvement works, as detailed in **Section 9**, and subsequently a change in character and nature to reflect its shift to a more residential road in recent years.

Base and Forecast Traffic Flows

8.3 To establish the existing traffic conditions in vicinity of the site, an ATC survey was undertaken by an independent traffic surveyor, as detailed within **Section 3** of this TA. An ATC survey was undertaken along Rebecca Road to the east of the proposed site access between the 9th and 15th of April 2024. The full results of the ATC survey are attached at **Appendix F** while the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak period 5-day average (which were higher than the 7-day average) recorded traffic flows are provided in **Table 8.1**.

Direction	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
Eastbound	52	46
Westbound	57	46

Table 8.1: Summary of Recorded Average Traffic Flows on Rebecca Road

8.4 As the ATC survey was undertaken in 2024 this forms the base year of assessment. To establish the future year assessment (2029) from the 2024 survey year, growth rates have been calculated using the software package TEMPro 8.1 (NRTP 2022 Core dataset).

8.5 The TEMPro calculations have been undertaken for the MSOA of Wychavon 012 based on a 'Minor' road type. No adjustments have been made of the TEMPro database in order to provide a robust assessment.

8.6 A summary of calculated growth rates is set out on **Table 8.2**.

TEMPRO Growth Rates		
Period	AM Growth Rate	PM Growth Rate
2024 – 2029	1.0496	1.0505

Table 8.2: TEMPro Growth Rates

8.7 Based on the growth rates set out above, Traffic Flow Diagrams (TFDs) for 2024 and 2029 have been prepared to form the basis of the assessment.

8.8 For the purpose of assessing the impact of the proposed development on Rebecca Road, the following traffic flow scenarios have been assessed for the weekday AM and PM peak hours using JUNCTIONS10:

a) 2024 Base;
b) 2029 Future Year Base;
c) 2024 Base + Proposed Development; and
d) 2029 Future Year Base + Proposed Development.

8.9 The Traffic Flow Diagrams (TFDs) for all assessment scenarios are provided in **Appendix Q**.

Application Site Access / Rebecca Road Assessment

8.10 The traffic impact assessment for the Application Site Access / Rebecca Road junction has been undertaken using the PICADY module within the TRL software package JUNCTIONS10, which is an appropriate tool to assess the impact of the proposed development at the junction.

8.11 The results of the JUNCTIONS10 PICADY model under the loading of the 2024 and 2029 traffic flow scenarios previously set out are presented in **Table 8.3**, with the full outputs contained in **Appendix R**.

8.12 The results summarised in **Table 8.3** indicate that the Application Site Access / Rebecca Road junction operates well within capacity in the 2024 base with development scenarios and in the 2029 future year with development scenarios.

8.13 The junction is forecast to have a negligible level of queuing across all scenarios. The results of the modelling indicate that in all scenarios, the junction is forecast to operate well within capacity, with minimal queueing predicted and will not result in a significant delay. Therefore, it is considered that the Application Site Access / Rebecca Road junction will operate suitably and be able to accommodate the forecast demand of the proposed development.

Time Period	Stream	2024 Base			2024 Base Plus Development Scenario		
		RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
AM Peak (0800-0900)	B-AC	0.00	0.0	0.00	0.07	0.1	7.26
	C-AB	0.00	0.0	0.00	0.03	0.0	5.67
PM Peak (1700-1800)	B-AC	0.00	0.0	0.00	0.03	0.0	6.91
	C-AB	0.00	0.0	0.00	0.05	0.1	5.85
Time Period	Stream	2029 Base			2029 Base Plus Development Scenario		
		RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
AM Peak (0800-0900)	B-AC	0.00	0.0	0.00	0.07	0.1	7.28
	C-AB	0.00	0.0	0.00	0.03	0.0	5.66
PM Peak (1700-1800)	B-AC	0.00	0.0	0.00	0.03	0.0	6.92
	C-AB	0.00	0.0	0.00	0.05	0.1	5.85

KEY:- Arm A = Rebecca Road (S-W). Arm B = Application Site Access. Arm C = Rebecca Road (N-E).

Table 8.3: Summary of JUNCTIONS10 PICADY Assessment

Summary

8.14 The traffic impact assessment has considered the potential impact of the proposed development on Rebecca Road. The assessment considers 2024 base year and 2029 forecast year scenarios. The results of the modelling indicate that in all scenarios, the proposed site access junction is forecast to operate well within capacity, with minimal queueing predicted and will not result in a significant delay. Therefore, the junction is suitable to accommodate the forecast demand of the proposed development.

8.15 Paragraph 115 of the NPPF states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.

8.16 It has been demonstrated that there will not be an unacceptable impact on highway safety and the impact of the proposed development on the surrounding highway network would not be severe.

9 Mitigation Measures

9.1 Off-site highway works are proposed as part of the development proposals, for the benefit of pedestrian-use, which will provide a permeable walking network from the site to the local area, including other services and facilities in Pershore, including in its Town Centre. Additionally, a reduction in the speed limit along Rebecca Road is proposed which will reflect the change in character created along the site frontage, and benefit existing residents in the area

9.2 The off-site highway works that form the mitigation measures package for the application site have previously been mentioned throughout this report, this section will describe in detail each of following measures:

a) Proposed footway along the northern side of Rebecca Road along the site frontage;
b) Delivery of the approved S278 works for the Allesborough Farm development planning application (ref: 17/00432/FUL);
c) Proposed footway adjacent the Rebecca Road / Holloway priority junction and along the northern side of Holloway; and
d) Reduced speed limit along Rebecca Road where there is residential frontage.

9.3 A Travel Plan has also been produced and is submitted under separate cover, as previously mentioned in **Section 1**. The main aim of the Travel Plan is to promote and provide alternative sustainable modes of transport and to ensure residents are fully aware of the sustainable travel options available to them. Therefore, the general focus of the Travel Plan and key measures included will be described at the end of this section.

Proposed Pedestrian Infrastructure along Rebecca Road

9.4 It is proposed that new footway provision along Rebecca Road will be provided as part of the planning application. This new footway provision is comprised of two separate schemes: the new footway provision along the site frontage, on the northern side of Rebecca Road, between the 'Rebecca Road' bus stop and a new crossing point to Holloway; and the delivery of the approved S278 works for the Allesborough Farm development planning application (ref: 17/00432/FUL).

9.5 Delivery of these two schemes will provide future residents with a permeable walking network towards both Pershore and its Town Centre and the north of Pershore where the Industrial Estate & Business Park, Pershore High School and the Pershore Railway Station are both located.

Proposed Footway along Site Frontage

9.6 A new footway is proposed along the northern side of Rebecca Road which will run parallel to the southern boundary of the application site. This northern footway will be 2m wide and located within the existing highway verge. The proposed footway is demonstrated on the drawing attached at **Appendix K**.

9.7 At its western extent the footway will cease, in proximity to the western boundary of the application site, and a crossing point will be provided to facilitate crossing to a new footway constructed adjacent the Rebecca Road / Holloway priority junction. The footway adjacent the Rebecca Road / Holloway junction will continue parallel the eastern side of the junction before continuing along the northern side of Holloway. This Holloway footway provision is discussed further later.

9.8 At the eastern extent of the footway along the site frontage it is proposed that the footway ties into the existing footway along the northern side of Rebecca Road in vicinity of the 'Rebecca Road' bus stop.

Allesborough Farm Development (ref: 17/00432/FUL) S278 Works

9.9 As discussed in **Section 1**, **3** and **5**, as part of the Allesborough Farm development planning application (ref: 17/00432/FUL) off-site highway works (S278) were proposed. These S278 works proposed to provide additional footway provision along Rebecca Road. However, WCC have confirmed via email, email chain attached at **Appendix D**, that the developer of the Allesborough Farm development planning application has entered administration with no bond or cash deposit provided to complete the proposed works. WCC have confirmed that they would be happy to facilitate the approved S278 works being completed under the current technical approval as part of the current planning application. On this basis, Lioncourt are willing to deliver the approved works.

9.10 The approved S278 works are demonstrated in the drawing attached at **Appendix S**. As the drawing demonstrates, the delivery of these works will provide additional footway provision along the northern side of Rebecca Road, east of the 'Rebecca Road' bus stop, extending eastbound. A new crossing point is then provided to an additional footway on the southern side which extends further east before then connecting to the existing footway provision approximately 300m from the centre of the application site's southern boundary. All footways are proposed to be 2m wide.

Summary

9.11 The provision of formal 2m wide footway provision along Rebecca Road will encourage walking to future residents by providing a direct, convenient and attractive walking route supported by appropriate pedestrian infrastructure. The route will also be aligned with the expected pedestrian desire line from the application site to Pershore Town Centre and the north of Pershore.

9.12 The provision of formal footway provision along Rebecca Road will also act as a significant visual indicator to other road users of the change in nature and character that Rebecca Road has been subject to in recent years.

9.13 It is also noted that the approved S278 works for the Allesborough Farm development planning application had not been planned to be delivered until Lioncourt stepped in and agreed to deliver the approved technical works as part of the planning application.

Proposed Pedestrian Infrastructure along Holloway

9.14 Formal footway provision is also proposed along Holloway to further provide a permeable walking network for future residents throughout the local area.

9.15 A small section of the footway will run along the southern side of Rebecca Road between the proposed crossing to the northern side footway provision and the Rebecca Road / Holloway priority junction. The footway will then run adjacent the eastern side of the Rebecca Road / Holloway priority junction before continuing along the northern side of Holloway and extending eastbound. At its eastern extent the proposed footway will tie into the existing provision along Holloway.

9.16 To ensure that a 5.5m wide carriageway width is maintained along Holloway, it is proposed that a small amount of road widening is included in the works. This will ensure that all vehicle movements that can currently be accommodate continue to do achievable.

9.17 The proposed Holloway footway provision, including proposed road widening, is demonstrated on the plan attached at **Appendix K**. As the drawing demonstrates, the proposed provision will provide future residents with a direct, convenient and attractive walking route, supported by appropriate pedestrian infrastructure, to the public right of way (PRoW) network to the south of the application site. PRoW PS-516 can be accessed on the southern side of Holloway just south of the existing footway provision and in turn provides access to PRoW PS-515 and PRoW PS-517. PRoW PS-515 provides access to Tiddesley Wood while PRoW PS-517 provides access the River Avon via additional PRoW routes.

Summary

9.18 The proposed Holloway footway provision will provide future residents of the application site with both an alternative walking route towards Pershore and its Town Centre and a leisure route to the local wood, river, and surrounding wider countryside area.

Proposed Speed Limit Change

9.19 As mentioned in **Section 3**, Rebecca Road is currently subject to a 60mph speed limit whilst recorded 85th percentile speeds were 45.6mph and 43.6mph (identified in **Table 3.1**) for eastbound and westbound traffic, respectively. **Section 3** also identifies that the average recorded speeds eastbound and westbound was 37.4mph and 36.4mph, respectively. Therefore, both the recorded 85th percentile and average speeds along Rebecca Road are significantly below the posted speed limit and clearly demonstrate that Rebecca Road, in vicinity of the proposed site access, is treated by road users as a road with a design speed lower than its posted speed limit (60mph). This road user behaviour is a likely reflection of the change in character and nature that Rebecca Road has experienced in recent years, resulting from the approved residential planning applications in vicinity of the application site.

9.20 To acknowledge this change in character and nature, and to further reinforce the new residential feel of Rebecca Road created by recent planning history, it is proposed that as part of the current planning application a reduction in the speed limit along Rebecca Road, where residential development is located, is introduced. Between the Rebecca Road / Holloway priority junction and the B4084 / Worcester Road (B4084) / Rebecca Road priority junction the speed limit will be lowered from 60mph to 40mph, this is identified on the plan attached at **Appendix T**.

9.21 In order to notify road users that they are entering Pershore when travelling eastbound along Rebecca Road towards the Rebecca Road / Holloway priority junction a 'Welcome to Pershore' sign is proposed on the southern side of the carriageway within the highway verge. A gateway feature is also proposed to ensure road users are aware of the change in speed limit from 60mph to 40mph. These features are demonstrated on the plan attached at **Appendix L**.

9.22 The sign on Holloway at the Rebecca Road / Holloway priority junction will also be updated to indicate the change in speed limit to 40mph (rather than 60mph as the current signage identifies) in addition to the signage upon entering Rebecca Road from the B4084 and Worcester Road (B4084).

9.23 As the new gateway feature will result in new road signage along Rebecca Road, it is necessary to demonstrate that forward visibility to the new signage is achievable in accordance with the guidance provided in the Traffic Signs Manual (TSM) Chapter 3 (2019). The plan attached at **Appendix L** demonstrates that a 60m forward visibility splay is achievable from vehicles travelling westbound along Rebecca Road to the new signage whilst a 90m forward visibility splay from vehicles travelling eastbound along Rebecca Road to the new signage is also achievable. A 60m forward visibility splay is in accordance with TSM Chapter 3 guidance for speeds of 40mph whilst a 90m forward visibility splay is in accordance with the guidance for speeds of 60mph.

9.24 It should also be noted that the proposed formal footway provision along Rebecca Road, which has been previously detailed, will support the proposed gateway feature to provide a clear visual indicator that the section of Rebecca Road the proposed speed limit change will be introduced along is different to the rest of Rebecca Road and takes a more residential form.

Travel Plan

9.25 Travel Plans for residential sites detail the means by which sustainable travel to / from the site by residents and visitors is encouraged and promoted. A Travel Plan achieves this through a combination of 'hard' and 'soft' measures in the form of incentives and initiatives.

9.26 In addition to ensuring suitable sustainable transport infrastructure ('hard' measures) is provided such as cycle parking and electric vehicle charging provision two key measures are proposed: a Travel Information Pack; and Green Travel Vouchers.

9.27 A Travel Information Pack will be provided on first occupation for each dwelling and will include various travel information such as bus timetables and a map illustrating the location of local facilities and amenities.

9.28 Green Travel vouchers will also be provided on first occupation of each dwelling (one per dwelling) and will be made available on handover within the Travel Information Pack. The voucher will be at a value of £150 per dwelling.

Summary

9.29 **Section 8** identifies that the proposed development is not expected to have an adverse impact on Rebecca Road. However, a package of mitigation measures is proposed as part of the planning application.

9.30 The key focus of the highway improvement works is to provide improved pedestrian infrastructure and a reduced speed limit along Rebecca Road to reflect recent planning history in vicinity of the application site. The reduced speed limit will also further provide a more attractive environment for future residents to travel from the site throughout the local area via walking.

9.31 The application site proposes to deliver previously approved S278 works for an adjacent development that would be undelivered otherwise due to the respective developer entering administration.

9.32 The proposed formal footway provision will provide a permeable walking network for future residents to access services and amenities within Pershore and its Town Centre and the local area, including the northern area of Pershore where the Industrial Estate & Business Park, Pershore High School and Railway Station are present.

9.33 The proposed reduction in speed limit along Rebecca Road acknowledges the recent residential planning applications which have resulted in the road in vicinity of the application site moving towards a typical residential road. This shift in character and nature is also further supported by the proposed footway provision, which in conjunction with the reduced speed limit and supporting features, will act as a clear visual indicator for the road users that they are in a residential area and have therefore either entered, or are leaving, Pershore.

9.34 A Travel Plan has been produced, and is submitted under separate cover, which promotes and provides sustainable travel information to future residents.

10 Summary and Conclusions

Summary

10.1 Rappor has been instructed by Lioncourt Homes to produce a Transport Assessment in support of a planning application concerning a residential development on land north of Rebecca Road, Pershore, Worcestershire.

10.2 Outline planning permission is sought for the erection of up to 115 residential dwellings with all matters reserved except for access, including open space, landscaping, drainage and associated works.

10.3 This Transport Assessment has demonstrated the following:

a) A review of the local highway network and collision data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways;
b) The site is well located in relation to a range of services and amenities in addition to public transport linkages to facilities further afield;
c) The site is compliant with transport planning policy guidance;
d) The proposed site access is safe and suitable. Furthermore, the proposed off-site highway works will provide a betterment to the local highway network for new and existing residents alike;
e) There are no inherent existing highway safety concerns in the vicinity of the application site that could be exacerbated by the proposed development. Based on the forecast vehicle trip generation this is expected to continue with the proposed development and therefore the proposals will not result in an unacceptable impact on highway safety, in accordance with paragraph 115, in either the AM or PM peak period;
f) The junction capacity assessment of the proposed site access demonstrates that the residual cumulative impacts on the road network, from the forecast trip generation arising from the development proposal, will not be severe in accordance with paragraph 115 of the NPPF; and
g) A package of mitigation measures is proposed which will provide highway improvements with a focus on improved pedestrian accessibility and a reduction in speed limit to reflect Rebecca Road's recent change in character and nature.

Conclusions

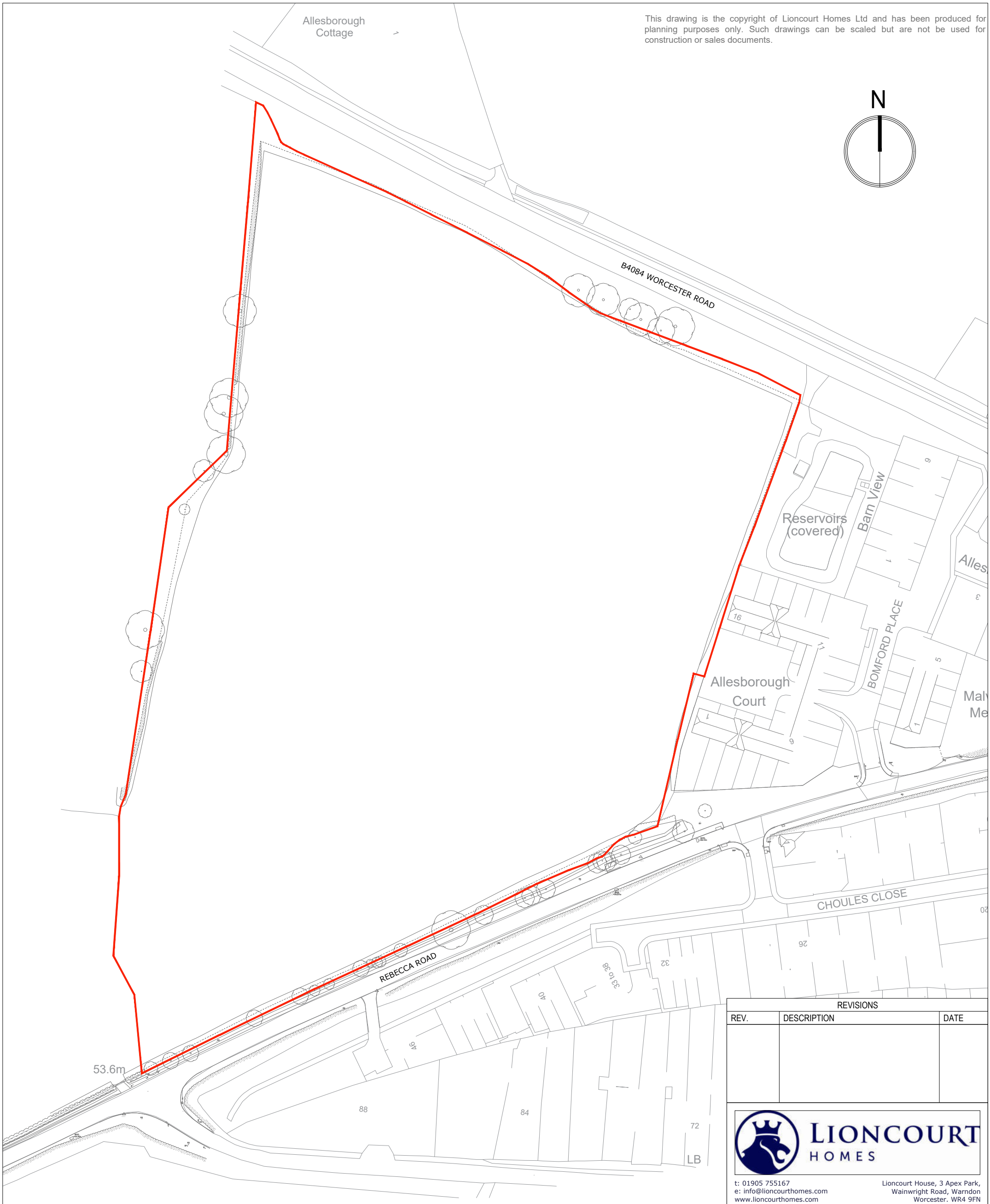
10.4 Paragraph 115 of the NPPF states that "*Development should only be prevented or refused on highway grounds if there would be an unacceptable on highway safety, or the residual cumulative impacts on the road network would be severe*"'.

10.5 On balance, when considering the non-significant level of increase in vehicle trips forecast coupled with an absence of highway safety concern on the local highway network in proximity to the site, the development proposals will not have an '*unacceptable impact on highway safety*', nor will the proposals result in a '*severe*' impact on the road network.

10.6 A Travel Plan has been prepared and is submitted under separate cover to support the planning application. The Travel plan will encourage residents to travel sustainably to and from the application site.

10.7 Rappor concludes that the proposed development will not result in an unacceptable impact on highway safety or a severe impact on the local highway network, and therefore the proposal does not conflict with paragraph 115 of the NPPF. As such, there are no highways or transportation matters that should result in WCC raising any objection to this planning application.

Appendix A – Site Location Plan



REVISIONS		
REV.	DESCRIPTION	DATE

LIONCOURT HOMES
t: 01905 755167
e: info@lioncourthomes.com
www.lioncourthomes.com
Lioncourt House, 3 Apex Park,
Wainwright Road, Warndon
Worcester. WR4 9FN

Project:
LAND OFF REBECCA ROAD, PERSHORE

Title:
SITE LOCATION PLAN

Drawing Number:
PERE_PLA_00

Drawn by:	Date:	Scale:	Revision:
LCH	09/24	1:1250@A3	-

Appendix B – Allesborough Farm Development (ref: 17/00432/FUL) Decision Notice

WYCHAVON Wychavon District Council, Civic Centre, Queen Elizabeth Drive, Pershore, Worcs. WR10 1PT
T: 01386 565000 DX25934 Pershore www.wychavon.gov.uk

Planning Ref: 17/00432/FUL
Telephone: 01386 565324

Please ask for : Jonathan Edwards
e-mail: jonathan.edwards@wychavon.gov.uk

23 October 2017

SF Planning Limited
12 Royal Crescent
Cheltenham
GL50 3DA

Dear Mrs Shields

Applicant Name:	William Morrison (Pershore) Ltd
Proposal:	Demolition of existing modern farm buildings, removal of hardstanding and erection of 27no dwellings with associated landscaping enhancements.
Location:	Allesborough Farm, Allesborough Hill, Pershore, WR10 2AB

I am writing to let you know the outcome of your Planning application for the proposal detailed above at Allesborough Farm, Allesborough Hill, Pershore, WR10 2AB

Unfortunately we have **Refused** your application, for the reason set out in the attached **Refusal Notice.**

If you have any questions about our decision, or reasons for refusal please contact Jonathan Edwards Development Manager (Planning) on 01386 565324 or by email to jonathan.edwards@wychavon.gov.uk

If you are unhappy with the refusal in this case, you can appeal to the relevant Secretary of State. Information on how to do this can be found on the Refusal Notice.

If you decide not to appeal you may find it useful before submitting a new application to contact **Jonathan Edwards** for **pre-application advice,** please note there maybe a charge for this service.

Yours sincerely

Jonathan Edwards
Development Manager (Planning)
jonathan.edwards@wychavon.gov.uk

WYCHAVON Wychavon District Council, Civic Centre, Queen Elizabeth Drive, Pershore, Worcs. WR10 1PT
T: 01386 565000 DX25934 Pershore www.wychavon.gov.uk

"

PLANNING REFUSAL NOTICE

TOWN AND COUNTRY PLANNING ACT 1990

Refusal - Full planning permission

Application No: 17/00432/FUL

Parish: Pershore

Agents Address:
SF Planning Limited
12 Royal Crescent
Cheltenham
GL50 3DA

Applicants Address:
William Morrison (Pershore) Ltd

Part I – PARTICULARS OF APPLICATION

Statutory Start Date: 15 March 2017

Location: Allesborough Farm, Allesborough Hill, Pershore, WR10 2AB
Proposal: Demolition of existing modern farm buildings, removal of hardstanding and erection of 27no dwellings with associated landscaping enhancements.

.

Part II - PARTICULARS OF DECISION

Wychavon District Council hereby give notice that in pursuance of the provisions of the Town and Country Planning Act 1990 that **PERMISSION HAS BEEN REFUSED** for the carrying out of the development referred to in Part 1 hereof for the following reasons:-

REASONS

1. The proposed development would be located outside of the development boundary of Pershore as defined by Policy SWDP2 of the South Worcestershire Development Plan. The site is therefore defined as being in the open countryside, where development shall be strictly controlled. The proposed development fails to accord with the provisions of policy SWDP2 part C of the South Worcestershire Development Plan 2016 and is not supported by any other SWDP policy. In line with the provisions of para. 15 of the NPPF, the policies of the SWDP reflect the presumption in favour of sustainable development and guide how the presumption should be applied locally.

   The Council can demonstrate a robust supply of specific deliverable sites sufficient to provide five years' worth of housing against the objectively assessed housing need identified as recommended by and set by the South Worcestershire Development Plan examination Inspector. Consequently, the strategic housing policies of the adopted development plan are not to be regarded as out of date in terms of paragraph 49 of the Framework. Therefore, the last bullet point of paragraph 14 of the Framework is not engaged and SWDP2 carries the full weight of the statutory development plan with respect to the distribution of housing development.

   Paragraphs 11, 12, 17 and 196 of the National Planning Policy Framework state that the planning system is plan-led and that planning law requires that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. No material circumstances exist that justify a departure from the policies of the development plan and the grant of planning permission would go against the core planning principle that planning should be genuinely plan-led. The proposal would not represent sustainable development and the adverse impacts of the scheme would significantly and demonstrably outweigh the benefits.

The proposed development is, therefore contrary to adopted South Worcestershire Development Plan (2016) Policies SWDP1 & SWDP2 as well as guidance contained in the National Planning Policy Framework (2012).

2. The application submissions indicate that 4 of the 27 units proposed would be provided as affordable units, although no legal agreement has been completed that secures the delivery of any affordable dwellings. Under the provisions of policy SWDP15 of the South Worcestershire Development Plan 2016 on site provision of 10 affordable houses as well as contribution towards off-site provision should be included as part of the scheme/application unless shown that the proposal can not support such provision for viability reasons. Insufficient information has been submitted that shows the scheme is unable to support the level of affordable housing required under policy SWDP15. As last used for agricultural purposes, the site is not brownfield or previously developed land (as defined in the NPPF) and therefore vacant building credit does not apply.

   There is no legal agreement is in place to secure any actual provision of affordable housing or monies in lieu of on-site provision. In the absence of a legal agreement to secure the provision of affordable housing, the proposal would fail to fulfil the social strand of sustainable development, as set out at Paragraph 7 of the National Planning Policy Framework. Accordingly, the proposed development is contrary to Policy SWDP15 and paragraphs 7 and 50 of the National Planning Policy Framework.

3. Whilst the applicant has indicated a willingness to enter into a legal agreement, no secure arrangements are in place to ensure the provision of contributions to be made towards the provision/enhancement of public open space neither (in lieu of sufficient on-site provision nor towards cycling infrastructure. These are necessary to mitigate the effects of the development and to ensure the proposal represents sustainable development in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010. Accordingly the proposed development is contrary to Policies SWDP4, SWDP7 and SWDP39 of the South Worcestershire Development Plan 2016 and guidance set out in the National Planning Policy Framework.

NOTES TO APPLICANT

1. Positive and Proactive Statement. In dealing with this application, the Council has worked with the applicant in the following ways:-

   - seeking further information following receipt of the application;
   - considering the imposition of conditions and or the completion of a s.106 legal agreement

   In such ways the Council has demonstrated a positive and proactive manner in seeking solutions to problems arising in relation to the planning application.

   This is in accordance with paragraphs 186 and 187 of the NPPF. Despite these efforts, the Council still consider that planning permission should be refused for the reasons set out above.

Signed:

Date: 23 October 2017

REFUSAL NOTICE

Note 1. Refusal of Approval Reserved Matters
Refusal of Outline Planning Permission
Refusal of Planning Permission
Refusal of Listed Building Consent
Refusal of Non-material Amendment following grant of planning permission

Note 2. Refusal of Consent to Display Advertisements

Note 3. Refusal of Householder
Refusal of Householder - Non-material Amendment following a grant of planning permission

Note 4. Refusal of Prior Approval for single storey rear extension

Note 1. If you are aggrieved by the decision of the local planning authority to refuse permission for the proposed development or to grant permission or approval subject to conditions, then he can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990. If you want to appeal against your local authority's decision then you must do so within 6 months of the date of this notice.

Note 2. If this a decision to refuse express consent for the display of an advertisement, if you want to appeal against your local planning authority's decision then you must do so within 8 weeks of the date of receipt of this notice.

Note 3. If this is a decision to refuse planning permission for a householder application if you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.

Note 4. If this is a decision to refuse planning permission for a minor commercial application, if you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.

If this is a decision on a planning application relation to the same or substantially the same land development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of service of the enforcement notice, or within 6 months (12 weeks in the case of a householder appeal) of the date of this notice, whichever period expires earlier.

The Secretary of State can allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State can not consider an appeal if it seems to the Secretary of State by the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory instruments requirements, to the provisions of any development order and to any directions given under a development order.

Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol. BS1 6PN. Tel: 0303 444 5000 or online at https://acp.planninginspectorate.gov.uk http://www.planningportal.gov.uk/planning/appeals/

Appendix C – Allesborough Farm Development (ref: 17/00432/FUL) Highway Comments

TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY

Application No: W/17/00432/FUL

Rd Classification
Class III and
B4084

DC Planning Case Officer: HP

Date 10/10/2017

County Highways Officer: GJ

Applicant **William Morrison (Pershore) Ltd**
Proposal **Demolition of existing modern farm buildings, removal of hardstanding and erection of 27no dwellings with associated landscaping enhancements**
Location **Allesborough Farm, Allesborough Hill, Pershore, WR10 2AB**

The Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure)(England) Order, 2015:-

Recommends that any permission which the Local Planning Authority may wish to give includes the following conditions and notes.

South Worcestershire Councils Community Infrastructure Levy (Non-Strategic Allocation)

The application provides residential housing within the South Worcestershire Development Plan area, therefore the South Worcestershire Councils Community Infrastructure Levy Charging Schedule is applicable.

The applicant should make its proportionate contribution to identified infrastructure in accordance with the South Worcestershire Councils Community Infrastructure Levy Charging Schedule. Transport infrastructure is covered by this Levy and therefore it is essential that the cumulative impact of all development is addressed through the receipt of the contribution(s) as defined in Section 8, Table 1 of the Charging Schedule.

1.
Development shall not begin until details of the residential T junction and 2m wide footways to be provided along Rebecca Road have been submitted to and approved in writing by the Local Planning Authority, and the dwellings shall not be occupied until the scheme has been constructed in accordance with the approved details.

Reason: To ensure the safe and free flow of traffic on the highway.

2.
Development shall not begin until the engineering details and specification of the proposed roads, footways and highway drains have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure an adequate and acceptable means of access is available before the dwellings are occupied.

3.
The development shall not be occupied until the estate road works necessary to provide access from the nearest publicly maintained highway have been completed in accordance with details submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure an adequate means of access is available before the dwellings are occupied.

4.
Before any other works hereby approved are commenced, visibility splays shall be provided from a point 0.6m above ground level at the centre of the access to the application site and 2.4 metres back from the nearside edge of the adjoining carriageway, (measured perpendicularly), for a distance of 47 metres in each direction along the nearside edge of the adjoining carriageway. Nothing shall be planted, erected and/or allowed to grow on the triangular area of land so formed which would obstruct the visibility described above and these areas shall thereafter be retained and kept available for visibility purposes at all times.

Reason: In the interests of highway safety

5.
The dwellings hereby permitted shall not be occupied until individual vehicular accesses, driveways, turning areas shown on the approved plan have been properly consolidated, surfaced, drained and otherwise constructed in accordance with details to be submitted and approved in writing to the Local Planning Authority and these areas shall thereafter be retained and kept available for those users at all times.

Reason In the interests of highway safety..

6.
Prior to the first occupation of any dwelling hereby approved secure parking for cycles to comply with the Council's standards shall be provided within the curtilage of each dwelling. Details of which shall be submitted to and approved in writing y the LPA and these facilities shall thereafter be retained for the parking of cycles only.

Reason: To comply with the Council's parking standards.

7.
The development hereby permitted shall not begin until a Construction Environment Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:
a) The parking of vehicles of site operatives and visitors within the application site.
b) Loading and unloading of plant and materials within the application site.
c) Storage of plant and materials within the application site.
d) Siting of site offices within the application site.
e) Wheel washing facilities
f) Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway.
g) Measures to protect the amenities of nearby properties and the highway from noise, vibration and dust during construction.

Reason: To prevent indiscriminate parking in the interests of highway safety

8.
Welcome Pack Condition
No dwelling hereby permitted shall be occupied until the applicant has submitted to and have approved in writing a welcome pack that promotes sustainable travel for future residents with the Local Planning Authority.

Reason: To reduce vehicle movements and promote sustainable access

Guidelines for Producing Travel Welcome Packs
It really needs to be a bit more appealing to the user with an introduction 'Welcoming' them to the site and explaining this is guide to help them with their travel choices to reduce the impact of the site on the local traffic network and perhaps put in some pictures. It also needs:

- To show the benefits of choosing alternative forms of transport to the resident
- Include a section on reducing the need to travel with promotion of all homes being fitted with a phone line to allow broadband connection to enable working from home and internet shopping.

- Include a section on car sharing including promoting the county wide car share scheme www.worcestershire.liftshare.com
- Include a map with key trip attractors marked and walking / cycling routes (including Primary School, High School, Nursery, shop, doctors, community centre/ leisure centre.
- Include a table for the key trip attractors including primary and high schools, nurseries, shop, doctors, dentist, sports centre, community centre, library. Include in the table the distance to each of these from the site and corresponding walk / cycle times.

Guidelines
These guidelines have been developed by Worcestershire County Council to assist developers in producing Welcome Packs to support small residential developments.
All Travel Welcome Packs must include:
A section on each mode of sustainable travel i.e. walking, cycling, bus, train (if applicable) and car share and a section on reducing the need to travel as detailed below.

A website for calculating the cost of a car journey for example liftshare.com savings calculator

Walking and Cycling
1.1 Include a map with key trip attractors marked and walking / cycling routes (including Primary School, High School, Nursery, shop, doctors, community centre/ leisure centre.
1.2 Include a table for the key trip attractors including primary and high schools, nurseries, shop, doctors, dentist, sports centre, community centre, library. Include in the table the distance to each of these from the site and corresponding walk / cycle times.
1.3 Include the benefits of walking and cycling health benefits of walking and cycling and fitting exercise into your daily journeys (active travel). More information can be found at www.sustrans.org.uk.

2 **Bus / Train**
2.1 Include where the nearest bus stops are and how frequently the buses run, where the nearest train station is (if applicable) and how someone could get there from the site.
2.2 Time tables for buses should be contained within the Welcome Pack.
www.worcestershire.gov.uk/info/20021/buses/1001/bustimetables
2.3 Include the benefits of public transport which can give you time to yourself to read a book or extra work time and saves sitting in congestion.
Car Share
3.1 There is a countywide Car Share Database which can be found at www.worcestershire.liftshare.com this should be promoted within the Welcome Pack.
3.2 Include some simple tips on taking care when first meeting a car share partner.
3.3 State the benefits of car sharing which include saving money (halving fuel costs), meeting new friends and often dedicated car parking spaces at work.
Reducing the need to travel
4.1 Promote that all homes are fitted with phone lines to enable broadband connection; is superfast broadband available in this area?
4.2 Include promotion of working from home which is becoming more popular for companies.
4.3 Include promotion of home shopping and provide local examples.
4.4 State the benefits of working from home and home shopping including saving money on fuel and parking, saving wear and tear on your car or even removing the need to have a car, saved time on travelling and finding a car parking space at work or at the shops.

9.
No work shall commence upon the development hereby authorised by this permission until details of the routing of construction and delivery vehicles on the highway network associated with the proposed development to and from the site together with agreed traffic management measures have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authorities.

Reason: To ensure that the construction traffic associated with the proposed development keeps to the designated route in the interests of highway safety.

Note 1.

This permission does not authorise the laying of private apparatus within the confines of the public highway. The applicant should apply to the Worcestershire County Council's Community and Response Unit, County Hall, Spetchley Road, Worcester WR5 2NP (telephone 0845 607 2005), for consent under the New Roads and Streetworks Act 1991 to install private apparatus within the confines of the public highway. Precise details of all works within the public highway must be agreed on site with the Highway Authority.

Note 2.
The development requires works to be carried out within the limits of the public highway. The applicant must enter into a Highways Works Agreement made under the provisions of Section 278 of the Highways Act 1980 for the purposes of completing the works. Applicant/Developers should note that feasibility drawings of works to be carried out within the limits of the public highway which may be approved by the grant of this planning permission should not be considered as drawings approved by the Highway Authority, but they should be considered as drawings indicating the principles of the works on which more detailed drawings shall be based for the purposes of completing an agreement under section 278. An application to enter into a Section 278 Highway works agreement should be made to Worcestershire County Council Mrs S Everest. Network Control Manager Worcestershire County Council County Hall Spetchley Road Worcester Worcestershire WR5 2NP Telephone 0845 607 2005 www.worcestershire.gov.
In accordance with Traffic Management Act 2004 it is necessary for all works in the highway to be noticed and carried out in accordance with the requirements of the New Roads and Street Works Act 1991 and all relevant codes of practice. Any highway works the Applicant/Developer must familiarise themselves with the notice requirements, failure to do so could lead to prosecution.

Note 3.
There is increasing concern over the problem of 'sky-glow' caused by artificial lighting on towns and cities. Astronomical observations have been severely affected in recent years and there is a growing lobby to curtail lighting, which emits light above the horizontal. Highway Authorities pay due regard to this problem when specifying lighting and recommend that all proposals for exterior lighting should also comply with this requirement.

Karen Hanchett
Development Management Manager
Transport Planning Unit
Directorate of Economy and Infrastructure
Worcestershire County Council
County Hall
Spetchley Road
Worcester
Worcestershire WR5 2NP
Telephone 0845 607 2005
www.worcestershire.gov.uk

Appendix D – Allesborough Farm Development (ref: 17/00432/FUL) Appeal Decision

The Planning Inspectorate

Appeal Decision

Hearing Held on 26 June 2018

Site visit made on 25 and 26 June 2018

by David L Morgan BA MA (T&CP) MA (Bld Con IoAAS) MRTPI IHBC

an Inspector appointed by the Secretary of State

Decision date: 26th October 2018

Appeal Ref: APP/H1840/W/17/3188250
Allesborough Farm, Allesborough Hill, Pershore WR10 2AB

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by William Morrison (Pershore) Ltd against the decision of Wychavon District Council.
- The application Ref 17/00432/FUL, dated 17 February 2017, was refused by notice dated 23 October 2017.
- The development proposed is demolition of existing modern farm buildings, removal of hardstanding and erection of 27 no dwellings with associated landscaping enhancements.

Decision

1. The appeal is allowed and planning permission is granted for demolition of existing modern farm buildings, removal of hardstanding and erection of 27 no dwellings with associated landscaping enhancements at Allesborough Farm, Allesborough Hill, Pershore WR10 2AB in accordance with the terms of the application, Ref 17/00432/FUL, dated 17 February 2017, subject to the conditions set out in the schedule at the end of this decision.

Procedural matters

2. After the submission of the appeal but prior to its final consideration the revised edition of the National Planning Policy Framework (the Revised Framework) was published on the 24 July 2018. Both parties were given the opportunity to comment on the revisions therein and their responses are accounted in the reasoning below.

3. A unilateral undertaking was submitted at the hearing making provision (notwithstanding the appellant's prior position that Vacant Buildings Credit (VBC) was applicable to the site) for the provision of affordable housing, either reflecting the VBC or offering a 40% policy compliant option and financial contributions to local infrastructure. These are considered below in relation to *Affordable housing and unilateral undertaking.*

4. The proposed development would affect the setting of two adjacent listed buildings and an associated curtilage building. Although no harm is alleged in this regard by the Council I am required to have regard to this matter through section 66 of the Act[1]. This too is considered under *Other material considerations* below.

[1] Planning (Listed Buildings and Conservation Areas Act) 1990.

Main Issues

5. These are, a) whether the site is a suitable location for residential development having regard to the policies of the development plan and the Revised Framework, b) whether the VBC is applicable to the site as it relates to farm buildings in agricultural use/most recently in agricultural use, c) in light of the above what provision of affordable housing on the site is appropriate and d) if there is conflict with development plan policy in respect the above, whether there are other material considerations which would justify the grant of planning permission other than in accordance with the policies of the development plan.

Reasons

The site, its context and the development proposed

6. The appeal site comprises the greater former farmstead of Allesborough Farm, located between Allesborough Hill and Rebecca Road on the North West periphery of Pershore. The north and west of the site is bounded by open cultivated agricultural land, whilst to the south there is a finger of suburban development, some of it recent, extending to the west between Rebecca Road and Holloway. To the east, both north and south of Allesborough Hill, C20 residential development descends the slopes towards the historic town. As such, the site lies directly adjacent to but outside the development boundary of the town and for the purposes of development plan policy, lies in open countryside.

7. The site covers a substantial area and comprises a large and imposing multi-phased farmhouse the earliest elements of which date from the C15. A substantial former threshing barn lies to the south of the house most likely dating from the C17. Both are listed at Grade II in recognition of their special architectural or historic interest. Roughly between the two structures there is a stable block agreed to have the status of a curtilage listed building. To the west of these buildings are fragments of wall and stock buildings incorporated into later structures that nevertheless partly define the former enclosed yard.

8. Beyond these historic structures lie a further eight mid/later C20 agricultural buildings of differing forms and size, all unified by extensive areas of hard surfacing bounded by utilitarian enclosures.

9. Both the barn and stables have permission and consent for conversion to residential use. In addition the principle of the conversion of two other of the modern buildings for the same purpose, through the issuing of Proposed Lawful Development Certificates, is also established.

10. The proposals comprise three ranges of buildings incorporating groups of dwellings. The largest, to the west, is arranged in a 'U' shaped court, whilst the other two are essentially linear in form. Private amenity space is defined, along with common access areas, car parking/porting and additional landscaping. The ranges are elevated in a manner to evoke traditional farm buildings and whilst their domesticity would be readily apparent, this approach does have a measure of conviction, visibly taking cues from the substantial former threshing barn on the site.

A sustainable location for development

11. The Council accept that the location of the development cannot be considered isolated. Indeed, they cite no conflict with policies of the development plan in the decision notice that indicate the site is locationally unsustainable. Moreover, an appreciation of the site in relation to the town confirms it is be readily accessible to the town centre, and the services it offers by means other than the car. As such, and as the Inspector concluded in the analogous Whittington decision, this development can reasonably be held to accord with the broad aims of policy SWDP2 of the South Worcester Development Plan (SWDP) which seeks to focus development on urban areas, where access to housing need and public services are greatest[2].

12. Rather, the Council have refused the proposals as a result of conflict with criteria C of SWDP2 of the SWDP which indicates that development beyond settlement boundaries (defined as open countryside) will be strictly controlled. This policy assumes exceptions to this control being for specific types, and these exclude residential development of the scale proposed here. In support of the defence of this policy the Council also state the proposals would fail to safeguard or enhance the open countryside or encourage the effective use of brownfield land, two of the principles set out in criteria A of SWDP2.

13. It is commonly agreed that the appeal site lies outside the development boundary of Pershore and that the proposals fall outwith the scope of the exceptions set out in the policy. The proposals are therefore 'in principle' in conflict with policy SWDP2 of the SWDP. This is the very cornerstone of the Council's case – that this conflict with the SWDP policy, of itself should be afforded significant weight and moreover such a position has the support of the Revised Framework. There is no dispute that section 38 (6) of the Act requires that if regard to the development plan is to had then determination of an appeal must be made in accordance with the development plan unless material considerations indicate otherwise, a point made clear by the Inspector in the Badsey case, and indeed which has been made in many others[3].

14. But as paragraph 12 of the Revised Framework also makes clear, the development plan is the 'starting point for decision making', not its end. In order to understand the balance of considerations in play here it is first necessary to understand the nature of the breach in policy, the extent of any planning or environmental harm that would result (and which it is the purpose of the policy to limit) and take into account any other material factors that may weigh in favour of the proposal.

15. The first point is quickly established: this is development beyond the settlement limit of a type not prescribed. However, the Council state in paragraph 27 of their statement that the proposals will fail to safeguard or enhancing the open countryside, nor encourage the re-use of brownfield land. But beyond this statement nowhere do they set out the actual harms that would result from the development nor do they identify the brownfield opportunities that will be forgone in the event of the development being allowed. Indeed, with regard to the effect of the scheme on 'visual impact and

[2] Appeal Ref: APP/H1840/W/17/318096.
[3] Appeal Ref: APP/H1840/W/3166467.

effect on landscape character' the Council state the scheme would be acceptable[4]. In the absence of identified harm it must follow that the open countryside is safeguarded. In the absence of evidence indicating brownfield opportunities foregone it is not clear how the encouragement of this objective is diminished. On the second point identified above then, though a technical breach and thus conflict with the plan, in the absence of clear and salient planning harms, the weight to be afforded this conflict, in the specific circumstances of this case, is limited. I return to the other material considerations to be taken into account below after first considering the matter of the VBC.

The application of VBC

16. It is central to the appellant's position in respect of the provision of affordable housing that the VBC applies in this case. In summary, this introduces a mechanism for offsetting the existing floor area of vacant buildings against a percentage policy requirement for affordable housing, thus reducing the amount required. The stated purpose of the approach is to 'incentivise brownfield land development' as set out in paragraph 23b – 022 and 023 of the National Planning Practice Guidance (PPG) [5]. Pursuit of this brownfield agenda is given further support in paragraph 118 of the revised Framework, which gives substantial weight to the value of using suitable brownfield land.

17. The nub of the dispute over the application of VBC is in the nomenclature applied to the land in question. The appellant asserts that the site, having been utilised as a farmstead with its associated buildings and hardstanding, legitimately accords with a definition of *brownfield land* – the term referenced in the PPG and in the Revised Framework. The Council on the other hand reject this term as not being defined in the context of the pre-revision Framework, instead applying the term defined in the annex to the old document, *previously developed land*. This definition expressly excludes land that is or has been occupied by agricultural or forestry buildings.

18. In the absence of any clarity as to the relationship between the two terms, either in national policy, guidance or of any form of precedent established by the grant of planning permission, appeal or consideration by the Courts, it is reasonable for the appellant to pursue the application of the VBC in this case. However, the Revised Framework retains the same broad definition of previously developed land. Crucially, in the glossary contained in Annex 2 thereof, there is also now a reference to brownfield land. This simply states: 'See previously developed land'. Moreover, the aforementioned paragraph 118 also makes explicit reference to 'suitable brownfield land'. In combination these factors clearly indicate that for the purposes of the Revised Framework, brownfield land is to be considered as previously developed land, and that suitable previously developed land should be that not expressly excluded in the supplied definition. This means that buildings occupying agricultural land do not qualify for VBC.

Affordable housing and unilateral undertaking

19. The appellant does not dispute there is a significant need for affordable housing in the district. The Council define this need as 'high', indicating that there is

[4] Page 10 paragraph 6 of the officer's delegated report, Council's documents, Appeal Questionnaire.
[5] Appellant's appeal statement, page 16.

currently an annual requirement for 260 affordable dwellings in the district. Their evidence also indicates there are a total of 2262 households registered with the district council of which 213 reside in Pershore itself[6]. Further evidence included in the appeal documents indicates house price increases in the district are rising at an annual rate a little below 6%, above national averages. There is no doubt therefore that affordable housing need in the district is indeed high, and that the Council is entirely justified in seeking a policy compliant target of 40% on this site. This is a policy requirement supported by a detailed Supplementary Planning Document (SPD).

20. As indicated above, notwithstanding the appellant's position in respect of VBC, at the hearing they presented a signed and dated unilateral undertaking which, inter alia, makes provision for 10 affordable homes on the site and a financial payment to account for the decimal percentage to meet the 40% requirement. It also contains a provision that should I find that the VBC should apply, a lesser number of four affordable dwellings will be offered.

21. As I have found the VBC does not apply I consider the former obligation fully meets the Council's policy expectations and therefore can be held to accord with the Revised Framework's expectations with regard to planning obligations and I therefore take it into account in respect of this decision. Moreover, given the demonstrated acute need for affordable homes in the district I also conclude that such provision should be afforded moderate weight in favour of the proposals in the planning balance.

22. The undertaking also makes provision for financial contributions towards public open space and formal sports provision. Given the proximity of the development to Pershore, its public open spaces and formal sports facilities, and the clear likelihood that future occupiers will avail themselves of these amenities, it is appropriate and justified for the Council to seek contributions to mitigate this increased usage. Such contributions are supported by specific policies and SPD. These mechanisms calibrate the contributions and indicate the areas in which funds will be directed. Accordingly I consider them necessary to make the development acceptable in planning terms, proportionate and directly related to the development. I therefore duly take them into account in this decision.

Other material considerations

23. The Council is right to point out that they are currently able to demonstrate a five year supply of housing land, and indeed that the current supply exceeds this requirement. In so doing, through the development plan process, and in accordance with paragraph 59 of the Revised Framework, they can be held to support the Government's objective of significantly boosting the supply of homes. However, these housing numbers are characterised as a minimum and there can be no dispute that in the current context the provision of further homes will both help meet identified housing need and increase choice in the market, thus enhancing affordability. In these circumstances therefore it is right that, notwithstanding the current supply position, the provision of such housing still merits modest weight in the planning balance.

24. The Council conclude the effect of the development on the setting of the listed buildings would be neutral, indicating the beneficial effects of the removal of

[6] Consultation response from the Council's Housing Officer, Appeal Questionnaire.

the existing sheds are off-set by elements of the proposed development obscuring views of the house and barn.

25. It would have to be the most ardent enthusiast of mid C20 agricultural architecture to find any merit in the modern buildings (with the possible exception of the two Dutch Barns) on the site. The clearance of these time-expired utilitarian structures has to be considered a benefit to the setting of the former farmhouse and threshing barn. Whilst some of the proposed development may limit views of the listed buildings currently available, they would create others, and again here the balance is in favour of the proposals in this regard.

26. Again, some may take issue with the faux agrarianism of the design approach adopted, desiring something more honest. However, the forms and treatment of the proposed structures take their cue from the local vernacular whilst elevating them as modern dwellings. This to my mind is a reasonable approach to take in the circumstances and on balance, the proposals would enhance, or better reveal the significance of the designated heritage assets on the site. On this basis therefore the proposals would preserve the settings of the listed buildings, so according with the expectations of the Act and with paragraph 193 of the Revised Framework, which anticipates great weight being given to the asset's conservation. Moreover, insofar as the significance of the assets is better revealed, in accordance with paragraph 200 of the revised Framework, the proposed development should be treated favourably. This heritage benefit justifies moderate weight being apportioned in favour of the proposals in the final planning balance.

Planning balance and conclusions

27. These proposals are in clear technical breach of policy SWDP2, one of the key strategic policies of the development plan. In the context of a plan-led system, and an up-to-date plan, this must weigh against the proposals. However, in the absence of any specifically identified harm, and indeed conformity with one of the key principles of the policy, the weight to be afforded such a breach has to be limited.

28. Set against this harm I have identified benefits in the form of the contribution to market and affordable housing and the tangible improvement to the settings of designated heritage assets on the site as a result of the development. Taken together these benefits demonstrably outweigh the harm as a result of a breach of development plan policy. The Council is right that the policies of the development plan should not be arbitrarily set aside. However, section 38 (6) of the Act, and the Revised Framework makes clear in paragraph 12, the decision-maker may make a decision that departs from an up-to-date development plan, but only if material considerations in a particular case indicate the plan should not be followed. This is the case here, where in the planning balance the material considerations, in the form of tangible public benefits, clearly outweigh the technical breach of policy. It is for these reasons that the appeal is allowed.

Conditions

29. The appeal being allowed, a condition is necessary to ensure the development is carried out in accordance with the approved plans and details, for certainty. A condition is also required to secure the provision of bat and bird nesting

boxes on the site to ensure the development continues to contribute to the nature conservation and biodiversity of the area. A further condition is required to secure a programme of sustainable drainage for the site to mitigate flood risk and actively manage surface water run-off. Conditions are also required to facilitate the prior demolition and clearance of extant buildings on the site and for a programme of archaeological investigation to be undertaken, first in the interests of visual amenity and secondly to safeguard and ensure the recording of any below ground remains of archaeological interest.

30. A suit of four conditions are required to secure details of the residential 'T' junction and footways, engineering details of all proposed roads and footways within the site, visibility splays and the need to provide parking and cycle storage facilities on the site, all in the interests of highway safety and the encouragement of sustainable modes of travel. Conditions are also required to secure the provision of a site construction management plan and control the hours of site operation and servicing, both in the interests of living conditions of adjacent occupiers and highway safety. In order to ensure that the development is able to deliver a proportion of renewable energy/low carbon outputs a condition is required to ensure such mechanisms are in place to facilitate this.

31. Conditions are also required to secure details of landscaping, materials, architectural details and existing and proposed ground levels, all to ensure a satisfactory appearance to the development. Lastly a comprehensive condition is required to secure a programme of site remediation to fully mitigate any threat of pollution and so risk to the wellbeing of future residents and the natural environment.

32. In accordance with Town and Country Planning (Pre-Commencement Conditions) Regulations 2018 the Appellant's acceptance of the pre-commencement conditions set out in the schedule has been sought and given by them.

Conclusion

33. For the reasons given above and having considered all matters raised in written evidence and orally during the Hearing, I conclude that the appeal should be allowed.

David Morgan

Inspector

Schedule of conditions

1) The development hereby permitted shall begin not later than 3 years from the date of this decision.

2) Unless where required or allowed by other conditions attached to this permission, the development hereby approved shall be carried out in accordance with the information (including details on the proposed

materials) provided on the application form and the plans/drawings/documents set out in the submitted schedule.

3) Prior to the first occupation/use of any part of the development hereby permitted, details of bat roosting feature and bird nesting box(es) to be provided as part of the approved development shall be submitted to and approved in writing by the Local Planning Authority. The details to be submitted shall include an implementation timetable. The feature(s) shall be provided in accordance with the approved details and in accordance with the approved timetable.

4) No building hereby permitted shall be occupied until details of the design, implementation, maintenance and management of sustainable urban drainage/surface water drainage works have been submitted to and approved in writing by the local planning authority. The submitted details shall:

(i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

(ii) include a timetable for its implementation; and

(iii) provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The development shall be carried out, and the drainage maintained/managed, in accordance with the approved details.

5) Prior to the development hereby approved being first used/occupied, all the existing buildings on the site as shown on the approved plans shall be demolished and the and the site cleared of all the resulting materials (apart from materials used in the construction of the development hereby approved).

6) Prior to the commencement of building operations on the site details of existing and proposed datum site levels shall be submitted to and approved by the local planning authority. The development shall be constructed on the basis of the approved levels.

7) No development shall take place until a programme of archaeological work, including a Written Scheme of Investigation, and/or a programme of historic building recording, and interpretation, has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

a. The programme and methodology of site investigation and recording.

b. The programme for post investigation assessment.

c. Provision to be made for analysis of the site investigation and recording.

d. Provision to be made for publication and dissemination of the analysis and records of the site investigation

e. Provision to be made for archive deposition of the analysis and records of the site investigation

f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

No demolition/development shall take place other than in accordance with the Written Scheme of Investigation. The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

8) The development hereby approved shall not be first used/occupied until details of the residential T junction and 2 m wide footways to be provided along Rebecca Road have been submitted to and approved in writing by the local planning authority. None of the dwellings hereby approved shall be first occupied until the T junction and footways on Rebecca Road have been fully constructed in accordance with the approved details.

9) The development shall not be first occupied until engineering details and specification of the proposed roads, footways, individual vehicular accesses, driveways and turning areas (as shown on the approved plans), as well as drainage to serve these facilities have been submitted to and approved in writing by the local planning authority. None of the dwellings hereby approved shall be occupied until the roads necessary to provide access from the nearest publicly maintained highway and associated parking and turning facilities have been completed in accordance with the approved details.

10) Before any other works hereby approved are commenced, visibility splays shall be provided as shown on the Cotswold Transport Planning drawing SK02 rev E. Nothing shall be planted, erected or allowed to grow in the defined visibility splays which would obstruct visibility.

11) Prior to the first occupation of any dwelling hereby approved secure parking for cycles to comply with the Council's standards shall be provided within the curtilage of each dwelling and these facilities shall thereafter be retained for the parking of cycles only.

12) The development hereby permitted shall not begin until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction of the development. The statement shall provide for:-

(a) Parking of vehicles of site operatives and visitors;

(b) Loading and unloading of plant and materials within the application site;

(c) Storage of plant and materials;

(d) Siting of site offices;

(e) Wheel washing equipment;

(f) Measures to protect the amenities of nearby properties and the highway from noise, vibration and dust during construction.

13) Prior to the occupation of any part of the development hereby permitted details of renewable or low carbon energy generating facilities to be incorporated as part of the development shall be submitted to and approved in writing by the local planning authority. The details shall demonstrate that at least 10% of the predicted energy requirements of the development will be met through the use of renewable/low carbon energy generating facilities. The approved facilities shall be provided prior to any part of the development hereby permitted being first occupied or in accordance with a timetable submitted to and approved by the local planning authority as part of the details required by this condition.

14) Before the first use/occupation of the development hereby permitted a scheme of landscaping shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include:-

(i) a plan(s) showing details of all existing trees and hedges on the application site. The plan should include, for each tree/hedge, the accurate position, canopy spread and species, together with an indication of any proposals for felling/pruning and any proposed changes in ground level, or other works to be carried out, within the canopy spread.

(ii) a plan(s) showing the layout of proposed tree, hedge and shrub planting and grass areas.

(iii) a schedule of proposed planting - indicating species, sizes at time of planting and numbers/densities of plants.

(iv) a written specification outlining cultivation and other operations associated with plant and grass establishment.

(v) a schedule of maintenance, including watering and the control of competitive weed growth, for a minimum period of five years from first planting.

All planting and seeding/turfing shall be carried out in accordance with the approved details in the first planting and seeding/turfing seasons following the completion or first occupation/use of the development, whichever is the sooner.

The planting shall be maintained in accordance with the approved schedule of maintenance. Any trees or plants which, within a period of five years from the completion of the planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

15) No building operations hereby permitted shall commence until details of the materials to be used in the construction of the external surfaces of the buildings and structures (including walls and boundary features) hereby permitted have been submitted to and approved in writing by the local planning authority. The details to be submitted shall include:- - type, colour, texture, size, coursing, finish, jointing and pointing of brickwork/stonework; - type, colour, texture, size and design of roofing materials;

- detailed specification of the new weatherboarding showing the dimensions, profile and a description of the stain or paint finish to be applied to the boarding:

- details of all external doors, porches and windows.

16) Demolition, clearance or construction work and deliveries to and from the site in connection with the development hereby approved shall only take place between the hours of 08.00 and 18.00hrs Monday to Friday and 08.00 and 13.00hrs on a Saturday. There shall be no demolition, clearance or construction work or deliveries to and from the site on Sundays or Bank Holidays.

17) Development, other than that required to be carried out as part of an approved scheme of remediation, shall not commence until Parts 1 to 6 have been complied with:

Part 1

A preliminary risk assessment shall be carried out. This study shall take the form of a Phase I desk study and site walkover and shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and any other relevant information. A preliminary risk assessment report including:- - a diagrammatical representation (conceptual model) based on the information above; and - all potential contaminants, sources and receptors to determine whether a site investigation is required shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction works on the development hereby

Part 2

Where an unacceptable risk is identified and prior to the commencement of construction work on the development hereby permitted a scheme for detailed site investigation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be designed to assess the nature and extent of any contamination and shall be led by the findings of the preliminary risk assessment.

Part 3

Where part 2 applies, a detailed site investigation and risk assessment shall be undertaken in accordance with the approved scheme required under Part 2 and a written report of the findings produced, submitted to and approved in writing by the local planning authority. The investigation/assessment shall be approved prior to the commencement of construction works on the development hereby approved.

Part 4

Where identified as necessary in the report approved under Part 3, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to identified receptors shall be produced, submitted to and approved in writing by the local planning authority. The scheme shall include an implementation programme. The scheme shall be approved prior to the commencement of construction works on the development hereby approved.

Part 5

The remediation scheme approved under Part 4 shall be carried out in accordance with the approved implementation programme.

Part 6

Following the completion of the measures identified in the remediation scheme approved under Part 4, a validation report that demonstrates the effectiveness of the remediation carried out shall be produced, submitted to and approved in writing by the Local Planning Authority. None of the development hereby approved shall be occupied/first used until the validation report has been approved.

Part 7

In the event that contamination is found at any time when carrying out the approved development that was not previously identified in the report approved under Part 3, construction works shall cease and this shall be reported immediately in writing to the Local Planning Authority. In such circumstances an investigation and risk assessment must be undertaken and a revised remediation scheme must be produced, submitted to and approved in writing by the Local Planning Authority. Development works shall not resume until the revised remediation scheme has been approved in writing. The measures as set out in the revised remediation scheme shall be carried out. Following the completion of any measures identified in the approved revised remediation scheme a validation report must be produced, submitted to and approved in writing by the Local Planning Authority. None of the development hereby approved shall be occupied/first used until the validation report has been approved.

APPEARANCES

FOR THE APPELLANT:

Ms Celina Colquhoun, of Counsel

Mr Sim Firkins BA (Hons) , MTP MRTPI

FOR THE LOCAL PLANNING AUTHORITY:

Mr Jonathan Edwards

Mr Jeffrey Solomon BSc (Hons) MRICS

Ms Heather Peachey

INTERESTED PERSONS:

Mr Philip Edwards

DOCUMENTS PRESENTED AT THE HEARING

1. Signed and dated unilateral undertaking(Appellant)
2. Aerial photograph of the Box Lane site (Appellant)
3. Box Lane Committee Report (Appellant)
4. Draft Statement of Common Ground (Appellant)
5. Draft Statement of Common Ground (Council)
6. Appeal Decision Appeal Ref: APP:/H1840/W/17/3180996 (Appellant)
7. Appeal Decision Appeal Ref: APP:/H1840/W/(17)/3166467 (Appellant)
8. Appeal Decision Appeal Ref: APP:/H1840/W/17/3192134 (Council)
9. Comments on unilateral undertaking (Council)
10. List of conditions (Council)

Appendix E – Worcestershire County Council Correspondence E-mail Chain

Sam Large

From: Chatterley, Joseph <JChatterley@worcestershire.gov.uk>
Sent: 07 June 2024 11:09
To: Mike Glaze; Sam Large
Subject: RE: Pershore Planning Application

Hi Mike,

I'd be happy to facilitate this.

Kind Regards,

Joseph Chatterley
Section 38/278 Engineer
Network Control
Worcestershire County Council
County Hall, Spetchley Road, Worcester, WR5 2NP
Tel: 01905 844053
Mob: 07701307731
Email: jchatterley@worcestershire.gov.uk

worcestershire county council

Worcestershire County Council S.278 Webpage: http://www.worcestershire.gov.uk/s278
Worcestershire County Council S.38 Webpage: http://www.worcestershire.gov.uk/s38
Worcestershire County Council S.184 (Temporary Vehicle Access) Webpage: http://www.worcestershire.gov.uk/s184

From: Mike Glaze <mike.glaze@rappor.co.uk>
Sent: Thursday, June 6, 2024 5:40 PM
To: Chatterley, Joseph <JChatterley@worcestershire.gov.uk>; Sam Large <Sam.Large@Rappor.co.uk>
Subject: [WCC EXTERNAL]Re: Pershore Planning Application

Thanks. We have a site coming forward nearby, could we offer to complete the works under the current Technical approval?

Sent from Outlook for Android

From: Chatterley, Joseph <JChatterley@worcestershire.gov.uk>
Sent: Thursday, June 6, 2024 5:09:59 PM
To: Mike Glaze <mike.glaze@rappor.co.uk>; Sam Large <Sam.Large@Rappor.co.uk>
Subject: RE: Pershore Planning Application

Hi Mike,

The developer did not offer a bond or cash deposit, and as there is no formal agreement in place, the highway authority has no enforcement powers.

Kind Regards,

Joseph Chatterley
Section 38/278 Engineer
Network Control
Worcestershire County Council
County Hall, Spetchley Road, Worcester, WR5 2NP
Tel: 01905 844053
Mob: 07701307731
Email: jchatterley@worcestershire.gov.uk

worcestershire county council

Worcestershire County Council S.278 Webpage: http://www.worcestershire.gov.uk/s278
Worcestershire County Council S.38 Webpage: http://www.worcestershire.gov.uk/s38
Worcestershire County Council S.184 (Temporary Vehicle Access) Webpage: http://www.worcestershire.gov.uk/s184

From: Mike Glaze <mike.glaze@rappor.co.uk>
Sent: Thursday, June 6, 2024 4:39 PM
To: Chatterley, Joseph <JChatterley@worcestershire.gov.uk>; Sam Large <Sam.Large@Rappor.co.uk>
Subject: [WCC EXTERNAL]RE: Pershore Planning Application

Hi Joseph,

Thanks for the email to Sam. Can I ask there was a bond / cash deposit taken by WCC prior to the company going into administration? If not, I assume there is no way of enforcing the footway works?

Kind regards,

Mike Glaze
LLB (Hons) EngTech FIHE

Transport Planning Director
m 07469 230796

From: Chatterley, Joseph <JChatterley@worcestershire.gov.uk>
Sent: Thursday, June 6, 2024 9:08 AM
To: Sam Large <Sam.Large@Rappor.co.uk>
Cc: Mike Glaze <mike.glaze@rappor.co.uk>
Subject: RE: Pershore Planning Application

Good morning Sam,

I'm fine, and I hope you are as well.

I refer to your questions below and can offer the following responses.

17/00432 – Allesborough Farm, Allesborough Hill, Pershore, WR10 2AB

The developer (Malvern Developments Limited) received technical approval for the S278 works in November 2021, but failed to enter into a legal agreement and has subsequently gone into administration. The work is incomplete, and I am currently seeking instructions on how to proceed.

W11/00752/OU, W13/02382/RM & W/14/00794/OU – Land at, Allesborough Farm, Allesborough Hill, Pershore

As of the 4th of June 2024, the County Council has adopted the roadworks coloured on the attached plan as highway maintained at public expense.

Kind Regards,

Joseph Chatterley
Section 38/278 Engineer
Network Control
Worcestershire County Council
County Hall, Spetchley Road, Worcester, WR5 2NP
Tel: 01905 844053
Mob: 07701307731
Email: jchatterley@worcestershire.gov.uk

Worcestershire County Council S.278 Webpage: http://www.worcestershire.gov.uk/s278
Worcestershire County Council S.38 Webpage: http://www.worcestershire.gov.uk/s38
Worcestershire County Council S.184 (Temporary Vehicle Access) Webpage: http://www.worcestershire.gov.uk/s184

From: Sam Large <Sam.Large@Rappor.co.uk>
Sent: Wednesday, June 5, 2024 8:02 AM
To: Chatterley, Joseph <JChatterley@worcestershire.gov.uk>
Cc: Mike Glaze <mike.glaze@rappor.co.uk>
Subject: [WCC EXTERNAL]Pershore Planning Application

Hi Joseph,

I hope you are well. I was hoping you could help but providing me some information on the below two planning applications, both on western side of Pershore.

17/00432 – Allesborough Farm, Allesborough Hill, Pershore, WR10 2AB

Proposal: "*Demolition of existing modern farm buildings, removal of hardstanding and erection of 27no dwellings with associated landscaping enhancements*."

I understand for this planning application that S278 works were proposed and conditioned as part of the Appeal Decision, I attached the most recent S278 plan I could see on the planning portal. I was hoping you could provide a status update on these works (including if they have been altered since the attached plan) and whether they have been completed or are in the process of being implemented?

W11/00752/OU, W13/02382/RM & W/14/00794/OU – Land at, Allesborough Farm, Allesborough Hill, Pershore

Proposed: Erection of 45 dwellings including affordable housing and open space

For this planning application I am trying to understand if the development is subject to a S38 and if so when this will be adopted?

Kind regards,

Sam Large

Transport Planner

BA (Hons) MSc GradCIHT

rappor

Infrastructure / civil engineering • Landscape planning and design
Transport planning • Water and environmental management

t 0117 370 4477 • **w** rappor.co.uk
a 33 Colston Avenue, Bristol, BS1 4UA

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Appendix F – Automatic Traffic Count Survey Data

Pershore ATC, Rebecca Road

Direction: Westbound

Hour Beginning	Tue 09/04/2024	Wed 10/04/2024	Thu 11/04/2024	Fri 12/04/2024	Sat 13/04/2024	Sun 14/04/2024	Mon 15/04/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	1	0	2	2	2	1	1
01:00	0	0	1	0	0	1	1	0	0
02:00	0	0	0	0	0	1	1	0	0
03:00	0	0	1	1	1	0	0	0	0
04:00	1	0	0	0	1	0	2	1	1
05:00	3	3	4	2	0	1	4	3	2
06:00	3	4	3	5	6	1	6	4	4
07:00	37	25	36	24	11	2	32	31	24
08:00	40	77	51	47	16	13	72	57	45
09:00	45	65	46	67	38	60	67	58	55
10:00	51	49	54	58	62	85	56	54	59
11:00	39	47	62	73	73	93	45	53	62
12:00	55	34	37	67	76	65	50	49	55
13:00	49	34	38	57	75	63	32	42	50
14:00	54	50	53	60	48	61	55	54	54
15:00	52	47	55	55	35	46	49	52	48
16:00	57	42	42	62	35	41	59	52	48
17:00	44	55	44	40	28	23	49	46	40
18:00	35	23	45	42	26	17	31	35	31
19:00	29	26	30	27	16	11	29	28	24
20:00	17	6	8	15	3	7	10	11	9
21:00	9	12	7	6	4	7	13	9	8
22:00	8	12	9	7	9	0	5	8	7
23:00	2	0	4	7	5	2	0	3	3
Total									
12H(7-19)	558	548	563	652	523	569	597	584	573
16H(6-22)	616	596	611	705	552	595	655	637	619
18H(6-24)	626	608	624	719	566	597	660	647	629
24H(0-24)	630	611	631	722	570	602	670	653	634
AM Peak	10:00	08:00	11:00	11:00	11:00	11:00	08:00	09:00	11:00
	51	77	62	73	73	93	72	58	62
PM Peak	16:00	17:00	15:00	12:00	12:00	12:00	16:00	14:00	12:00
	57	55	55	67	76	65	59	54	55

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Tue 09/04/2024	Wed 10/04/2024	Thu 11/04/2024	Fri 12/04/2024	Sat 13/04/2024	Sun 14/04/2024	Mon 15/04/2024	5-Day Ave.	7-Day Ave.
00:00	1	1	1	5	4	2	2	2	2
01:00	0	0	0	1	0	1	0	0	0
02:00	0	0	1	0	2	4	1	0	1
03:00	0	0	0	1	0	0	1	0	0
04:00	3	2	0	0	1	0	2	1	1
05:00	4	2	5	7	4	0	5	5	4
06:00	15	12	13	7	2	1	22	14	10
07:00	27	28	29	31	10	8	31	29	23
08:00	48	48	45	69	21	11	49	52	42
09:00	48	49	39	57	38	29	58	50	45
10:00	33	39	39	53	42	48	40	41	42
11:00	47	34	46	43	46	53	43	43	45
12:00	51	58	45	62	58	65	42	52	54
13:00	44	49	60	56	46	60	50	52	52
14:00	44	48	54	59	61	64	48	51	54
15:00	71	52	58	67	51	57	58	61	59
16:00	53	44	52	72	68	57	45	53	56
17:00	48	45	44	53	41	30	38	46	43
18:00	25	30	35	37	29	20	20	29	28
19:00	26	20	31	21	21	11	25	25	22
20:00	9	8	17	11	10	5	14	12	11
21:00	4	4	7	10	7	3	8	7	6
22:00	3	4	4	3	6	2	4	4	4
23:00	0	0	0	1	2	1	1	0	1
Total									
12H(7-19)	539	524	546	659	511	502	522	558	543
16H(6-22)	593	568	614	708	551	522	591	615	592
18H(6-24)	596	572	618	712	559	525	596	619	597
24H(0-24)	604	577	625	726	570	532	607	628	606
AM Peak	08:00	09:00	11:00	08:00	11:00	11:00	09:00	08:00	09:00
	48	49	46	69	46	53	58	52	45
PM Peak	15:00	12:00	13:00	16:00	16:00	12:00	15:00	15:00	15:00
	71	58	60	72	68	65	58	61	59

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Tue 09/04/2024	Wed 10/04/2024	Thu 11/04/2024	Fri 12/04/2024	Sat 13/04/2024	Sun 14/04/2024	Mon 15/04/2024	5-Day Ave.	7-Day Ave.
00:00	1	1	2	5	6	4	4	3	3
01:00	0	0	1	1	0	2	1	1	1
02:00	0	0	1	0	2	5	2	1	1
03:00	0	0	1	2	1	0	1	1	1
04:00	4	2	0	0	2	0	4	2	2
05:00	7	5	9	9	4	1	9	8	6
06:00	18	16	16	12	8	2	28	18	14
07:00	64	53	65	55	21	10	63	60	47
08:00	88	125	96	116	37	24	121	109	87
09:00	93	114	85	124	76	89	125	108	101
10:00	84	88	93	111	104	133	96	94	101
11:00	86	81	108	116	119	146	88	96	106
12:00	106	92	82	129	134	130	92	100	109
13:00	93	83	98	113	121	123	82	94	102
14:00	98	98	107	119	109	125	103	105	108
15:00	123	99	113	122	86	103	107	113	108
16:00	110	86	94	134	103	98	104	106	104
17:00	92	100	88	93	69	53	87	92	83
18:00	60	53	80	79	55	37	51	65	59
19:00	55	46	61	48	37	22	54	53	46
20:00	26	14	25	26	13	12	24	23	20
21:00	13	16	14	16	11	10	21	16	14
22:00	11	16	13	10	15	2	9	12	11
23:00	2	0	4	8	7	3	1	3	4
Total									
12H(7-19)	1097	1072	1109	1311	1034	1071	1119	1142	1116
16H(6-22)	1209	1164	1225	1413	1103	1117	1246	1251	1211
18H(6-24)	1222	1180	1242	1431	1125	1122	1256	1266	1225
24H(0-24)	1234	1188	1256	1448	1140	1134	1277	1281	1240
AM Peak	09:00	08:00	11:00	09:00	11:00	11:00	09:00	08:00	11:00
	93	125	108	124	119	146	125	109	106
PM Peak	15:00	17:00	15:00	16:00	12:00	12:00	15:00	15:00	12:00
	123	100	113	134	134	130	107	113	109

Paul Castle Associates

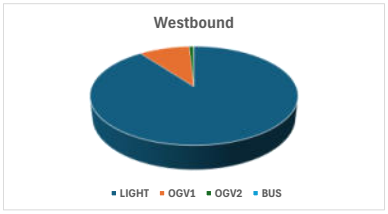
Pershore ATC, Rebecca Road

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 9 Apr 2024	630	559	70	1	0
Wed 10 Apr 2024	611	549	59	3	0
Thu 11 Apr 2024	631	565	64	2	0
Fri 12 Apr 2024	722	640	80	1	1
Sat 13 Apr 2024	570	531	39	0	0
Sun 14 Apr 2024	602	570	26	6	0
Mon 15 Apr 2024	670	566	78	23	3
5 Day Ave.	653	576	70	6	1
7 Day Ave.	634	569	59	5	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 9 Apr 2024	100.0%	88.7%	11.1%	0.2%	0.0%
Wed 10 Apr 2024	100.0%	89.9%	9.7%	0.5%	0.0%
Thu 11 Apr 2024	100.0%	89.5%	10.1%	0.3%	0.0%
Fri 12 Apr 2024	100.0%	88.6%	11.1%	0.1%	0.1%
Sat 13 Apr 2024	100.0%	93.2%	6.8%	0.0%	0.0%
Sun 14 Apr 2024	100.0%	94.7%	4.3%	1.0%	0.0%
Mon 15 Apr 2024	100.0%	84.5%	11.6%	3.4%	0.4%
5 Day Ave.	100.0%	88.2%	10.8%	0.9%	0.1%
7 Day Ave.	100.0%	89.7%	9.4%	0.8%	0.1%

Paul Castle Associates

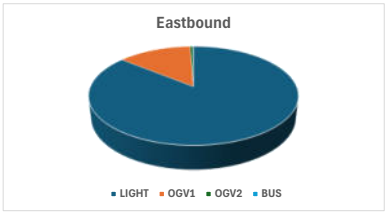


Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 9 Apr 2024	604	513	90	1	0
Wed 10 Apr 2024	577	488	85	2	2
Thu 11 Apr 2024	625	517	100	8	0
Fri 12 Apr 2024	726	610	115	0	1
Sat 13 Apr 2024	570	523	47	0	0
Sun 14 Apr 2024	532	500	30	2	0
Mon 15 Apr 2024	607	490	106	8	3
5 Day Ave.	628	524	99	4	1
7 Day Ave.	606	520	82	3	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 9 Apr 2024	100.0%	84.9%	14.9%	0.2%	0.0%
Wed 10 Apr 2024	100.0%	84.6%	14.7%	0.3%	0.3%
Thu 11 Apr 2024	100.0%	82.7%	16.0%	1.3%	0.0%
Fri 12 Apr 2024	100.0%	84.0%	15.8%	0.0%	0.1%
Sat 13 Apr 2024	100.0%	91.8%	8.2%	0.0%	0.0%
Sun 14 Apr 2024	100.0%	94.0%	5.6%	0.4%	0.0%
Mon 15 Apr 2024	100.0%	80.7%	17.5%	1.3%	0.5%
5 Day Ave.	100.0%	83.4%	15.8%	0.6%	0.2%
7 Day Ave.	100.0%	85.9%	13.5%	0.5%	0.1%

Paul Castle Associates

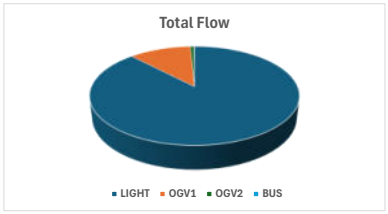


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 9 Apr 2024	1234	1072	160	2	0
Wed 10 Apr 2024	1188	1037	144	5	2
Thu 11 Apr 2024	1256	1082	164	10	0
Fri 12 Apr 2024	1448	1250	195	1	2
Sat 13 Apr 2024	1140	1054	86	0	0
Sun 14 Apr 2024	1134	1070	56	8	0
Mon 15 Apr 2024	1277	1056	184	31	6
5 Day Ave.	1281	1099	169	10	2
7 Day Ave.	1240	1089	141	8	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 9 Apr 2024	100.0%	86.9%	13.0%	0.2%	0.0%
Wed 10 Apr 2024	100.0%	87.3%	12.1%	0.4%	0.2%
Thu 11 Apr 2024	100.0%	86.1%	13.1%	0.8%	0.0%
Fri 12 Apr 2024	100.0%	86.3%	13.5%	0.1%	0.1%
Sat 13 Apr 2024	100.0%	92.5%	7.5%	0.0%	0.0%
Sun 14 Apr 2024	100.0%	94.4%	4.9%	0.7%	0.0%
Mon 15 Apr 2024	100.0%	82.7%	14.4%	2.4%	0.5%
5 Day Ave.	100.0%	85.9%	13.2%	0.8%	0.2%
7 Day Ave.	100.0%	87.8%	11.4%	0.7%	0.1%

Paul Castle Associates

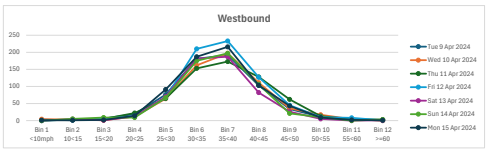


Pershore ATC, Rebecca Road

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 9 Apr 2024	630	43.0	35.8	6.9	3	1	6	19	76	181	192	103	34	11	4	0
Wed 10 Apr 2024	611	43.8	36.5	7.0	4	3	1	12	64	162	197	111	36	17	4	0
Thu 11 Apr 2024	631	44.8	37.0	7.5	0	3	5	22	65	153	173	128	62	13	4	3
Fri 12 Apr 2024	722	43.5	36.6	6.7	0	3	5	13	67	210	233	127	45	10	8	1
Sat 13 Apr 2024	570	41.9	35.5	6.1	0	4	1	12	70	182	187	82	26	5	0	1
Sun 14 Apr 2024	602	42.8	35.8	6.8	0	5	9	9	67	175	197	106	21	10	0	3
Mon 15 Apr 2024	670	42.7	36.0	6.5	1	1	2	14	91	187	216	103	43	9	2	1
5 Day Ave.	653	43.6	36.4	6.9	2	2	4	16	73	179	202	114	44	12	4	1
7 Day Ave.	634	43.2	36.2	6.8	1	3	4	14	71	179	199	109	38	11	3	1

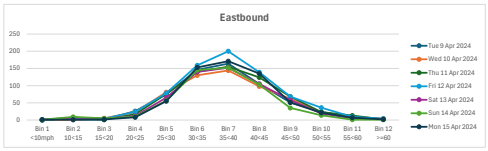
Paul Castle Associates



Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 9 Apr 2024	604	45.1	37.0	7.8	1	1	1	26	75	146	164	105	51	24	7	3
Wed 10 Apr 2024	577	45.6	37.1	8.2	0	1	5	23	81	130	144	98	62	20	9	4
Thu 11 Apr 2024	625	46.0	37.6	8.1	0	6	1	17	76	140	155	124	68	23	13	2
Fri 12 Apr 2024	726	45.9	37.6	8.0	0	5	4	24	78	159	200	139	68	36	9	4
Sat 13 Apr 2024	570	45.2	37.0	7.9	1	7	4	12	65	140	152	105	58	19	5	2
Sun 14 Apr 2024	532	44.0	36.2	7.5	1	9	5	10	56	145	152	103	35	14	1	1
Mon 15 Apr 2024	607	45.2	37.8	7.1	1	1	2	8	55	153	171	135	51	21	7	2
5 Day Ave.	628	45.6	37.4	7.9	0	3	3	20	73	146	167	120	60	25	9	3
7 Day Ave.	606	45.3	37.2	7.8	1	4	3	17	69	145	163	116	56	22	7	3

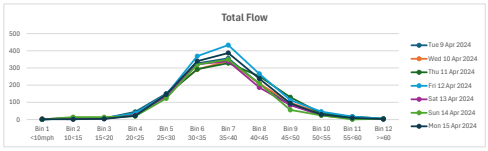
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 9 Apr 2024	1234	44.0	36.4	7.4	4	2	7	45	151	327	356	208	85	35	11	3
Wed 10 Apr 2024	1188	44.7	36.8	7.6	4	4	6	35	145	292	341	209	98	37	13	4
Thu 11 Apr 2024	1256	45.4	37.3	7.8	0	9	6	39	141	293	328	252	130	36	17	5
Fri 12 Apr 2024	1448	44.8	37.1	7.4	0	8	9	37	145	369	433	266	113	46	17	5
Sat 13 Apr 2024	1140	43.6	36.3	7.1	1	11	5	24	135	322	339	187	84	24	5	3
Sun 14 Apr 2024	1134	43.4	36.0	7.1	1	14	14	19	123	320	349	209	56	24	1	4
Mon 15 Apr 2024	1277	44.0	36.8	6.9	2	2	4	22	146	340	387	238	94	30	9	3
5 Day Ave.	1281	44.6	36.9	7.4	2	5	6	36	146	324	369	235	104	37	13	4
7 Day Ave.	1240	44.3	36.7	7.3	2	7	7	32	141	323	362	224	94	33	10	4

Paul Castle Associates



Pershore ATC, Rebecca Road

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 9 Apr 2024	90	41.0	34.0	6.8	0	1	2	5	13	29	22	16	2	0	0	0
Wed 10 Apr 2024	96	42.0	35.5	6.3	1	0	0	2	8	34	35	10	5	0	1	0
Thu 11 Apr 2024	116	41.5	34.6	6.7	0	1	0	4	21	41	28	12	8	0	1	0
Fri 12 Apr 2024	131	41.3	34.9	6.2	0	1	2	4	11	48	45	16	2	1	1	0
Sat 13 Apr 2024	135	41.7	36.1	5.3	0	0	0	1	13	45	47	23	4	2	0	0
Sun 14 Apr 2024	178	42.6	35.6	6.7	0	3	3	3	17	52	57	33	9	1	0	0
Mon 15 Apr 2024	101	40.8	34.7	5.9	0	0	0	4	18	29	34	12	3	1	0	0
5 Day Ave.	107	41.3	34.7	6.4	0	1	1	4	14	36	33	13	4	0	1	0
7 Day Ave.	121	41.6	35.1	6.3	0	1	1	3	14	40	38	17	5	1	0	0

Paul Castle Associates

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 9 Apr 2024	80	40.9	34.3	6.3	0	0	0	5	16	21	26	8	3	1	0	0
Wed 10 Apr 2024	73	43.6	35.1	8.2	0	0	1	1	20	18	17	9	3	2	1	1
Thu 11 Apr 2024	85	43.0	34.8	8.0	0	1	1	6	15	21	20	13	6	1	1	0
Fri 12 Apr 2024	96	41.9	34.7	6.9	0	1	2	3	19	17	34	16	4	0	0	0
Sat 13 Apr 2024	88	44.6	36.7	7.6	0	1	0	3	13	19	21	20	9	1	1	0
Sun 14 Apr 2024	101	43.8	35.5	8.0	0	4	3	1	8	25	33	23	1	2	1	0
Mon 15 Apr 2024	83	42.7	36.4	6.1	0	0	1	0	8	28	26	13	5	2	0	0
5 Day Ave.	83	42.4	35.1	7.1	0	0	1	3	16	21	25	12	4	1	0	0
7 Day Ave.	87	42.9	35.4	7.3	0	1	1	3	14	21	25	15	4	1	1	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 9 Apr 2024	170	40.9	34.1	6.5	0	1	2	10	29	50	48	24	5	1	0	0
Wed 10 Apr 2024	169	42.8	35.4	7.1	1	0	1	3	28	52	52	19	8	2	2	1
Thu 11 Apr 2024	201	42.2	34.7	7.2	0	2	1	10	36	62	48	25	14	1	2	0
Fri 12 Apr 2024	227	41.5	34.8	6.5	0	2	4	7	30	65	79	32	6	1	1	0
Sat 13 Apr 2024	223	42.9	36.4	6.3	0	1	0	4	26	64	68	43	13	3	1	0
Sun 14 Apr 2024	279	43.0	35.5	7.2	0	7	6	4	25	77	90	56	10	3	1	0
Mon 15 Apr 2024	184	41.7	35.5	6.0	0	0	1	4	26	57	60	25	8	3	0	0
5 Day Ave.	190	41.8	34.9	6.7	0	1	2	7	30	57	57	25	8	2	1	0
7 Day Ave.	208	42.2	35.2	6.7	0	2	2	6	29	61	64	32	9	2	1	0

Paul Castle Associates

Pershore ATC, Rebecca Road

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 9 Apr 2024	106	41.2	34.6	6.3	1	0	1	3	15	33	38	9	6	0	0	0
Wed 10 Apr 2024	97	43.1	35.9	7.0	1	0	0	3	11	30	28	15	7	2	0	0
Thu 11 Apr 2024	108	42.0	34.6	7.1	0	2	1	3	18	31	32	18	2	0	0	1
Fri 12 Apr 2024	115	43.4	36.5	6.6	0	1	0	2	12	34	32	23	9	2	0	0
Sat 13 Apr 2024	83	43.0	35.6	7.1	0	1	1	4	8	24	22	17	5	1	0	0
Sun 14 Apr 2024	107	42.4	35.9	6.3	0	0	1	3	11	33	34	19	3	3	0	0
Mon 15 Apr 2024	104	41.3	34.7	6.4	1	0	0	1	18	40	26	11	6	1	0	0
5 Day Ave.	106	42.2	35.3	6.7	1	1	0	2	15	34	31	15	6	1	0	0
7 Day Ave.	103	42.3	35.4	6.7	0	1	1	3	13	32	30	16	5	1	0	0

Paul Castle Associates

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 9 Apr 2024	115	41.6	34.6	6.7	1	0	0	7	17	34	35	16	3	2	0	0
Wed 10 Apr 2024	100	44.7	36.8	7.7	0	0	1	2	16	27	22	16	11	4	1	0
Thu 11 Apr 2024	112	44.9	37.2	7.4	0	1	0	2	16	25	27	26	11	3	1	0
Fri 12 Apr 2024	126	45.5	37.5	7.7	0	0	0	4	14	29	37	29	5	4	2	2
Sat 13 Apr 2024	112	42.6	34.9	7.4	1	3	0	4	12	33	34	19	5	1	0	0
Sun 14 Apr 2024	121	43.5	36.4	6.8	0	1	1	2	12	35	38	19	10	3	0	0
Mon 15 Apr 2024	106	44.3	36.7	7.4	0	0	1	3	12	31	26	23	5	4	0	1
5 Day Ave.	112	44.2	36.5	7.4	0	0	0	4	15	29	29	22	7	3	1	1
7 Day Ave.	113	43.9	36.3	7.3	0	1	0	3	14	31	31	21	7	3	1	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 9 Apr 2024	221	41.4	34.6	6.5	2	0	1	10	32	67	73	25	9	2	0	0
Wed 10 Apr 2024	197	43.9	36.3	7.3	1	0	1	5	27	57	50	31	18	6	1	0
Thu 11 Apr 2024	220	43.6	35.9	7.4	0	3	1	5	34	56	59	44	13	3	1	1
Fri 12 Apr 2024	241	44.5	37.1	7.2	0	1	0	6	26	63	69	52	14	6	2	2
Sat 13 Apr 2024	195	42.8	35.2	7.3	1	4	1	8	20	57	56	36	10	2	0	0
Sun 14 Apr 2024	228	43.0	36.2	6.6	0	1	2	5	23	68	72	38	13	6	0	0
Mon 15 Apr 2024	210	42.9	35.7	6.9	1	0	1	4	30	71	52	34	11	5	0	1
5 Day Ave.	218	43.3	35.9	7.1	1	1	1	6	30	63	61	37	13	4	1	1
7 Day Ave.	216	43.1	35.9	7.0	1	1	1	6	27	63	62	37	13	4	1	1

Paul Castle Associates

Pershore ATC, Rebecca Road

Direction: Westbound

09/04/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	0	1	0	0
05:00	3	3	0	0	0
06:00	3	1	2	0	0
07:00	37	29	8	0	0
08:00	40	36	4	0	0
09:00	45	40	5	0	0
10:00	51	43	8	0	0
11:00	39	32	7	0	0
12:00	55	50	5	0	0
13:00	49	42	7	0	0
14:00	54	46	8	0	0
15:00	52	48	4	0	0
16:00	57	54	3	0	0
17:00	44	41	3	0	0
18:00	35	33	2	0	0
19:00	29	28	0	1	0
20:00	17	16	1	0	0
21:00	9	8	1	0	0
22:00	8	7	1	0	0
23:00	2	2	0	0	0
Total 12H(7-19)	558	494	64	0	0
16H(6-22)	616	547	68	1	0
18H(6-24)	626	556	69	1	0
24H(0-24)	630	559	70	1	0
AM Peak	10:00	10:00	07:00	00:00	00:00
	51	43	8	0	0
PM Peak	16:00	16:00	14:00	19:00	12:00
	57	54	8	1	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	3	2	1	0	0
05:00	4	4	0	0	0
06:00	15	13	2	0	0
07:00	27	22	5	0	0
08:00	48	39	9	0	0
09:00	48	40	8	0	0
10:00	33	28	5	0	0
11:00	47	37	9	1	0
12:00	51	43	8	0	0
13:00	44	35	9	0	0
14:00	44	38	6	0	0
15:00	71	62	9	0	0
16:00	53	43	10	0	0
17:00	48	43	5	0	0
18:00	25	22	3	0	0
19:00	26	25	1	0	0
20:00	9	9	0	0	0
21:00	4	4	0	0	0
22:00	3	3	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	539	452	86	1	0
16H(6-22)	593	503	89	1	0
18H(6-24)	596	506	89	1	0
24H(0-24)	604	513	90	1	0
AM Peak	08:00	09:00	08:00	11:00	00:00
	48	40	9	1	0
PM Peak	15:00	15:00	16:00	12:00	12:00
	71	62	10	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	4	2	2	0	0
05:00	7	7	0	0	0
06:00	18	14	4	0	0
07:00	64	51	13	0	0
08:00	88	75	13	0	0
09:00	93	80	13	0	0
10:00	84	71	13	0	0
11:00	86	69	16	1	0
12:00	106	93	13	0	0
13:00	93	77	16	0	0
14:00	98	84	14	0	0
15:00	123	110	13	0	0
16:00	110	97	13	0	0
17:00	92	84	8	0	0
18:00	60	55	5	0	0
19:00	55	53	1	1	0
20:00	26	25	1	0	0
21:00	13	12	1	0	0
22:00	11	10	1	0	0
23:00	2	2	0	0	0
Total 12H(7-19)	1097	946	150	1	0
16H(6-22)	1209	1050	157	2	0
18H(6-24)	1222	1062	158	2	0
24H(0-24)	1234	1072	160	2	0
AM Peak	09:00	09:00	11:00	11:00	00:00
	93	80	16	1	0
PM Peak	15:00	15:00	13:00	19:00	12:00
	123	110	16	1	0

Paul Castle Associates

Pershore ATC, Rebecca Road

Direction: Westbound

10/04/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	3	3	0	0	0
06:00	4	2	2	0	0
07:00	25	20	4	1	0
08:00	77	66	11	0	0
09:00	65	58	7	0	0
10:00	49	44	5	0	0
11:00	47	40	6	1	0
12:00	34	32	2	0	0
13:00	34	26	8	0	0
14:00	50	45	4	1	0
15:00	47	45	2	0	0
16:00	42	40	2	0	0
17:00	55	52	3	0	0
18:00	23	21	2	0	0
19:00	26	25	1	0	0
20:00	6	6	0	0	0
21:00	12	12	0	0	0
22:00	12	12	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	548	489	56	3	0
16H(6-22)	596	534	59	3	0
18H(6-24)	608	546	59	3	0
24H(0-24)	611	549	59	3	0
AM Peak	08:00	08:00	08:00	07:00	00:00
	77	66	11	1	0
PM Peak	17:00	17:00	13:00	14:00	12:00
	55	52	8	1	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	0	1	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	2	1	1	0	0
05:00	2	2	0	0	0
06:00	12	10	1	1	0
07:00	28	22	6	0	0
08:00	48	41	7	0	0
09:00	49	41	8	0	0
10:00	39	34	5	0	0
11:00	34	31	3	0	0
12:00	58	46	10	0	2
13:00	49	45	4	0	0
14:00	48	40	7	1	0
15:00	52	38	14	0	0
16:00	44	40	4	0	0
17:00	45	38	7	0	0
18:00	30	26	4	0	0
19:00	20	18	2	0	0
20:00	8	8	0	0	0
21:00	4	3	1	0	0
22:00	4	4	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	524	442	79	1	2
16H(6-22)	568	481	83	2	2
18H(6-24)	572	485	83	2	2
24H(0-24)	577	488	85	2	2
AM Peak	09:00	08:00	09:00	06:00	00:00
	49	41	8	1	0
PM Peak	12:00	12:00	15:00	14:00	12:00
	58	46	14	1	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	0	1	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	2	1	1	0	0
05:00	5	5	0	0	0
06:00	16	12	3	1	0
07:00	53	42	10	1	0
08:00	125	107	18	0	0
09:00	114	99	15	0	0
10:00	88	78	10	0	0
11:00	81	71	9	1	0
12:00	92	78	12	0	2
13:00	83	71	12	0	0
14:00	98	85	11	2	0
15:00	99	83	16	0	0
16:00	86	80	6	0	0
17:00	100	90	10	0	0
18:00	53	47	6	0	0
19:00	46	43	3	0	0
20:00	14	14	0	0	0
21:00	16	15	1	0	0
22:00	16	16	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	1072	931	135	4	2
16H(6-22)	1164	1015	142	5	2
18H(6-24)	1180	1031	142	5	2
24H(0-24)	1188	1037	144	5	2
AM Peak	08:00	08:00	08:00	06:00	00:00
	125	107	18	1	0
PM Peak	17:00	17:00	15:00	14:00	12:00
	100	90	16	2	2

Paul Castle Associates

Pershore ATC, Rebecca Road

Direction: Westbound

11/04/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	0	1	0	0
02:00	0	0	0	0	0
03:00	1	0	1	0	0
04:00	0	0	0	0	0
05:00	4	4	0	0	0
06:00	3	2	1	0	0
07:00	36	27	9	0	0
08:00	51	45	6	0	0
09:00	46	39	7	0	0
10:00	54	45	8	1	0
11:00	62	55	7	0	0
12:00	37	34	2	1	0
13:00	38	36	2	0	0
14:00	53	48	5	0	0
15:00	55	51	4	0	0
16:00	42	40	2	0	0
17:00	44	41	3	0	0
18:00	45	43	2	0	0
19:00	30	27	3	0	0
20:00	8	8	0	0	0
21:00	7	7	0	0	0
22:00	9	8	1	0	0
23:00	4	4	0	0	0
Total 12H(7-19)	563	504	57	2	0
16H(6-22)	611	548	61	2	0
18H(6-24)	624	560	62	2	0
24H(0-24)	631	565	64	2	0
AM Peak	11:00	11:00	07:00	10:00	00:00
	62	55	9	1	0
PM Peak	15:00	15:00	14:00	12:00	12:00
	55	51	5	1	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	5	4	0	1	0
06:00	13	11	2	0	0
07:00	29	19	9	1	0
08:00	45	35	10	0	0
09:00	39	34	5	0	0
10:00	39	34	5	0	0
11:00	46	40	3	3	0
12:00	45	38	6	1	0
13:00	60	52	6	2	0
14:00	54	42	12	0	0
15:00	58	51	7	0	0
16:00	52	44	8	0	0
17:00	44	35	9	0	0
18:00	35	27	8	0	0
19:00	31	26	5	0	0
20:00	17	15	2	0	0
21:00	7	6	1	0	0
22:00	4	3	1	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	546	451	88	7	0
16H(6-22)	614	509	98	7	0
18H(6-24)	618	512	99	7	0
24H(0-24)	625	517	100	8	0
AM Peak	11:00	11:00	08:00	11:00	00:00
	46	40	10	3	0
PM Peak	13:00	13:00	14:00	13:00	12:00
	60	52	12	2	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	0	1	0	0
02:00	1	0	1	0	0
03:00	1	0	1	0	0
04:00	0	0	0	0	0
05:00	9	8	0	1	0
06:00	16	13	3	0	0
07:00	65	46	18	1	0
08:00	96	80	16	0	0
09:00	85	73	12	0	0
10:00	93	79	13	1	0
11:00	108	95	10	3	0
12:00	82	72	8	2	0
13:00	98	88	8	2	0
14:00	107	90	17	0	0
15:00	113	102	11	0	0
16:00	94	84	10	0	0
17:00	88	76	12	0	0
18:00	80	70	10	0	0
19:00	61	53	8	0	0
20:00	25	23	2	0	0
21:00	14	13	1	0	0
22:00	13	11	2	0	0
23:00	4	4	0	0	0
Total 12H(7-19)	1109	955	145	9	0
16H(6-22)	1225	1057	159	9	0
18H(6-24)	1242	1072	161	9	0
24H(0-24)	1256	1082	164	10	0
AM Peak	11:00	11:00	07:00	11:00	00:00
	108	95	18	3	0
PM Peak	15:00	15:00	14:00	12:00	12:00
	113	102	17	2	0

Paul Castle Associates

Pershore ATC, Rebecca Road

Direction: Westbound

12/04/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	5	2	3	0	0
07:00	24	19	5	0	0
08:00	47	42	5	0	0
09:00	67	58	9	0	0
10:00	58	50	8	0	0
11:00	73	68	5	0	0
12:00	67	57	8	1	1
13:00	57	51	6	0	0
14:00	60	49	11	0	0
15:00	55	50	5	0	0
16:00	62	58	4	0	0
17:00	40	33	7	0	0
18:00	42	41	1	0	0
19:00	27	26	1	0	0
20:00	15	15	0	0	0
21:00	6	6	0	0	0
22:00	7	6	1	0	0
23:00	7	6	1	0	0
Total 12H(7-19)	652	576	74	1	1
16H(6-22)	705	625	78	1	1
18H(6-24)	719	637	80	1	1
24H(0-24)	722	640	80	1	1
AM Peak	11:00	11:00	09:00	00:00	00:00
	73	68	9	0	0
PM Peak	12:00	16:00	14:00	12:00	12:00
	67	58	11	1	1

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	7	6	1	0	0
06:00	7	6	1	0	0
07:00	31	24	7	0	0
08:00	69	55	14	0	0
09:00	57	44	13	0	0
10:00	53	40	12	0	1
11:00	43	37	6	0	0
12:00	62	53	9	0	0
13:00	56	50	6	0	0
14:00	59	48	11	0	0
15:00	67	56	11	0	0
16:00	72	61	11	0	0
17:00	53	47	6	0	0
18:00	37	35	2	0	0
19:00	21	18	3	0	0
20:00	11	11	0	0	0
21:00	10	8	2	0	0
22:00	3	3	0	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	659	550	108	0	1
16H(6-22)	708	593	114	0	1
18H(6-24)	712	597	114	0	1
24H(0-24)	726	610	115	0	1
AM Peak	08:00	08:00	08:00	00:00	10:00
	69	55	14	0	1
PM Peak	16:00	16:00	14:00	12:00	12:00
	72	61	11	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	2	2	0	0	0
04:00	0	0	0	0	0
05:00	9	8	1	0	0
06:00	12	8	4	0	0
07:00	55	43	12	0	0
08:00	116	97	19	0	0
09:00	124	102	22	0	0
10:00	111	90	20	0	1
11:00	116	105	11	0	0
12:00	129	110	17	1	1
13:00	113	101	12	0	0
14:00	119	97	22	0	0
15:00	122	106	16	0	0
16:00	134	119	15	0	0
17:00	93	80	13	0	0
18:00	79	76	3	0	0
19:00	48	44	4	0	0
20:00	26	26	0	0	0
21:00	16	14	2	0	0
22:00	10	9	1	0	0
23:00	8	7	1	0	0
Total 12H(7-19)	1311	1126	182	1	2
16H(6-22)	1413	1218	192	1	2
18H(6-24)	1431	1234	194	1	2
24H(0-24)	1448	1250	195	1	2
AM Peak	09:00	11:00	09:00	00:00	10:00
	124	105	22	0	1
PM Peak	16:00	16:00	14:00	12:00	12:00
	134	119	22	1	1

Paul Castle Associates

Pershore ATC, Rebecca Road

Direction: Westbound

13/04/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	1	1	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	0	1	0	0
04:00	1	0	1	0	0
05:00	0	0	0	0	0
06:00	6	5	1	0	0
07:00	11	8	3	0	0
08:00	16	14	2	0	0
09:00	38	36	2	0	0
10:00	62	58	4	0	0
11:00	73	69	4	0	0
12:00	76	72	4	0	0
13:00	75	71	4	0	0
14:00	48	46	2	0	0
15:00	35	30	5	0	0
16:00	35	33	2	0	0
17:00	28	27	1	0	0
18:00	26	26	0	0	0
19:00	16	15	1	0	0
20:00	3	3	0	0	0
21:00	4	4	0	0	0
22:00	9	8	1	0	0
23:00	5	5	0	0	0
Total 12H(7-19)	523	490	33	0	0
16H(6-22)	552	517	35	0	0
18H(6-24)	566	530	36	0	0
24H(0-24)	570	531	39	0	0
AM Peak	11:00	11:00	10:00	00:00	00:00
	73	69	4	0	0
PM Peak	12:00	12:00	15:00	12:00	12:00
	76	72	5	0	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	0	0	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	1	0	1	0	0
05:00	4	3	1	0	0
06:00	2	2	0	0	0
07:00	10	9	1	0	0
08:00	21	20	1	0	0
09:00	38	32	6	0	0
10:00	42	37	5	0	0
11:00	46	42	4	0	0
12:00	58	53	5	0	0
13:00	46	46	0	0	0
14:00	61	58	3	0	0
15:00	51	47	4	0	0
16:00	68	59	9	0	0
17:00	41	40	1	0	0
18:00	29	25	4	0	0
19:00	21	20	1	0	0
20:00	10	10	0	0	0
21:00	7	7	0	0	0
22:00	6	5	1	0	0
23:00	2	2	0	0	0
Total 12H(7-19)	511	468	43	0	0
16H(6-22)	551	507	44	0	0
18H(6-24)	559	514	45	0	0
24H(0-24)	570	523	47	0	0
AM Peak	11:00	11:00	09:00	00:00	00:00
	46	42	6	0	0
PM Peak	16:00	16:00	16:00	12:00	12:00
	68	59	9	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	5	1	0	0
01:00	0	0	0	0	0
02:00	2	2	0	0	0
03:00	1	0	1	0	0
04:00	2	0	2	0	0
05:00	4	3	1	0	0
06:00	8	7	1	0	0
07:00	21	17	4	0	0
08:00	37	34	3	0	0
09:00	76	68	8	0	0
10:00	104	95	9	0	0
11:00	119	111	8	0	0
12:00	134	125	9	0	0
13:00	121	117	4	0	0
14:00	109	104	5	0	0
15:00	86	77	9	0	0
16:00	103	92	11	0	0
17:00	69	67	2	0	0
18:00	55	51	4	0	0
19:00	37	35	2	0	0
20:00	13	13	0	0	0
21:00	11	11	0	0	0
22:00	15	13	2	0	0
23:00	7	7	0	0	0
Total 12H(7-19)	1034	958	76	0	0
16H(6-22)	1103	1024	79	0	0
18H(6-24)	1125	1044	81	0	0
24H(0-24)	1140	1054	86	0	0
AM Peak	11:00	11:00	10:00	00:00	00:00
	119	111	9	0	0
PM Peak	12:00	12:00	16:00	12:00	12:00
	134	125	11	0	0

Paul Castle Associates

Pershore ATC, Rebecca Road

Direction: Westbound

14/04/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	2	2	0	0	0
08:00	13	13	0	0	0
09:00	60	59	1	0	0
10:00	85	80	4	1	0
11:00	93	87	6	0	0
12:00	65	60	4	1	0
13:00	63	62	1	0	0
14:00	61	57	2	2	0
15:00	46	45	1	0	0
16:00	41	38	1	2	0
17:00	23	21	2	0	0
18:00	17	14	3	0	0
19:00	11	10	1	0	0
20:00	7	7	0	0	0
21:00	7	7	0	0	0
22:00	0	0	0	0	0
23:00	2	2	0	0	0
Total 12H(7-19)	569	538	25	6	0
16H(6-22)	595	563	26	6	0
18H(6-24)	597	565	26	6	0
24H(0-24)	602	570	26	6	0
AM Peak	11:00	11:00	11:00	10:00	00:00
	93	87	6	1	0
PM Peak	12:00	13:00	12:00	14:00	12:00
	65	62	4	2	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	1	0	0	0
02:00	4	4	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	8	8	0	0	0
08:00	11	11	0	0	0
09:00	29	28	1	0	0
10:00	48	46	2	0	0
11:00	53	47	6	0	0
12:00	65	57	8	0	0
13:00	60	60	0	0	0
14:00	64	61	1	2	0
15:00	57	55	2	0	0
16:00	57	54	3	0	0
17:00	30	27	3	0	0
18:00	20	17	3	0	0
19:00	11	10	1	0	0
20:00	5	5	0	0	0
21:00	3	3	0	0	0
22:00	2	2	0	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	502	471	29	2	0
16H(6-22)	522	490	30	2	0
18H(6-24)	525	493	30	2	0
24H(0-24)	532	500	30	2	0
AM Peak	11:00	11:00	11:00	00:00	00:00
	53	47	6	0	0
PM Peak	12:00	14:00	12:00	14:00	12:00
	65	61	8	2	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	2	2	0	0	0
02:00	5	5	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	2	2	0	0	0
07:00	10	10	0	0	0
08:00	24	24	0	0	0
09:00	89	87	2	0	0
10:00	133	126	6	1	0
11:00	146	134	12	0	0
12:00	130	117	12	1	0
13:00	123	122	1	0	0
14:00	125	118	3	4	0
15:00	103	100	3	0	0
16:00	98	92	4	2	0
17:00	53	48	5	0	0
18:00	37	31	6	0	0
19:00	22	20	2	0	0
20:00	12	12	0	0	0
21:00	10	10	0	0	0
22:00	2	2	0	0	0
23:00	3	3	0	0	0
Total 12H(7-19)	1071	1009	54	8	0
16H(6-22)	1117	1053	56	8	0
18H(6-24)	1122	1058	56	8	0
24H(0-24)	1134	1070	56	8	0
AM Peak	11:00	11:00	11:00	10:00	00:00
	146	134	12	1	0
PM Peak	12:00	13:00	12:00	14:00	12:00
	130	122	12	4	0

Paul Castle Associates

Pershore ATC, Rebecca Road

Direction: Westbound

15/04/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	0	1	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	2	1	0	1	0
05:00	4	4	0	0	0
06:00	6	3	2	1	0
07:00	32	22	6	4	0
08:00	72	58	12	1	1
09:00	67	49	15	3	0
10:00	56	48	5	3	0
11:00	45	37	5	3	0
12:00	50	43	4	2	1
13:00	32	28	2	2	0
14:00	55	46	6	3	0
15:00	49	46	2	0	1
16:00	59	50	9	0	0
17:00	49	46	3	0	0
18:00	31	27	4	0	0
19:00	29	29	0	0	0
20:00	10	8	2	0	0
21:00	13	13	0	0	0
22:00	5	5	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	597	500	73	21	3
16H(6-22)	655	553	77	22	3
18H(6-24)	660	558	77	22	3
24H(0-24)	670	566	78	23	3
AM Peak	08:00	08:00	09:00	07:00	08:00
	72	58	15	4	1
PM Peak	16:00	16:00	16:00	14:00	12:00
	59	50	9	3	1

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	2	1	1	0	0
05:00	5	3	2	0	0
06:00	22	19	3	0	0
07:00	31	22	8	1	0
08:00	49	40	8	1	0
09:00	58	47	11	0	0
10:00	40	29	10	1	0
11:00	43	33	9	1	0
12:00	42	31	9	2	0
13:00	50	41	8	1	0
14:00	48	41	7	0	0
15:00	58	45	11	1	1
16:00	45	41	4	0	0
17:00	38	31	7	0	0
18:00	20	20	0	0	0
19:00	25	21	4	0	0
20:00	14	10	2	0	2
21:00	8	7	1	0	0
22:00	4	3	1	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	522	421	92	8	1
16H(6-22)	591	478	102	8	3
18H(6-24)	596	482	103	8	3
24H(0-24)	607	490	106	8	3
AM Peak	09:00	09:00	09:00	07:00	00:00
	58	47	11	1	0
PM Peak	15:00	15:00	15:00	12:00	20:00
	58	45	11	2	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	1	0	1	0	0
02:00	2	2	0	0	0
03:00	1	1	0	0	0
04:00	4	2	1	1	0
05:00	9	7	2	0	0
06:00	28	22	5	1	0
07:00	63	44	14	5	0
08:00	121	98	20	2	1
09:00	125	96	26	3	0
10:00	96	77	15	4	0
11:00	88	70	14	4	0
12:00	92	74	13	4	1
13:00	82	69	10	3	0
14:00	103	87	13	3	0
15:00	107	91	13	1	2
16:00	104	91	13	0	0
17:00	87	77	10	0	0
18:00	51	47	4	0	0
19:00	54	50	4	0	0
20:00	24	18	4	0	2
21:00	21	20	1	0	0
22:00	9	8	1	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	1119	921	165	29	4
16H(6-22)	1246	1031	179	30	6
18H(6-24)	1256	1040	180	30	6
24H(0-24)	1277	1056	184	31	6
AM Peak	09:00	08:00	09:00	07:00	08:00
	125	98	26	5	1
PM Peak	15:00	15:00	12:00	12:00	15:00
	107	91	13	4	2

Paul Castle Associates

Pershore ATC, Rebecca Road

Direction: Westbound

09/04/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	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
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	3	42.7	37.5	5.0	0	0	0	0	0	1	1	1	0	0	0	0
06:00	3	48.9	35.8	12.6	0	0	0	1	0	0	1	0	1	0	0	0
07:00	37	48.8	41.0	7.5	0	0	0	0	4	4	6	13	6	3	1	0
08:00	40	41.1	35.4	5.5	0	0	0	1	4	16	11	6	2	0	0	0
09:00	45	43.7	35.6	7.8	1	0	0	2	5	13	11	8	5	0	0	0
10:00	51	41.6	35.6	5.7	0	0	0	2	4	20	12	11	2	0	0	0
11:00	39	39.6	31.9	7.4	0	1	2	3	9	9	10	5	0	0	0	0
12:00	55	38.8	33.3	5.2	0	0	0	4	9	21	16	5	0	0	0	0
13:00	49	42.1	34.1	7.7	1	0	1	1	8	15	17	4	0	1	1	0
14:00	54	40.8	34.2	6.4	0	0	1	2	11	16	15	6	3	0	0	0
15:00	52	41.6	35.1	6.3	1	0	0	1	4	17	23	3	3	0	0	0
16:00	57	42.3	36.0	6.0	0	0	2	0	4	16	23	10	1	1	0	0
17:00	44	45.6	39.0	6.4	0	0	0	0	4	7	15	10	6	2	0	0
18:00	35	46.2	39.2	6.7	0	0	0	0	2	7	12	9	2	2	1	0
19:00	29	44.4	37.0	7.1	0	0	0	0	3	11	7	5	1	1	1	0
20:00	17	42.3	36.0	6.1	0	0	0	0	3	5	4	4	1	0	0	0
21:00	9	46.7	40.3	6.2	0	0	0	0	0	1	5	1	1	1	0	0
22:00	8	40.4	33.8	6.4	0	0	0	1	1	2	3	1	0	0	0	0
23:00	2	46.0	35.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
Total																
2H(10-12)	90	41.0	34.0	6.8	0	1	2	5	13	29	22	16	2	0	0	0
2H(14-16)	106	41.2	34.6	6.3	1	0	1	3	15	33	38	9	6	0	0	0
12H(7-19)	558	42.9	35.7	6.9	3	1	6	16	68	161	171	90	30	9	3	0
24H(0-24)	630	43.0	35.8	6.9	3	1	6	19	76	181	192	103	34	11	4	0
AM Peak	10:00	06:00	07:00	06:00	09:00	11:00	11:00	11:00	11:00	10:00	10:00	07:00	07:00	07:00	07:00	00:00
	51	**48.9**	**41.0**	**12.6**	**1**	**1**	**2**	**3**	**9**	**20**	**12**	**13**	**6**	**3**	**1**	**0**
PM Peak	16:00	21:00	21:00	23:00	13:00	12:00	16:00	12:00	14:00	12:00	15:00	16:00	17:00	17:00	13:00	12:00
	57	**46.7**	**40.3**	**10.6**	**1**	**0**	**2**	**4**	**11**	**21**	**23**	**10**	**6**	**2**	**1**	**0**

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	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
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	42.7	37.5	5.0	0	0	0	0	0	1	1	1	0	0	0	0
05:00	4	39.9	30.0	9.6	0	0	0	2	0	1	0	1	0	0	0	0
06:00	15	52.4	41.8	10.2	0	0	0	0	2	4	0	2	3	3	1	0
07:00	27	51.7	43.4	8.0	0	0	0	1	0	2	6	6	7	3	2	0
08:00	48	46.7	38.6	7.8	0	0	0	2	4	11	9	12	6	4	0	0
09:00	48	46.4	36.5	9.5	0	1	0	2	7	12	14	6	1	2	2	1
10:00	33	42.1	35.2	6.6	0	0	0	1	6	10	10	3	2	1	0	0
11:00	47	40.0	33.7	6.1	0	0	0	4	10	11	16	5	1	0	0	0
12:00	51	43.4	36.0	7.1	0	0	0	1	11	11	14	9	4	0	1	0
13:00	44	42.6	36.0	6.3	0	0	0	1	6	14	12	6	5	0	0	0
14:00	44	39.7	33.8	5.7	0	0	0	3	9	12	14	6	0	0	0	0
15:00	71	42.7	35.1	7.3	1	0	0	4	8	22	21	10	3	2	0	0
16:00	53	46.1	38.0	7.9	0	0	1	2	5	9	14	13	7	1	1	0
17:00	48	47.7	39.2	8.2	0	0	0	2	3	8	16	8	7	3	0	1
18:00	25	45.8	39.3	6.3	0	0	0	0	0	8	6	7	2	2	0	0
19:00	26	47.8	39.1	8.4	0	0	0	1	1	6	7	7	2	1	0	1
20:00	9	45.3	37.5	7.5	0	0	0	0	1	3	2	2	0	1	0	0
21:00	4	44.9	35.0	9.6	0	0	0	0	2	0	1	0	1	0	0	0
22:00	3	52.1	44.2	7.6	0	0	0	0	0	0	1	1	0	1	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	80	40.9	34.3	6.3	0	0	0	5	16	21	26	8	3	1	0	0
2H(14-16)	115	41.6	34.6	6.7	1	0	0	7	17	34	35	16	3	2	0	0
12H(7-19)	539	44.7	36.7	7.7	1	1	1	23	69	130	152	91	45	18	6	2
24H(0-24)	604	45.1	37.0	7.8	1	1	1	26	75	146	164	105	51	24	7	3
AM Peak	08:00	06:00	07:00	06:00	00:00	09:00	00:00	11:00	11:00	09:00	11:00	08:00	07:00	08:00	07:00	09:00
	48	52.4	43.4	10.2	0	1	0	4	10	12	16	12	7	4	2	1
PM Peak	15:00	22:00	22:00	21:00	15:00	12:00	16:00	15:00	12:00	15:00	15:00	16:00	16:00	17:00	12:00	17:00
	71	52.1	44.2	9.6	1	0	1	4	11	22	21	13	7	3	1	1

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	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
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	42.6	33.8	8.5	0	0	0	1	0	1	1	1	0	0	0	0
05:00	7	41.9	33.2	8.4	0	0	0	2	0	2	1	2	0	0	0	0
06:00	18	51.6	40.8	10.4	0	0	0	1	2	4	1	2	4	3	1	0
07:00	64	50.1	42.0	7.8	0	0	0	1	4	6	12	19	13	6	3	0
08:00	88	44.4	37.2	7.0	0	0	0	3	8	27	20	18	8	4	0	0
09:00	93	45.1	36.1	8.7	1	1	0	4	12	25	25	14	6	2	2	1
10:00	84	41.8	35.5	6.1	0	0	0	3	10	30	22	14	4	1	0	0
11:00	86	39.9	32.8	6.8	0	1	2	7	19	20	26	10	1	0	0	0
12:00	106	41.2	34.6	6.3	0	0	0	5	20	32	30	14	4	0	1	0
13:00	93	42.4	35.0	7.1	1	0	1	2	14	29	29	10	5	1	1	0
14:00	98	40.3	34.0	6.1	0	0	1	5	20	28	29	12	3	0	0	0
15:00	123	42.2	35.1	6.8	2	0	0	5	12	39	44	13	6	2	0	0
16:00	110	44.2	37.0	7.0	0	0	3	2	9	25	37	23	8	2	1	0
17:00	92	46.7	39.1	7.4	0	0	0	2	7	15	31	18	13	5	0	1
18:00	60	46.0	39.3	6.5	0	0	0	0	2	15	18	16	4	4	1	0
19:00	55	46.0	38.0	7.7	0	0	0	1	4	17	14	12	3	2	1	1
20:00	26	43.3	36.5	6.5	0	0	0	0	4	8	6	6	1	1	0	0
21:00	13	46.3	38.7	7.4	0	0	0	0	2	1	6	1	2	1	0	0
22:00	11	44.9	36.6	8.0	0	0	0	1	1	2	4	2	0	1	0	0
23:00	2	46.0	35.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
Total																
2H(10-12)	170	40.9	34.1	6.5	0	1	2	10	29	50	48	24	5	1	0	0
2H(14-16)	221	41.4	34.6	6.5	2	0	1	10	32	67	73	25	9	2	0	0
12H(7-19)	1097	43.8	36.2	7.3	4	2	7	39	137	291	323	181	75	27	9	2
24H(0-24)	1234	44.0	36.4	7.4	4	2	7	45	151	327	356	208	85	35	11	3
AM Peak	09:00	06:00	07:00	06:00	09:00	09:00	11:00	11:00	11:00	10:00	11:00	07:00	07:00	07:00	07:00	09:00
	93	51.6	42.0	10.4	1	1	2	7	19	30	26	19	13	6	3	1
PM Peak	15:00	17:00	18:00	23:00	15:00	12:00	16:00	12:00	12:00	15:00	15:00	16:00	17:00	17:00	12:00	17:00
	123	46.7	39.3	10.6	2	0	3	5	20	39	44	23	13	5	1	1

Pershore ATC, Rebecca Road

Direction: Westbound

10/04/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	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
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	43.7	35.8	7.6	0	0	0	0	1	0	1	1	0	0	0	0
06:00	4	47.0	37.5	9.1	0	0	0	0	1	1	0	1	1	0	0	0
07:00	25	48.0	39.5	8.2	0	0	0	1	2	3	8	6	2	2	1	0
08:00	77	43.9	37.1	6.6	0	1	0	1	6	16	32	16	2	2	1	0
09:00	65	41.7	36.0	5.5	0	0	0	0	7	24	20	10	3	1	0	0
10:00	49	42.1	35.6	6.3	1	0	0	1	1	19	19	5	3	0	0	0
11:00	47	42.0	35.5	6.3	0	0	0	1	7	15	16	5	2	0	1	0
12:00	34	46.1	35.6	10.1	1	1	1	0	3	10	9	3	3	3	0	0
13:00	34	40.8	33.8	6.8	0	0	0	2	10	8	7	5	2	0	0	0
14:00	50	44.2	36.1	7.8	1	0	0	3	4	11	17	9	4	1	0	0
15:00	47	41.8	35.6	6.0	0	0	0	0	7	19	11	6	3	1	0	0
16:00	42	42.8	36.4	6.1	0	0	0	1	4	13	13	8	2	1	0	0
17:00	55	45.6	38.3	7.1	0	1	0	0	4	11	15	18	3	3	0	0
18:00	23	43.8	38.8	4.8	0	0	0	0	1	3	10	7	2	0	0	0
19:00	26	45.5	38.8	6.4	0	0	0	0	3	3	9	7	3	1	0	0
20:00	6	53.2	44.2	8.8	0	0	0	0	0	0	3	1	0	1	1	0
21:00	12	44.6	36.7	7.6	0	0	0	1	1	2	5	2	0	1	0	0
22:00	12	42.2	31.7	10.1	1	0	0	1	2	4	2	1	1	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	96	42.0	35.5	6.3	1	0	0	2	8	34	35	10	5	0	1	0
2H(14-16)	97	43.1	35.9	7.0	1	0	0	3	11	30	28	15	7	2	0	0
12H(7-19)	548	43.6	36.4	6.9	3	3	1	10	56	152	177	98	31	14	3	0
24H(0-24)	611	43.8	36.5	7.0	4	3	1	12	64	162	197	111	36	17	4	0
AM Peak	08:00	07:00	07:00	06:00	10:00	08:00	00:00	07:00	09:00	09:00	08:00	08:00	09:00	07:00	07:00	00:00
	77	48.0	39.5	9.1	1	1	0	1	7	24	32	16	3	2	1	0
PM Peak	17:00	20:00	20:00	12:00	12:00	12:00	12:00	14:00	13:00	15:00	14:00	17:00	14:00	12:00	20:00	12:00
	55	53.2	44.2	10.1	1	1	1	3	10	19	17	18	4	3	1	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	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
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	43.7	40.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	2	52.2	37.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
06:00	12	50.3	40.8	9.1	0	0	0	0	0	4	3	2	1	0	2	0
07:00	28	50.7	42.3	8.1	0	0	0	1	1	3	4	9	5	4	1	0
08:00	48	47.6	39.1	8.3	0	0	1	2	3	7	13	10	9	2	1	0
09:00	49	46.6	39.3	7.0	0	0	0	0	6	4	19	11	5	3	1	0
10:00	39	39.7	33.4	6.1	0	0	0	1	13	10	10	3	2	0	0	0
11:00	34	47.3	37.1	9.8	0	0	1	0	7	8	7	6	1	2	1	1
12:00	58	40.3	34.5	5.6	0	0	1	1	7	24	18	4	3	0	0	0
13:00	49	40.5	33.5	6.8	0	0	0	5	12	10	15	4	3	0	0	0
14:00	48	41.8	35.0	6.5	0	0	0	2	9	14	14	4	5	0	0	0
15:00	52	47.1	38.4	8.4	0	0	1	0	7	13	8	12	6	4	1	0
16:00	44	45.3	37.4	7.7	0	0	0	3	4	11	8	10	7	1	0	0
17:00	45	48.1	38.2	9.5	0	1	0	1	5	11	9	7	8	1	1	1
18:00	30	47.2	37.4	9.5	0	0	0	3	3	7	5	7	3	1	0	1
19:00	20	43.9	37.0	6.7	0	0	0	2	1	2	8	6	1	0	0	0
20:00	8	59.1	45.3	13.3	0	0	0	1	0	0	2	1	1	1	1	1
21:00	4	47.3	35.0	11.9	0	0	0	0	2	1	0	0	0	1	0	0
22:00	4	47.8	32.5	14.7	0	0	1	1	0	0	0	1	1	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	73	43.6	35.1	8.2	0	0	1	1	20	18	17	9	3	2	1	1
2H(14-16)	100	44.7	36.8	7.7	0	0	1	2	16	27	22	16	11	4	1	0
12H(7-19)	524	45.3	36.9	8.0	0	1	4	19	77	122	130	87	57	18	6	3
24H(0-24)	577	45.6	37.1	8.2	0	1	5	23	81	130	144	98	62	20	9	4
AM Peak	09:00	05:00	07:00	05:00	00:00	00:00	08:00	08:00	10:00	10:00	09:00	09:00	08:00	07:00	06:00	11:00
	49	52.2	42.3	14.1	0	0	1	2	13	10	19	11	9	4	2	1
PM Peak	12:00	20:00	20:00	22:00	12:00	17:00	12:00	13:00	13:00	12:00	12:00	15:00	17:00	15:00	15:00	17:00
	58	59.1	45.3	14.7	0	1	1	5	12	24	18	12	8	4	1	1

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	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
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	43.7	40.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	5	45.8	36.5	8.9	0	0	0	0	2	0	1	1	1	0	0	0
06:00	16	49.3	40.0	8.9	0	0	0	0	1	5	3	3	2	0	2	0
07:00	53	49.5	41.0	8.2	0	0	0	2	3	6	12	15	7	6	2	0
08:00	125	45.4	37.9	7.3	0	1	1	3	9	23	45	26	11	4	2	0
09:00	114	44.1	37.5	6.4	0	0	0	0	13	28	39	21	8	4	1	0
10:00	88	41.1	34.6	6.3	1	0	0	2	14	29	29	8	5	0	0	0
11:00	81	44.4	36.2	7.9	0	0	1	1	14	23	23	11	3	2	2	1
12:00	92	42.7	34.9	7.6	1	1	2	1	10	34	27	7	6	3	0	0
13:00	83	40.6	33.6	6.7	0	0	0	7	22	18	22	9	5	0	0	0
14:00	98	43.0	35.6	7.2	1	0	0	5	13	25	31	13	9	1	0	0
15:00	99	44.8	37.0	7.5	0	0	1	0	14	32	19	18	9	5	1	0
16:00	86	44.1	36.9	6.9	0	0	0	4	8	24	21	18	9	2	0	0
17:00	100	46.8	38.3	8.2	0	2	0	1	9	22	24	25	11	4	1	1
18:00	53	46.1	38.0	7.8	0	0	0	3	4	10	15	14	5	1	0	1
19:00	46	44.8	38.0	6.5	0	0	0	2	4	5	17	13	4	1	0	0
20:00	14	56.4	44.8	11.2	0	0	0	1	0	0	5	2	1	2	2	1
21:00	16	45.0	36.3	8.5	0	0	0	1	3	3	5	2	0	2	0	0
22:00	16	43.2	31.9	10.9	1	0	1	2	2	4	2	2	2	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	169	42.8	35.4	7.1	1	0	1	3	28	52	52	19	8	2	2	1
2H(14-16)	197	43.9	36.3	7.3	1	0	1	5	27	57	50	31	18	6	1	0
12H(7-19)	1072	44.4	36.7	7.5	3	4	5	29	133	274	307	185	88	32	9	3
24H(0-24)	1188	44.7	36.8	7.6	4	4	6	35	145	292	341	209	98	37	13	4
AM Peak	08:00	07:00	07:00	05:00	10:00	08:00	08:00	08:00	10:00	10:00	08:00	08:00	08:00	07:00	06:00	11:00
	125	49.5	41.0	8.9	1	1	1	3	14	29	45	26	11	6	2	1
PM Peak	17:00	20:00	20:00	20:00	12:00	17:00	12:00	13:00	13:00	12:00	14:00	17:00	17:00	15:00	20:00	17:00
	100	56.4	44.8	11.2	1	2	2	7	22	34	31	25	11	5	2	1

Pershore ATC, Rebecca Road

Direction: Westbound

11/04/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	52.5	-	0	0	0	0	0	0	0	0	0	1	0	0
01:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	43.7	38.8	4.8	0	0	0	0	0	1	1	2	0	0	0	0
06:00	3	33.8	30.8	2.9	0	0	0	0	1	2	0	0	0	0	0	0
07:00	36	47.7	41.4	6.1	0	0	0	0	0	7	7	11	10	0	1	0
08:00	51	45.2	38.2	6.8	0	0	0	3	4	7	12	19	6	0	0	0
09:00	46	42.3	35.4	6.6	0	0	0	5	4	9	17	9	2	0	0	0
10:00	54	41.5	34.3	6.9	0	0	0	4	11	18	9	7	5	0	0	0
11:00	62	41.6	34.8	6.5	0	1	0	0	10	23	19	5	3	0	1	0
12:00	37	41.8	34.5	7.0	0	0	2	2	4	8	14	6	1	0	0	0
13:00	38	45.6	37.8	7.5	0	0	1	1	1	9	15	5	4	1	1	0
14:00	53	40.9	33.8	6.9	0	1	1	2	10	15	14	9	1	0	0	0
15:00	55	42.9	35.4	7.3	0	1	0	1	8	16	18	9	1	0	0	1
16:00	42	45.3	36.9	8.1	0	0	1	3	3	9	12	7	5	2	0	0
17:00	44	49.2	41.5	7.4	0	0	0	0	3	6	9	12	8	5	1	0
18:00	45	48.1	41.5	6.4	0	0	0	0	0	10	8	11	13	3	0	0
19:00	30	48.4	39.3	8.7	0	0	0	0	2	8	8	8	2	0	0	2
20:00	8	45.2	38.1	6.8	0	0	0	0	0	3	3	1	0	1	0	0
21:00	7	42.8	38.9	3.8	0	0	0	0	0	1	3	3	0	0	0	0
22:00	9	44.9	36.9	7.7	0	0	0	0	3	0	2	3	1	0	0	0
23:00	4	41.7	35.0	6.5	0	0	0	0	1	1	1	1	0	0	0	0
Total																
2H(10-12)	116	41.5	34.6	6.7	0	1	0	4	21	41	28	12	8	0	1	0
2H(14-16)	108	42.0	34.6	7.1	0	2	1	3	18	31	32	18	2	0	0	1
12H(7-19)	563	44.6	36.9	7.4	0	3	5	21	58	137	154	110	59	11	4	1
24H(0-24)	631	44.8	37.0	7.5	0	3	5	22	65	153	173	128	62	13	4	3
AM Peak	11:00	07:00	00:00	10:00	00:00	11:00	00:00	09:00	10:00	11:00	11:00	08:00	07:00	00:00	07:00	00:00
	62	**47.7**	**52.5**	**6.9**	**0**	**1**	**0**	**5**	**11**	**23**	**19**	**19**	**10**	**1**	**1**	**0**
PM Peak	15:00	17:00	18:00	19:00	12:00	14:00	12:00	16:00	14:00	15:00	15:00	17:00	18:00	17:00	13:00	19:00
	55	**49.2**	**41.5**	**8.7**	**0**	**1**	**2**	**3**	**10**	**16**	**18**	**12**	**13**	**5**	**1**	**2**

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	57.5	-	0	0	0	0	0	0	0	0	0	0	1	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	48.0	35.5	12.0	0	0	0	1	1	1	0	1	0	1	0	0
06:00	13	54.0	41.7	11.9	0	0	0	0	2	3	3	0	0	2	3	0
07:00	29	50.1	41.6	8.1	0	0	0	0	3	4	4	7	7	3	1	0
08:00	45	46.8	39.7	6.9	0	0	0	0	4	6	15	9	9	1	1	0
09:00	39	46.8	38.0	8.5	0	0	0	1	8	6	7	9	5	2	1	0
10:00	39	43.7	35.6	7.8	0	0	1	4	2	10	11	9	1	0	1	0
11:00	46	42.5	34.1	8.1	0	1	0	2	13	11	9	4	5	1	0	0
12:00	45	45.1	36.3	8.5	0	1	0	3	5	11	9	10	5	0	1	0
13:00	60	42.8	35.6	7.0	0	1	0	1	7	19	22	5	3	1	1	0
14:00	54	45.0	36.9	7.8	0	1	0	1	8	11	14	13	4	1	1	0
15:00	58	44.8	37.5	7.1	0	0	0	1	8	14	13	13	7	2	0	0
16:00	52	45.3	36.7	8.3	0	1	0	2	5	16	11	9	5	2	1	0
17:00	44	48.0	40.5	7.3	0	0	0	0	3	8	10	11	8	3	1	0
18:00	35	46.4	40.1	6.1	0	0	0	0	1	6	11	11	3	3	0	0
19:00	31	44.1	35.7	8.1	0	1	0	1	5	7	7	6	4	0	0	0
20:00	17	50.1	42.1	7.7	0	0	0	0	0	2	5	7	1	1	0	1
21:00	7	38.7	34.6	3.9	0	0	0	0	1	2	4	0	0	0	0	0
22:00	4	57.5	40.6	16.3	0	0	0	0	0	3	0	0	0	0	0	1
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	85	43.0	34.8	8.0	0	1	1	6	15	21	20	13	6	1	1	0
2H(14-16)	112	44.9	37.2	7.4	0	1	0	2	16	25	27	26	11	3	1	0
12H(7-19)	546	45.6	37.5	7.8	0	5	1	15	67	122	136	110	62	19	9	0
24H(0-24)	625	46.0	37.6	8.1	0	6	1	17	76	140	155	124	68	23	13	2
AM Peak	11:00	06:00	00:00	05:00	00:00	11:00	10:00	10:00	11:00	11:00	08:00	08:00	08:00	07:00	06:00	00:00
	46	54.0	57.5	12.0	0	1	1	4	13	11	15	9	9	3	3	0
PM Peak	13:00	22:00	20:00	22:00	12:00	12:00	12:00	12:00	14:00	13:00	13:00	14:00	17:00	17:00	12:00	20:00
	60	57.5	42.1	16.3	0	1	0	3	8	19	22	13	8	3	1	1

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	58.7	55.0	3.5	0	0	0	0	0	0	0	0	0	1	1	0
01:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	9	46.4	36.9	9.2	0	0	0	1	1	2	1	3	0	1	0	0
06:00	16	51.7	39.7	11.5	0	0	0	0	3	5	3	0	0	2	3	0
07:00	65	48.8	41.5	7.0	0	0	0	0	3	11	11	18	17	3	2	0
08:00	96	46.0	38.9	6.8	0	0	0	3	8	13	27	28	15	1	1	0
09:00	85	44.5	36.6	7.6	0	0	0	6	12	15	24	18	7	2	1	0
10:00	93	42.4	34.8	7.3	0	0	1	8	13	28	20	16	6	0	1	0
11:00	108	42.0	34.5	7.2	0	2	0	2	23	34	28	9	8	1	1	0
12:00	82	43.6	35.5	7.9	0	1	2	5	9	19	23	16	6	0	1	0
13:00	98	43.9	36.4	7.2	0	1	1	2	8	28	37	10	7	2	2	0
14:00	107	43.1	35.4	7.5	0	2	1	3	18	26	28	22	5	1	1	0
15:00	113	44.0	36.5	7.2	0	1	0	2	16	30	31	22	8	2	0	1
16:00	94	45.3	36.8	8.2	0	1	1	5	8	25	23	16	10	4	1	0
17:00	88	48.6	41.0	7.3	0	0	0	0	6	14	19	23	16	8	2	0
18:00	80	47.4	40.9	6.3	0	0	0	0	1	16	19	22	16	6	0	0
19:00	61	46.4	37.5	8.6	0	1	0	1	7	15	15	14	6	0	0	2
20:00	25	48.6	40.8	7.5	0	0	0	0	0	5	8	8	1	2	0	1
21:00	14	41.3	36.8	4.3	0	0	0	0	1	3	7	3	0	0	0	0
22:00	13	48.9	38.1	10.4	0	0	0	0	3	3	2	3	1	0	0	1
23:00	4	41.7	35.0	6.5	0	0	0	0	1	1	1	1	0	0	0	0
Total																
2H(10-12)	201	42.2	34.7	7.2	0	2	1	10	36	62	48	25	14	1	2	0
2H(14-16)	220	43.6	35.9	7.4	0	3	1	5	34	56	59	44	13	3	1	1
12H(7-19)	1109	45.1	37.2	7.6	0	8	6	36	125	259	290	220	121	30	13	1
24H(0-24)	1256	45.4	37.3	7.8	0	9	6	39	141	293	328	252	130	36	17	5
AM Peak	11:00	00:00	00:00	06:00	00:00	11:00	10:00	10:00	11:00	11:00	11:00	08:00	07:00	07:00	06:00	00:00
	108	58.7	55.0	11.5	0	2	1	8	23	34	28	28	17	3	3	0
PM Peak	15:00	22:00	17:00	22:00	12:00	14:00	12:00	12:00	14:00	15:00	13:00	17:00	17:00	17:00	13:00	19:00
	113	48.9	41.0	10.4	0	2	2	5	18	30	37	23	16	8	2	2

Pershore ATC, Rebecca Road

Direction: Westbound

12/04/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	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
03:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
06:00	5	45.0	36.5	8.2	0	0	0	0	2	0	0	3	0	0	0	0
07:00	24	46.8	39.2	7.3	0	0	0	0	2	6	5	6	4	0	1	0
08:00	47	42.3	35.7	6.4	0	0	1	0	6	13	20	4	2	0	1	0
09:00	67	40.7	35.5	5.0	0	0	0	0	8	25	23	8	3	0	0	0
10:00	58	41.1	34.9	5.9	0	0	0	3	7	20	18	8	1	1	0	0
11:00	73	41.5	34.9	6.4	0	1	2	1	4	28	27	8	1	0	1	0
12:00	67	43.5	37.1	6.2	0	0	0	2	3	18	28	13	0	1	2	0
13:00	57	42.1	35.3	6.5	0	0	1	3	7	14	19	10	3	0	0	0
14:00	60	42.6	36.4	6.0	0	0	0	1	6	20	16	13	3	1	0	0
15:00	55	44.2	36.7	7.2	0	1	0	1	6	14	16	10	6	1	0	0
16:00	62	44.5	37.5	6.7	0	0	0	1	7	13	23	9	6	3	0	0
17:00	40	46.7	39.3	7.2	0	0	1	0	3	6	9	14	5	2	0	0
18:00	42	47.1	39.2	7.6	0	0	0	1	2	10	12	8	6	1	2	0
19:00	27	47.7	37.4	9.9	0	1	0	0	2	10	5	5	2	0	1	1
20:00	15	42.9	38.2	4.6	0	0	0	0	0	4	6	4	1	0	0	0
21:00	6	40.1	35.8	4.1	0	0	0	0	0	3	2	1	0	0	0	0
22:00	7	41.2	34.6	6.4	0	0	0	0	2	2	1	2	0	0	0	0
23:00	7	46.2	39.6	6.4	0	0	0	0	0	2	2	1	2	0	0	0
Total																
2H(10-12)	131	41.3	34.9	6.2	0	1	2	4	11	48	45	16	2	1	1	0
2H(14-16)	115	43.4	36.5	6.6	0	1	0	2	12	34	32	23	9	2	0	0
12H(7-19)	652	43.3	36.5	6.6	0	2	5	13	61	187	216	111	40	10	7	0
24H(0-24)	722	43.5	36.6	6.7	0	3	5	13	67	210	233	127	45	10	8	1
AM Peak	11:00	07:00	07:00	06:00	00:00	11:00	11:00	10:00	09:00	11:00	11:00	09:00	07:00	10:00	07:00	00:00
	73	**46.8**	**39.2**	**8.2**	**0**	**1**	**2**	**3**	**8**	**28**	**27**	**8**	**4**	**1**	**1**	**0**
PM Peak	12:00	19:00	23:00	19:00	12:00	15:00	13:00	13:00	13:00	14:00	12:00	17:00	15:00	16:00	12:00	19:00
	67	**47.7**	**39.6**	**9.9**	**0**	**1**	**1**	**3**	**7**	**20**	**28**	**14**	**6**	**3**	**2**	**1**

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	5	50.7	42.5	7.9	0	0	0	0	0	1	1	1	1	1	0	0
01:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	48.9	36.8	11.7	0	0	0	2	0	1	1	1	1	1	0	0
06:00	7	59.6	46.4	12.7	0	0	0	0	1	1	0	0	2	2	0	1
07:00	31	48.6	42.0	6.4	0	0	0	0	1	4	6	8	10	2	0	0
08:00	69	46.2	38.4	7.4	0	0	0	1	6	18	19	11	7	7	0	0
09:00	57	43.5	35.3	7.9	0	0	1	3	11	12	18	6	3	2	1	0
10:00	53	42.1	33.9	7.9	0	1	2	2	13	8	15	9	3	0	0	0
11:00	43	41.3	35.8	5.3	0	0	0	1	6	9	19	7	1	0	0	0
12:00	62	44.3	36.9	7.2	0	1	0	2	5	14	22	11	6	0	1	0
13:00	56	44.2	37.6	6.4	0	0	0	1	1	20	20	5	6	3	0	0
14:00	59	44.3	36.5	7.6	0	0	0	4	6	16	16	10	4	2	1	0
15:00	67	46.5	38.5	7.8	0	0	0	0	8	13	21	19	1	2	1	2
16:00	72	46.0	37.6	8.1	0	1	0	4	7	12	19	18	9	0	2	0
17:00	53	47.2	39.0	7.9	0	0	0	1	5	13	10	13	5	5	1	0
18:00	37	48.2	38.7	9.2	0	0	1	2	3	7	5	11	4	3	1	0
19:00	21	52.8	38.8	13.5	0	2	0	0	2	5	3	2	2	3	1	1
20:00	11	44.5	38.4	5.8	0	0	0	0	1	2	3	4	1	0	0	0
21:00	10	48.7	41.0	7.5	0	0	0	0	1	1	2	3	2	1	0	0
22:00	3	51.2	37.5	13.2	0	0	0	0	1	1	0	0	0	1	0	0
23:00	1	-	52.5	-	0	0	0	0	0	0	0	0	0	1	0	0
Total 2H(10-12)	96	41.9	34.7	6.9	0	1	2	3	19	17	34	16	4	0	0	0
2H(14-16)	126	45.5	37.5	7.7	0	0	0	4	14	29	37	29	5	4	2	2
12H(7-19)	659	45.3	37.4	7.7	0	3	4	21	72	146	190	128	59	26	8	2
24H(0-24)	726	45.9	37.6	8.0	0	5	4	24	78	159	200	139	68	36	9	4
AM Peak	08:00	06:00	06:00	06:00	00:00	10:00	10:00	09:00	10:00	08:00	08:00	08:00	07:00	08:00	09:00	06:00
	69	59.6	46.4	12.7	0	1	2	3	13	18	19	11	10	7	1	1
PM Peak	16:00	19:00	23:00	19:00	12:00	19:00	18:00	14:00	15:00	13:00	12:00	15:00	16:00	17:00	16:00	15:00
	72	52.8	52.5	13.5	0	2	1	4	8	20	22	19	9	5	2	2

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	5	50.7	42.5	7.9	0	0	0	0	0	1	1	1	1	1	0	0
01:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	9	47.0	36.4	10.2	0	0	0	2	0	2	2	1	1	1	0	0
06:00	12	54.5	42.3	11.8	0	0	0	0	3	1	0	3	2	2	0	1
07:00	55	47.9	40.8	6.9	0	0	0	0	3	10	11	14	14	2	1	0
08:00	116	44.7	37.3	7.1	0	0	1	1	12	31	39	15	9	7	1	0
09:00	124	42.1	35.4	6.5	0	0	1	3	19	37	41	14	6	2	1	0
10:00	111	41.6	34.4	6.9	0	1	2	5	20	28	33	17	4	1	0	0
11:00	116	41.5	35.2	6.0	0	1	2	2	10	37	46	15	2	0	1	0
12:00	129	43.9	37.0	6.7	0	1	0	4	8	32	50	24	6	1	3	0
13:00	113	43.2	36.4	6.5	0	0	1	4	8	34	39	15	9	3	0	0
14:00	119	43.5	36.4	6.8	0	0	0	5	12	36	32	23	7	3	1	0
15:00	122	45.5	37.7	7.6	0	1	0	1	14	27	37	29	7	3	1	2
16:00	134	45.3	37.5	7.5	0	1	0	5	14	25	42	27	15	3	2	0
17:00	93	47.0	39.1	7.6	0	0	1	1	8	19	19	27	10	7	1	0
18:00	79	47.6	39.0	8.3	0	0	1	3	5	17	17	19	10	4	3	0
19:00	48	49.9	38.0	11.5	0	3	0	0	4	15	8	7	4	3	2	2
20:00	26	43.5	38.3	5.0	0	0	0	0	1	6	9	8	2	0	0	0
21:00	16	46.1	39.1	6.8	0	0	0	0	1	4	4	4	2	1	0	0
22:00	10	44.0	35.5	8.2	0	0	0	0	3	3	1	2	0	1	0	0
23:00	8	49.0	41.3	7.4	0	0	0	0	0	2	2	1	2	1	0	0
Total																
2H(10-12)	227	41.5	34.8	6.5	0	2	4	7	30	65	79	32	6	1	1	0
2H(14-16)	241	44.5	37.1	7.2	0	1	0	6	26	63	69	52	14	6	2	2
12H(7-19)	1311	44.4	36.9	7.2	0	5	9	34	133	333	406	239	99	36	15	2
24H(0-24)	1448	44.8	37.1	7.4	0	8	9	37	145	369	433	266	113	46	17	5
AM Peak	09:00	06:00	00:00	06:00	00:00	10:00	10:00	10:00	10:00	09:00	11:00	10:00	07:00	08:00	07:00	06:00
	124	54.5	42.5	11.8	0	1	2	5	20	37	46	17	14	7	1	1
PM Peak	16:00	19:00	23:00	19:00	12:00	19:00	13:00	14:00	15:00	14:00	12:00	15:00	16:00	17:00	12:00	15:00
	134	49.9	41.3	11.5	0	3	1	5	14	36	50	29	15	7	3	2

Pershore ATC, Rebecca Road

Direction: Westbound

13/04/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	37.5	37.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
01:00	0	-	-	-	0	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
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	6	43.6	36.7	6.6	0	0	0	0	0	4	0	1	1	0	0	0
07:00	11	45.0	34.3	10.3	0	1	0	1	0	3	4	1	0	1	0	0
08:00	16	43.9	36.6	7.1	0	0	0	0	4	2	5	4	0	1	0	0
09:00	38	41.3	35.0	6.1	0	0	0	1	7	12	11	4	3	0	0	0
10:00	62	41.4	35.9	5.3	0	0	0	1	7	18	23	12	0	1	0	0
11:00	73	41.9	36.3	5.4	0	0	0	0	6	27	24	11	4	1	0	0
12:00	76	40.2	34.8	5.2	0	1	0	0	8	31	27	7	2	0	0	0
13:00	75	40.6	35.2	5.2	0	0	0	0	12	26	24	10	3	0	0	0
14:00	48	43.2	35.7	7.3	0	1	1	1	5	12	14	11	3	0	0	0
15:00	35	42.8	35.5	7.1	0	0	0	3	3	12	8	6	2	1	0	0
16:00	35	41.3	34.6	6.4	0	1	0	0	6	9	15	2	2	0	0	0
17:00	28	40.6	35.9	4.5	0	0	0	1	1	8	14	4	0	0	0	0
18:00	26	45.8	37.4	8.1	0	0	0	1	2	7	9	4	2	0	0	1
19:00	16	43.4	34.4	8.7	0	0	0	2	4	4	1	2	3	0	0	0
20:00	3	33.8	30.8	2.9	0	0	0	0	1	2	0	0	0	0	0	0
21:00	4	47.6	38.8	8.5	0	0	0	0	1	0	1	1	1	0	0	0
22:00	9	40.6	34.7	5.7	0	0	0	0	2	3	2	2	0	0	0	0
23:00	5	39.1	34.5	4.5	0	0	0	0	1	1	3	0	0	0	0	0
Total																
2H(10-12)	135	41.7	36.1	5.3	0	0	0	1	13	45	47	23	4	2	0	0
2H(14-16)	83	43.0	35.6	7.1	0	1	1	4	8	24	22	17	5	1	0	0
12H(7-19)	523	41.8	35.6	6.1	0	4	1	9	61	167	178	76	21	5	0	1
24H(0-24)	570	41.9	35.5	6.1	0	4	1	12	70	182	187	82	26	5	0	1
AM Peak	11:00	07:00	00:00	07:00	00:00	07:00	00:00	03:00	09:00	11:00	11:00	10:00	11:00	07:00	00:00	00:00
	73	45.0	37.5	10.3	0	1	0	1	7	27	24	12	4	1	0	0
PM Peak	12:00	21:00	21:00	19:00	12:00	12:00	14:00	15:00	13:00	12:00	12:00	14:00	13:00	15:00	12:00	18:00
	76	47.6	38.8	8.7	0	1	1	3	12	31	27	11	3	1	0	1

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	47.0	37.5	9.1	0	0	0	0	1	1	0	1	1	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	57.2	42.5	14.1	0	0	0	0	0	1	0	0	0	1	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	4	58.7	47.5	10.8	0	0	0	0	0	1	0	0	1	1	1	0
06:00	2	51.0	40.0	10.6	0	0	0	0	0	1	0	0	1	0	0	0
07:00	10	44.1	36.5	7.4	0	0	0	0	2	3	2	1	2	0	0	0
08:00	21	47.5	37.5	9.6	0	1	0	0	2	7	2	4	3	2	0	0
09:00	38	50.2	40.3	9.5	0	0	1	1	3	4	11	5	9	2	1	1
10:00	42	43.3	35.0	8.0	0	1	0	3	7	9	11	6	5	0	0	0
11:00	46	45.5	38.3	7.0	0	0	0	0	6	10	10	14	4	1	1	0
12:00	58	43.4	36.7	6.4	0	0	0	2	7	13	17	15	3	1	0	0
13:00	46	41.5	35.7	5.6	0	0	0	0	4	20	16	3	2	0	1	0
14:00	61	42.0	35.7	6.1	0	1	0	1	6	18	22	10	3	0	0	0
15:00	51	43.0	34.0	8.7	1	2	0	3	6	15	12	9	2	1	0	0
16:00	68	43.9	36.0	7.6	0	2	1	0	10	13	24	11	6	1	0	0
17:00	41	45.3	38.8	6.2	0	0	0	0	3	8	13	11	4	2	0	0
18:00	29	51.2	40.9	10.0	0	0	1	0	3	4	5	6	5	4	0	1
19:00	21	47.4	38.0	9.1	0	0	1	1	1	5	3	6	2	2	0	0
20:00	10	50.5	41.0	9.1	0	0	0	0	2	1	1	1	4	1	0	0
21:00	7	49.6	38.2	11.0	0	0	0	0	2	1	2	0	1	0	1	0
22:00	6	36.8	31.7	4.9	0	0	0	1	0	4	1	0	0	0	0	0
23:00	2	42.5	42.5	0.0	0	0	0	0	0	0	0	2	0	0	0	0
Total																
2H(10-12)	88	44.6	36.7	7.6	0	1	0	3	13	19	21	20	9	1	1	0
2H(14-16)	112	42.6	34.9	7.4	1	3	0	4	12	33	34	19	5	1	0	0
12H(7-19)	511	44.8	36.8	7.7	1	7	3	10	59	124	145	95	48	14	3	2
24H(0-24)	570	45.2	37.0	7.9	1	7	4	12	65	140	152	105	58	19	5	2
AM Peak	11:00	05:00	05:00	02:00	00:00	08:00	09:00	10:00	10:00	11:00	09:00	11:00	09:00	08:00	05:00	09:00
	46	58.7	47.5	14.1	0	1	1	3	7	10	11	14	9	2	1	1
PM Peak	16:00	18:00	23:00	21:00	15:00	15:00	16:00	15:00	16:00	13:00	16:00	12:00	16:00	18:00	13:00	18:00
	68	51.2	42.5	11.0	1	2	1	3	10	20	24	15	6	4	1	1

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	6	44.8	37.5	7.1	0	0	0	0	1	1	2	1	1	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	57.2	42.5	14.1	0	0	0	0	0	1	0	0	0	1	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
05:00	4	58.7	47.5	10.8	0	0	0	0	0	1	0	0	1	1	1	0
06:00	8	44.8	37.5	7.1	0	0	0	0	0	5	0	1	2	0	0	0
07:00	21	44.6	35.4	8.9	0	1	0	1	2	6	6	2	2	1	0	0
08:00	37	45.9	37.1	8.5	0	1	0	0	6	9	7	8	3	3	0	0
09:00	76	46.4	37.7	8.4	0	0	1	2	10	16	22	9	12	2	1	1
10:00	104	42.3	35.5	6.5	0	1	0	4	14	27	34	18	5	1	0	0
11:00	119	43.4	37.1	6.1	0	0	0	0	12	37	34	25	8	2	1	0
12:00	134	41.7	35.6	5.8	0	1	0	2	15	44	44	22	5	1	0	0
13:00	121	40.9	35.4	5.4	0	0	0	0	16	46	40	13	5	0	1	0
14:00	109	42.6	35.7	6.6	0	2	1	2	11	30	36	21	6	0	0	0
15:00	86	43.0	34.6	8.1	1	2	0	6	9	27	20	15	4	2	0	0
16:00	103	43.0	35.5	7.3	0	3	1	0	16	22	39	13	8	1	0	0
17:00	69	43.6	37.6	5.8	0	0	0	1	4	16	27	15	4	2	0	0
18:00	55	48.8	39.2	9.2	0	0	1	1	5	11	14	10	7	4	0	2
19:00	37	45.7	36.4	9.0	0	0	1	3	5	9	4	8	5	2	0	0
20:00	13	48.2	38.7	9.2	0	0	0	0	3	3	1	1	4	1	0	0
21:00	11	48.5	38.4	9.7	0	0	0	0	3	1	3	1	2	0	1	0
22:00	15	39.1	33.5	5.4	0	0	0	1	2	7	3	2	0	0	0	0
23:00	7	42.3	36.8	5.3	0	0	0	0	1	1	3	2	0	0	0	0
Total																
2H(10-12)	223	42.9	36.4	6.3	0	1	0	4	26	64	68	43	13	3	1	0
2H(14-16)	195	42.8	35.2	7.3	1	4	1	8	20	57	56	36	10	2	0	0
12H(7-19)	1034	43.4	36.2	7.0	1	11	4	19	120	291	323	171	69	19	3	3
24H(0-24)	1140	43.6	36.3	7.1	1	11	5	24	135	322	339	187	84	24	5	3
AM Peak	11:00	05:00	05:00	02:00	00:00	07:00	09:00	10:00	10:00	11:00	10:00	11:00	09:00	08:00	05:00	09:00
	119	58.7	47.5	14.1	0	1	1	4	14	37	34	25	12	3	1	1
PM Peak	12:00	18:00	18:00	21:00	15:00	16:00	14:00	15:00	13:00	13:00	12:00	12:00	16:00	18:00	13:00	18:00
	134	48.8	39.2	9.7	1	3	1	6	16	46	44	22	8	4	1	2

Pershore ATC, Rebecca Road

Direction: Westbound

14/04/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	37.5	37.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
01:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
06:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	2	43.7	40.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
08:00	13	41.5	34.0	7.2	0	0	1	0	3	1	6	2	0	0	0	0
09:00	60	44.1	36.5	7.3	0	0	1	1	6	18	18	10	5	0	0	1
10:00	85	43.1	35.5	7.3	0	3	2	1	6	20	33	16	4	0	0	0
11:00	93	42.1	35.7	6.2	0	0	1	2	11	32	24	17	5	1	0	0
12:00	65	41.4	35.5	5.6	0	1	0	0	7	20	26	10	0	1	0	0
13:00	63	40.5	34.4	5.9	0	0	2	1	9	19	25	6	0	1	0	0
14:00	61	43.1	36.3	6.6	0	0	0	3	4	20	20	9	2	3	0	0
15:00	46	41.6	35.4	5.9	0	0	1	0	7	13	14	10	1	0	0	0
16:00	41	47.5	36.9	10.2	0	1	1	0	6	11	10	6	2	2	0	2
17:00	23	40.8	36.0	4.6	0	0	0	0	2	8	8	5	0	0	0	0
18:00	17	43.5	35.7	7.5	0	0	0	1	2	6	4	2	1	1	0	0
19:00	11	46.9	39.8	6.8	0	0	0	0	1	1	4	3	1	1	0	0
20:00	7	44.8	37.5	7.1	0	0	0	0	2	0	1	4	0	0	0	0
21:00	7	41.2	35.4	5.7	0	0	0	0	1	3	1	2	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2	44.8	37.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
Total																
2H(10-12)	178	42.6	35.6	6.7	0	3	3	3	17	52	57	33	9	1	0	0
2H(14-16)	107	42.4	35.9	6.3	0	0	1	3	11	33	34	19	3	3	0	0
12H(7-19)	569	42.7	35.7	6.8	0	5	9	9	63	168	189	94	20	9	0	3
24H(0-24)	602	42.8	35.8	6.8	0	5	9	9	67	175	197	106	21	10	0	3
AM Peak	11:00	09:00	01:00	10:00	00:00	10:00	10:00	11:00	11:00	11:00	10:00	11:00	09:00	11:00	00:00	09:00
	93	**44.1**	**42.5**	**7.3**	**0**	**3**	**2**	**2**	**11**	**32**	**33**	**17**	**5**	**1**	**0**	**1**
PM Peak	12:00	16:00	19:00	16:00	12:00	12:00	13:00	14:00	13:00	12:00	12:00	12:00	14:00	14:00	12:00	16:00
	65	**47.5**	**39.8**	**10.2**	**0**	**1**	**2**	**3**	**9**	**20**	**26**	**10**	**2**	**3**	**0**	**2**

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	52.2	37.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
01:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	4	48.7	35.0	13.2	0	0	0	1	1	0	1	0	0	1	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
07:00	8	43.4	36.3	6.9	0	0	0	0	0	5	2	0	0	1	0	0
08:00	11	47.2	38.9	8.1	0	0	0	0	1	4	1	2	2	1	0	0
09:00	29	46.8	34.2	12.2	1	3	1	0	4	4	4	7	4	1	0	0
10:00	48	44.1	35.2	8.6	0	3	1	0	4	13	13	12	0	2	0	0
11:00	53	43.5	35.7	7.5	0	1	2	1	4	12	20	11	1	0	1	0
12:00	65	41.4	35.3	5.8	0	0	0	2	7	25	18	10	2	1	0	0
13:00	60	43.9	37.8	5.9	0	0	0	1	4	12	23	15	3	2	0	0
14:00	64	44.0	36.9	6.9	0	0	0	2	7	19	15	13	6	2	0	0
15:00	57	42.9	35.9	6.8	0	1	1	0	5	16	23	6	4	1	0	0
16:00	57	42.1	35.2	6.6	0	0	0	1	13	17	11	11	3	1	0	0
17:00	30	47.2	38.8	8.1	0	0	0	0	3	8	7	7	3	1	0	1
18:00	20	45.2	36.0	8.9	0	1	0	2	0	4	7	3	3	0	0	0
19:00	11	45.5	38.9	6.4	0	0	0	0	1	2	3	3	2	0	0	0
20:00	5	44.8	37.5	7.1	0	0	0	0	1	0	3	0	1	0	0	0
21:00	3	41.8	35.8	5.8	0	0	0	0	0	2	0	1	0	0	0	0
22:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
23:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Total																
2H(10-12)	101	43.8	35.5	8.0	0	4	3	1	8	25	33	23	1	2	1	0
2H(14-16)	121	43.5	36.4	6.8	0	1	1	2	12	35	38	19	10	3	0	0
12H(7-19)	502	43.9	36.2	7.5	1	9	5	9	52	139	144	97	31	13	1	1
24H(0-24)	532	44.0	36.2	7.5	1	9	5	10	56	145	152	103	35	14	1	1
AM Peak	11:00	00:00	01:00	00:00	09:00	09:00	11:00	02:00	09:00	10:00	11:00	10:00	09:00	10:00	11:00	00:00
	53	52.2	42.5	14.1	1	3	2	1	4	13	20	12	4	2	1	0
PM Peak	12:00	17:00	19:00	18:00	12:00	15:00	15:00	12:00	16:00	12:00	13:00	13:00	14:00	13:00	12:00	17:00
	65	47.2	38.9	8.9	0	1	1	2	13	25	23	15	6	2	0	1

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	46.0	37.5	8.2	0	0	0	0	1	0	2	0	1	0	0	0
01:00	2	42.5	42.5	0.0	0	0	0	0	0	0	0	2	0	0	0	0
02:00	5	46.4	34.5	11.5	0	0	0	1	1	1	1	0	0	1	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
06:00	2	44.8	37.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
07:00	10	43.7	37.0	6.4	0	0	0	0	0	5	3	1	0	1	0	0
08:00	24	44.4	36.3	7.8	0	0	1	0	4	5	7	4	2	1	0	0
09:00	89	45.3	35.8	9.1	1	3	2	1	10	22	22	17	9	1	0	1
10:00	133	43.4	35.4	7.8	0	6	3	1	10	33	46	28	4	2	0	0
11:00	146	42.6	35.7	6.7	0	1	3	3	15	44	44	28	6	1	1	0
12:00	130	41.3	35.4	5.7	0	1	0	2	14	45	44	20	2	2	0	0
13:00	123	42.4	36.1	6.1	0	0	2	2	13	31	48	21	3	3	0	0
14:00	125	43.5	36.6	6.7	0	0	0	5	11	39	35	22	8	5	0	0
15:00	103	42.3	35.7	6.4	0	1	2	0	12	29	37	16	5	1	0	0
16:00	98	44.5	35.9	8.3	0	1	1	1	19	28	21	17	5	3	0	2
17:00	53	44.7	37.5	6.9	0	0	0	0	5	16	15	12	3	1	0	1
18:00	37	44.3	35.9	8.2	0	1	0	3	2	10	11	5	4	1	0	0
19:00	22	46.0	39.3	6.5	0	0	0	0	2	3	7	6	3	1	0	0
20:00	12	44.5	37.5	6.7	0	0	0	0	3	0	4	4	1	0	0	0
21:00	10	41.1	35.5	5.4	0	0	0	0	1	5	1	3	0	0	0	0
22:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
23:00	3	41.8	35.8	5.8	0	0	0	0	0	2	0	1	0	0	0	0
Total																
2H(10-12)	279	43.0	35.5	7.2	0	7	6	4	25	77	90	56	10	3	1	0
2H(14-16)	228	43.0	36.2	6.6	0	1	2	5	23	68	72	38	13	6	0	0
12H(7-19)	1071	43.3	35.9	7.1	1	14	14	18	115	307	333	191	51	22	1	4
24H(0-24)	1134	43.4	36.0	7.1	1	14	14	19	123	320	349	209	56	24	1	4
AM Peak	11:00	02:00	01:00	02:00	09:00	10:00	10:00	11:00	11:00	11:00	10:00	10:00	09:00	10:00	11:00	09:00
	146	46.4	42.5	11.5	1	6	3	3	15	44	46	28	9	2	1	1
PM Peak	12:00	19:00	19:00	16:00	12:00	12:00	13:00	14:00	16:00	12:00	13:00	14:00	14:00	14:00	12:00	16:00
	130	46.0	39.3	8.3	0	1	2	5	19	45	48	22	8	5	0	2

Pershore ATC, Rebecca Road

Direction: Westbound

15/04/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	37.5	37.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
01:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
05:00	4	44.8	37.5	7.1	0	0	0	0	1	0	1	2	0	0	0	0
06:00	6	42.9	35.0	7.6	0	0	0	1	0	2	1	2	0	0	0	0
07:00	32	47.3	38.0	9.0	0	0	0	2	5	5	8	4	5	2	1	0
08:00	72	40.1	35.1	4.9	0	0	1	0	8	25	29	8	1	0	0	0
09:00	67	41.8	35.8	5.8	0	0	0	2	6	23	23	10	1	2	0	0
10:00	56	40.5	34.8	5.5	0	0	0	2	8	18	20	6	2	0	0	0
11:00	45	41.3	34.6	6.4	0	0	0	2	10	11	14	6	1	1	0	0
12:00	50	43.5	35.9	7.3	0	1	1	0	6	13	17	7	4	1	0	0
13:00	32	41.0	35.5	5.4	0	0	0	1	4	8	14	4	1	0	0	0
14:00	55	39.4	33.4	5.8	1	0	0	0	11	23	15	4	1	0	0	0
15:00	49	43.0	36.1	6.7	0	0	0	1	7	17	11	7	5	1	0	0
16:00	59	42.4	36.8	5.4	0	0	0	0	6	17	18	15	3	0	0	0
17:00	49	47.4	40.1	7.1	0	0	0	0	4	7	16	8	11	2	1	0
18:00	31	44.2	38.3	5.6	0	0	0	0	4	3	10	12	2	0	0	0
19:00	29	42.1	34.7	7.1	0	0	0	2	6	8	6	4	3	0	0	0
20:00	10	45.3	37.0	8.0	0	0	0	1	1	1	4	1	2	0	0	0
21:00	13	42.1	35.6	6.3	0	0	0	0	3	3	4	2	1	0	0	0
22:00	5	56.0	42.0	13.5	0	0	0	0	0	2	1	1	0	0	0	1
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	101	40.8	34.7	5.9	0	0	0	4	18	29	34	12	3	1	0	0
2H(14-16)	104	41.3	34.7	6.4	1	0	0	1	18	40	26	11	6	1	0	0
12H(7-19)	597	42.6	36.0	6.4	1	1	2	10	79	170	195	91	37	9	2	0
24H(0-24)	670	42.7	36.0	6.5	1	1	2	14	91	187	216	103	43	9	2	1
AM Peak	08:00	07:00	07:00	07:00	00:00	00:00	08:00	07:00	11:00	08:00	08:00	09:00	07:00	07:00	07:00	00:00
	72	**47.3**	**38.0**	**9.0**	**0**	**0**	**1**	**2**	**10**	**25**	**29**	**10**	**5**	**2**	**1**	**0**
PM Peak	16:00	22:00	22:00	22:00	14:00	12:00	12:00	19:00	14:00	14:00	16:00	16:00	17:00	17:00	17:00	22:00
	59	**56.0**	**42.0**	**13.5**	**1**	**1**	**1**	**2**	**11**	**23**	**18**	**15**	**11**	**2**	**1**	**1**

Paul Castle Associates

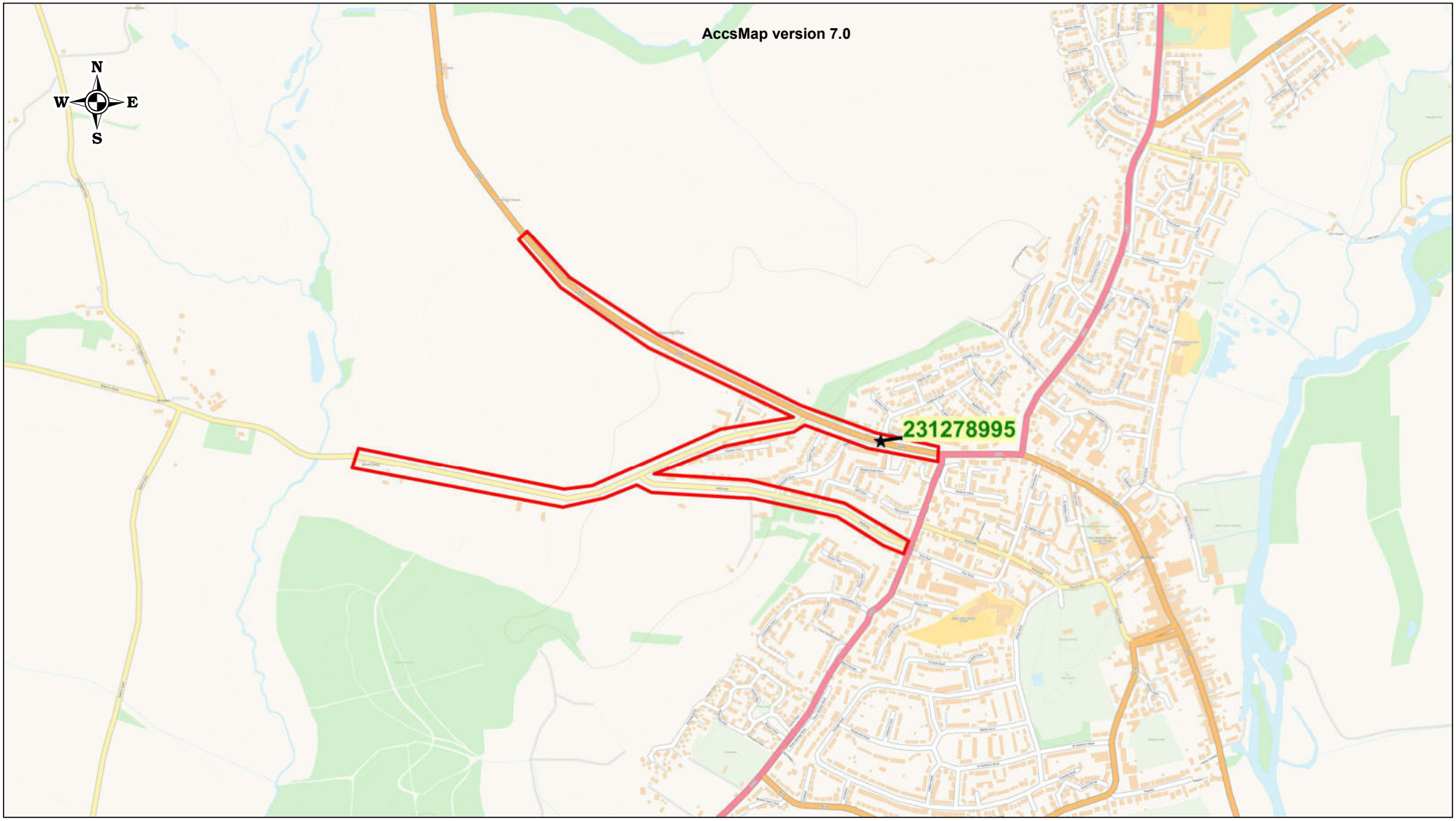
Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	2	44.8	37.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
05:00	5	50.9	38.5	11.9	0	0	0	0	1	2	0	1	0	0	1	0
06:00	22	49.4	39.1	9.9	0	0	0	1	2	7	3	3	2	2	2	0
07:00	31	46.7	39.4	7.0	0	0	0	1	2	6	5	9	8	0	0	0
08:00	49	43.6	37.8	5.6	0	0	0	0	5	8	20	12	3	1	0	0
09:00	58	46.4	38.9	7.2	0	0	0	1	4	11	17	17	6	0	1	1
10:00	40	42.9	36.3	6.4	0	0	1	0	3	14	12	7	2	1	0	0
11:00	43	42.6	36.5	5.9	0	0	0	0	5	14	14	6	3	1	0	0
12:00	42	43.9	36.0	7.6	1	0	0	0	7	10	12	7	5	0	0	0
13:00	50	42.9	36.4	6.3	0	1	0	1	1	17	18	8	4	0	0	0
14:00	48	41.6	34.5	6.8	0	0	0	1	9	20	11	5	1	0	0	1
15:00	58	46.1	38.4	7.4	0	0	1	2	3	11	15	18	4	4	0	0
16:00	45	45.2	38.7	6.2	0	0	0	0	4	9	12	13	6	1	0	0
17:00	38	48.1	41.1	6.8	0	0	0	0	0	8	11	9	4	6	0	0
18:00	20	43.6	37.5	5.8	0	0	0	0	3	3	6	7	1	0	0	0
19:00	25	44.7	37.3	7.1	0	0	0	0	4	6	6	7	1	0	1	0
20:00	14	50.6	42.9	7.5	0	0	0	0	0	2	4	3	1	4	0	0
21:00	8	46.0	35.6	10.0	0	0	0	1	2	1	1	2	0	1	0	0
22:00	4	59.5	47.5	11.5	0	0	0	0	0	0	2	0	0	0	2	0
23:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Total																
2H(10-12)	83	42.7	36.4	6.1	0	0	1	0	8	28	26	13	5	2	0	0
2H(14-16)	106	44.3	36.7	7.4	0	0	1	3	12	31	26	23	5	4	0	1
12H(7-19)	522	44.7	37.6	6.8	1	1	2	6	46	131	153	118	47	14	1	2
24H(0-24)	607	45.2	37.8	7.1	1	1	2	8	55	153	171	135	51	21	7	2
AM Peak	09:00	05:00	07:00	05:00	00:00	00:00	10:00	06:00	08:00	10:00	08:00	09:00	07:00	06:00	06:00	09:00
	58	50.9	39.4	11.9	0	0	1	1	5	14	20	17	8	2	2	1
PM Peak	15:00	22:00	22:00	22:00	12:00	13:00	15:00	15:00	14:00	14:00	13:00	15:00	16:00	17:00	22:00	14:00
	58	59.5	47.5	11.5	1	1	1	2	9	20	18	18	6	6	2	1

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	38.8	36.3	2.5	0	0	0	0	0	1	3	0	0	0	0	0
01:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	4	41.2	36.3	4.8	0	0	0	0	0	2	1	1	0	0	0	0
05:00	9	47.9	38.1	9.5	0	0	0	0	2	2	1	3	0	0	1	0
06:00	28	48.1	38.2	9.5	0	0	0	2	2	9	4	5	2	2	2	0
07:00	63	47.1	38.7	8.1	0	0	0	3	7	11	13	13	13	2	1	0
08:00	121	41.7	36.2	5.4	0	0	1	0	13	33	49	20	4	1	0	0
09:00	125	44.1	37.2	6.7	0	0	0	3	10	34	40	27	7	2	1	1
10:00	96	41.5	35.4	5.9	0	0	1	2	11	32	32	13	4	1	0	0
11:00	88	42.0	35.5	6.2	0	0	0	2	15	25	28	12	4	2	0	0
12:00	92	43.6	35.9	7.4	1	1	1	0	13	23	29	14	9	1	0	0
13:00	82	42.2	36.0	5.9	0	1	0	2	5	25	32	12	5	0	0	0
14:00	103	40.5	33.9	6.3	1	0	0	1	20	43	26	9	2	0	0	1
15:00	107	44.8	37.4	7.2	0	0	1	3	10	28	26	25	9	5	0	0
16:00	104	43.7	37.6	5.8	0	0	0	0	10	26	30	28	9	1	0	0
17:00	87	47.7	40.5	6.9	0	0	0	0	4	15	27	17	15	8	1	0
18:00	51	43.9	38.0	5.7	0	0	0	0	7	6	16	19	3	0	0	0
19:00	54	43.4	35.9	7.2	0	0	0	2	10	14	12	11	4	0	1	0
20:00	24	48.8	40.4	8.1	0	0	0	1	1	3	8	4	3	4	0	0
21:00	21	43.5	35.6	7.7	0	0	0	1	5	4	5	4	1	1	0	0
22:00	9	57.1	44.4	12.2	0	0	0	0	0	2	3	1	0	0	2	1
23:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Total																
2H(10-12)	184	41.7	35.5	6.0	0	0	1	4	26	57	60	25	8	3	0	0
2H(14-16)	210	42.9	35.7	6.9	1	0	1	4	30	71	52	34	11	5	0	1
12H(7-19)	1119	43.6	36.8	6.6	2	2	4	16	125	301	348	209	84	23	3	2
24H(0-24)	1277	44.0	36.8	6.9	2	2	4	22	146	340	387	238	94	30	9	3
AM Peak	09:00	06:00	07:00	05:00	00:00	00:00	08:00	07:00	11:00	09:00	08:00	09:00	07:00	06:00	06:00	09:00
	125	48.1	38.7	9.5	0	0	1	3	15	34	49	27	13	2	2	1
PM Peak	15:00	22:00	22:00	22:00	12:00	12:00	12:00	15:00	14:00	14:00	13:00	16:00	17:00	17:00	22:00	14:00
	107	57.1	44.4	12.2	1	1	1	3	20	43	32	28	15	8	2	1

Appendix G – Worcestershire County Council Personal Injury Collision Data



worcestershire county council

Accidents between dates 01/04/2019 and 31/03/2024
; Refined using Accidents within selected Polygons (All polygons from table RebeccaRoad)

SCALE	1 : 7150
DATE	12/06/2024
DRAWING No.	RebeccaRoad
DRAWN BY	

Accidents between dates: 01/04/2019 and 31/03/2024

Notes:

Selection: ; Refined using Accidents within selected Polygons (All polygons from table RebeccaRoad)

Selected Polygon:RebeccaRoad

231278995	**21/02/2023**	Tuesday	1835	Darkness: street lights present and lit	Fine - no high winds	Vehs: 2	Cas: 1
Serious	B 4084	Speed limit: 30		Single carriageway	Road surface Dry	E394197	N246243
Junction detail:	Staggered or T Junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

WORCESTER ROAD (B4084) AT JUNCTION WITH LOUGHMILL ROAD, PERSHORE, WORCESTERSHIRE

BMW (VEHICLE 1) HAS BEEN DRIVING ALONG WORCESTER ROAD IN THE DIRECTION OF THE M5, THEY HAVE GONE INTO THE DESIGNATED LANE TO TURN RIGHT AT THE JUNCTION WITH LOUGHMILL ROAD, THEY HAVE COMMITTED TO THEIR TURN AND GONE ACROSS THE OPPOSITE LANE, WHEN THE FRNT END HAS COLLIDED WITH A PEDAL CYCLE (VEHICLE 2), WHERE BY THE DRIVER HAS GONE OVER THE HANDLE BARS AND ONTO THE BONNET.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Poor turn or manoeuvre	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 61 Male	
Turning right		VRM: **Excluded**
Travelling E - N	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Leaving main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Commuting to/from work

Vehicle 2 : Pedal Cycle (Including pedal assisted electric bicycles)	Age: 59 Male	
Going ahead other		VRM: **Excluded**
Travelling W - E	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider	Age: 59 Male	Serious
Seatbelt: Not applicable		

Accidents between dates: 01/04/2019 and 31/03/2024

Notes:

Selection: ; Refined using Accidents within selected Polygons (All polygons from table RebeccaRoad)

Accidents involving:

	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	0	0	0
2-wheeled motor vehicles	0	0	0	0
Pedal Cycles	0	1	0	1
Horses & Other	0	0	0	0
Total Accidents	**0**	**1**	**0**	**1**

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	0	0
Vehicle Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	1	0	1
Pedestrians	0	0	0	0
Other	0	0	0	0
Total	**0**	**1**	**0**	**1**

Appendix H – Worcestershire County Council Pershore Walking and Cycling Map

Pershore Walking and Cycling Map

Key

- Regional Cycle Route
- On road cycle route
- Traffic free cycle route
- Route recommended by cyclists (unsigned)
- Take care on this section
- Cycle parking showing number of spaces
- Covered cycle parking showing number of spaces
- Bridleway (off-road bike may be required)
- Footpath
- Waymarked walking trail
- Zebra Crossing
- Pelican Crossing
- One-way street
- Alleyway/urban footpath

- College
- High School
- Middle School
- First School
- Railway line and station
- Public open space/parks
- Major employment areas
- Place of Worship
- Tourist Infomation Centre
- Hospital
- Hotel/Guesthouse
- Public House
- Post Office
- Sports facilities
- Theatre/cinema
- Supermarket
- Toilets

Pinvin
Walcot
Pershore
Pershore Trading Estate
Business Park
Wyre Piddle
Caravan Park
Pershore Hall
PERSHORE
Wick
Caravan Park
Tempwood
Cemetery
Sports Ground
Abbey Park
Meadow Walk
Piddle Brook
River Avon
York Ditch
Weir
Gig Bridge
Bow Brook
Ford
level crossing
To Worcester
To Drakes Broughton
To Evesham
To Defford
To Evesham via Combertons and Elmley Castle
For full details in this area see Town Centre map overleaf
Old Pershore Bridge
Picnic Site
Pershore College
Pershore Hospital and Medical Practice
Pershore High School
St. Nicholas Pinvin Middle School
Pinvin CE First School
Abbey Park First & Middle School
Cherry Orchard First School
Civic Centre
Police Station
Fire Station
Abbotswood Medical Centre
Leisure Centre
Town Hall
Theatre and Cinema
Pershore Town Football Ground
Coach & Horses
The Victoria
The Talbot
The Anchor Inn
Arbour House B&B
Albury House B&B
Plum Tree
Pershore Bridges Circular Walk
A44
B4084
SNODSBURY ROAD
MAIN STREET
ALLEN'S HILL
ABBEY VIEW ROAD
TERRACE ROAD
STATION ROAD
WYRE ROAD
WYRE HILL
WYRE PIDDLE NORTHERN BY-PASS
WORCESTER ROAD
HOLLOWAY
NEW ROAD
CHURCH ROW
CHURCH STREET
BROAD STREET
BRIDGE STREET
DEFFORD ROAD
THREE SPRINGS ROAD
MAYFIELD ROAD
CHERRY ORCHARD
KING GEORGE'S WAY
HIGH STREET
MILL LANE
WALCOT LANE
GIG BRIDGE LANE
WORCESTER ROAD
EVESHAM ROAD
CHAPEL LANE
MAIN ROAD
CHURCH STREET
AVON GREEN
HAINES AVENUE
POPLAR AVENUE
GEORGE ROAD
THE CLOSE
THE GREEN
OWLETTS LANE
CHURCH LANE
SPION KOP
AINTREE ROAD
ASCOT ROAD
COBHAM ROAD
GOODWOOD ROAD
RACECOURSE ROAD
KEMPTON RD.
AVENUE
BEECHCOMBE CLOSE
ASHDALE
MOUNT PLEASANT
ACORN GR.
APPLE TREE ROAD
FAIRWAYS ROAD
WHITCROFT ROAD
QUEEN ELIZABETH DR.
MILL LANE CL.
FURLONGS
HURST ROAD
AVON ROAD
ABBEY ROAD
MASONS RYDE
NOGAINS
ONGRILS CLOSE
SEBRIGHT CL.
FRENCH CL.
BEDFORD CL.
LOUGHMILL ROAD
SHELDON CLOSE
SCOBELL CLOSE
WILLOW CLOSE
HOLLOWAY DRIVE
ALLESBOROUGH DRIVE
HILL CLOSE
RAIL GROUND
RUSHER'S CL.
PADDOCK CLOSE
HEAD ST.
PRIEST LN.
NEWLANDS
HUNTER RISE
CONNINGSBY DRIVE
EME CLOSE
ABBEYCROFT
GARDEN STYLES
ORCHARD ROAD
FARLEIGH ROAD
FULBERT ROAD
ABBOTS ROAD
WOODWARD ROAD
ST. ANDREW'S ROAD
ST. ANDREW'S RD.
CORNMORE
BETJEMAN CLOSE
ABBEY WALK
YOCK LANE
WICK HOUSE CLOSE
TIMBER DRIVE
SCHOOL LANE
COOKS HILL
OWLETTS LANE
PENSHAM HILL

Scale 1:12,000

approximate walking time — 10 minutes

0 — 1/2 mile

approximate cycling time — 3 minutes

Produced by FWT 15.3.10 www.fwt.co.uk

Appendix I – Bus Timetable Information

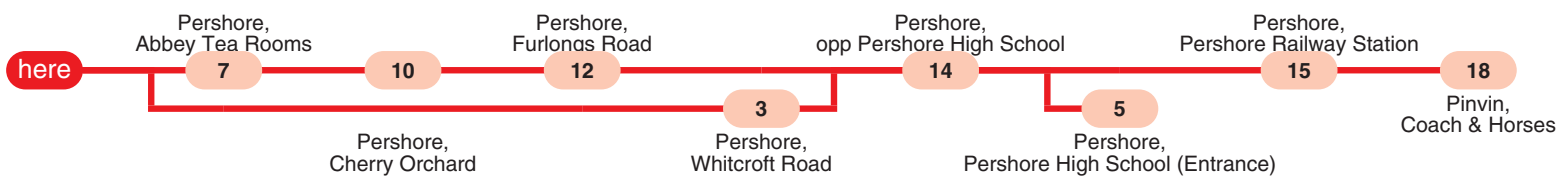
traveline
public transport info

traveline.info/se

0871 200 22 33
Calls cost 12p per minute plus your phone company's access charge

Bus departures from this stop
Pershore
Rebecca Road (E-bound)

566 Pinvin - Pershore - Abbey Est - Pershore - Pinvin — LMS Travel



The numbers circled indicate approximate timings in minutes from Pershore, Rebecca Road

Mondays to Fridays — Bus times as at 27th August 2024

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0813	566	1,3	*0927*	566		*1111*	566		*1443*	566		*1547*	566		*1711*	566	
0843	566		*1011*	566		*1401*	566		*1535*	566	1,3	*1602*	566	2			

Saturdays — Bus times as at 31st August 2024

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0927	566		*1011*	566		*1111*	566		*1401*	566		*1443*	566		*1547*	566	

Sundays

No Service

Notes: **1** - serves Pershore, Whitcroft Road **2** - terminates at Pershore, Abbey Tea Rooms **3** - terminates at Pershore, Pershore High School (Entrance)
Times shown in italics are approximate times

Next bus times on your phone

the code for this stop is **wocgtadw**

Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi
By SMS: text the stop code to 84268. Add a space and service number for just that service.
Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.
Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).

traveline
public transport info

traveline.info/se

0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge

Bus departures from this stop
Pershore
opp Loughmill Road

51 Pershore High School - Pershore - Worcester — First Worcestershire

here → 5 Drakes Broughton, Main Road → 8 Drakes Broughton, Shrubbery Road Shops → 16 Hawbridge, Fusion Brasserie → 24 Whittington, Swan Inn → 34 Nunnery Wood, Wildwood Drive → 40 Red Hill, Red Hill Top → 55 Worcester, Crowngate Bus Station

S5 Pershore - Blessed Edward College — First Worcestershire

here → 3 Drakes Broughton, Main Road → 28 Battenhall, Blessed Edward Olcorne High School

S24 Pinvin - Pershore - Norton - Worcester Sixth Form — First Worcestershire

here → 5 Drakes Broughton, Main Road → 9 Norton, Worcestershire Parkway → 15 Norton, Norton Barracks → 22 St Peter the Great, St Peter's Tesco → 32 Red Hill, Sixth Form College

S51 Pershore College - Pershore - Worcester — First Worcestershire

here → 5 Drakes Broughton, Main Road → 20 Red Hill, Red Hill Top → 34 Worcester, Crowngate Bus Station

X50 Evesham - Pershore - Parkway - Worcester — First Worcestershire

here → 5 Drakes Broughton, Main Road → 9 Norton, Worcestershire Parkway → 19 Red Hill, Red Hill Top → 31 Worcester, Crowngate Bus Station

The numbers circled indicate approximate timings in minutes from Pershore, Loughmill Road

Mondays to Fridays — Bus times as at 27th August 2024

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0724	X50		0807	S5		*1029*	X50		*1329*	X50		*1546*	51		*1740*	X50	
0754	X50		*0859*	X50		*1129*	X50		*1429*	X50		*1630*	X50		*1839*	X50	
0803	S24		*0929*	X50		*1229*	X50		*1530*	X50		*1711*	S51		*1939*	X50	

Saturdays — Bus times as at 31st August 2024

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0929	X50		*1129*	X50		*1329*	X50		*1529*	X50		*1729*	X50		*1929*	X50	
1029	X50		*1229*	X50		*1429*	X50		*1629*	X50		*1829*	X50				

Sundays

No Service

Times shown in italics are approximate times

Next bus times on your phone

the code for this stop is **wocdpgmd**

Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi

By SMS: text the stop code to 84268. Add a space and service number for just that service.

Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.

Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).

traveline
public transport info

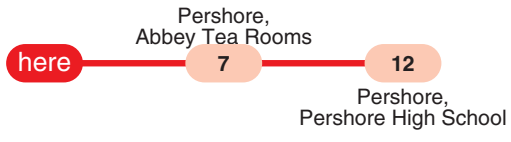
traveline.info/se

0871 200 22 33

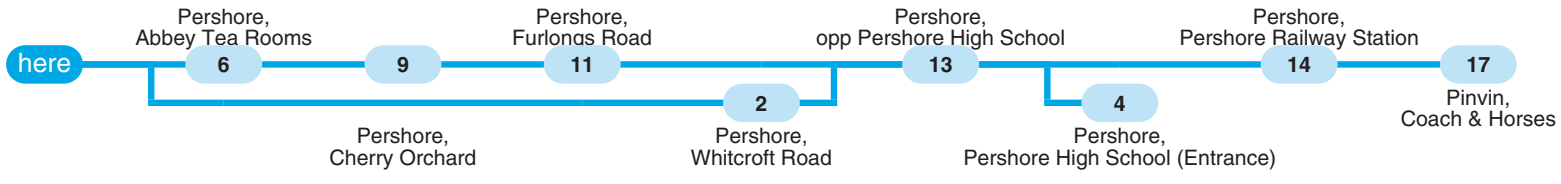
Calls cost 12p per minute plus your phone company's access charge

Bus departures from this stop
Pershore
adj Loughmill Road

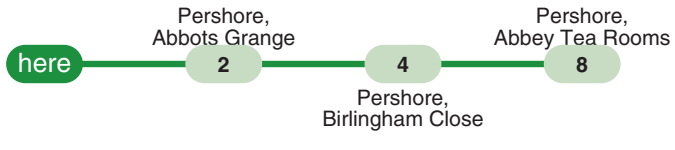
51 Worcester - Pershore - Pershore High School — First Worcestershire



566 Pinvin - Pershore - Abbey Est - Pershore - Pinvin — LMS Travel

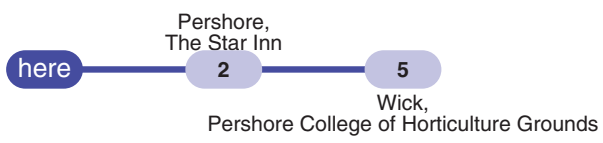


S5 Blessed Edward College - Pershore — First Worcestershire



S24 Worcester Sixth Form - Norton - Pershore - Pinvin — First Worcestershire

S51 Worcester - Pershore - Pershore College — First Worcestershire



X50 Worcester - Parkway - Pershore - Evesham — First Worcestershire

The numbers circled indicate approximate timings in minutes from Pershore, Loughmill Road

Mondays to Fridays — Bus times as at 27th August 2024

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0633	X50		*0838*	X50		*0938*	X50		*1138*	X50		*1438*	X50		*1538*	X50		*1648*	X50		*1848*	X50	
0703	X50		*0844*	566		*1012*	566		*1238*	X50		*1444*	566		*1548*	566		1704	S24				
0814	566	1,4	*0855*	S51		*1038*	X50		*1338*	X50		*1508*	X50	3	1553	S5		*1712*	566				
0822	51		*0928*	566		*1112*	566		*1402*	566		*1536*	566	1,4	*1603*	566	2	*1748*	X50				

Saturdays — Bus times as at 31st August 2024

Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service
0838	X50	*1012*	566	*1138*	X50	*1402*	566	*1538*	X50	*1738*	X50
0928	566	*1038*	X50	*1238*	X50	*1438*	X50	*1548*	566	*1838*	X50
0938	X50	*1112*	566	*1338*	X50	*1444*	566	*1638*	X50		

Sundays

No Service

Notes: **1** - serves Pershore, Whitcroft Road
2 - terminates at Pershore, Abbey Tea Rooms
3 - terminates at Pershore, Abbey Tea Rooms
4 - terminates at Pershore, Pershore High School (Entrance)

Times shown in italics are approximate times

Next bus times on your phone

the code for this stop is **wocdpgma**

Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi

By SMS: text the stop code to 84268. Add a space and service number for just that service.

Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.

Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).

server npti-efa03; date 27.08.2024 11:35:36; stop Pershore, Loughmill Road ; layout small; NAPTANID: 2000G323018

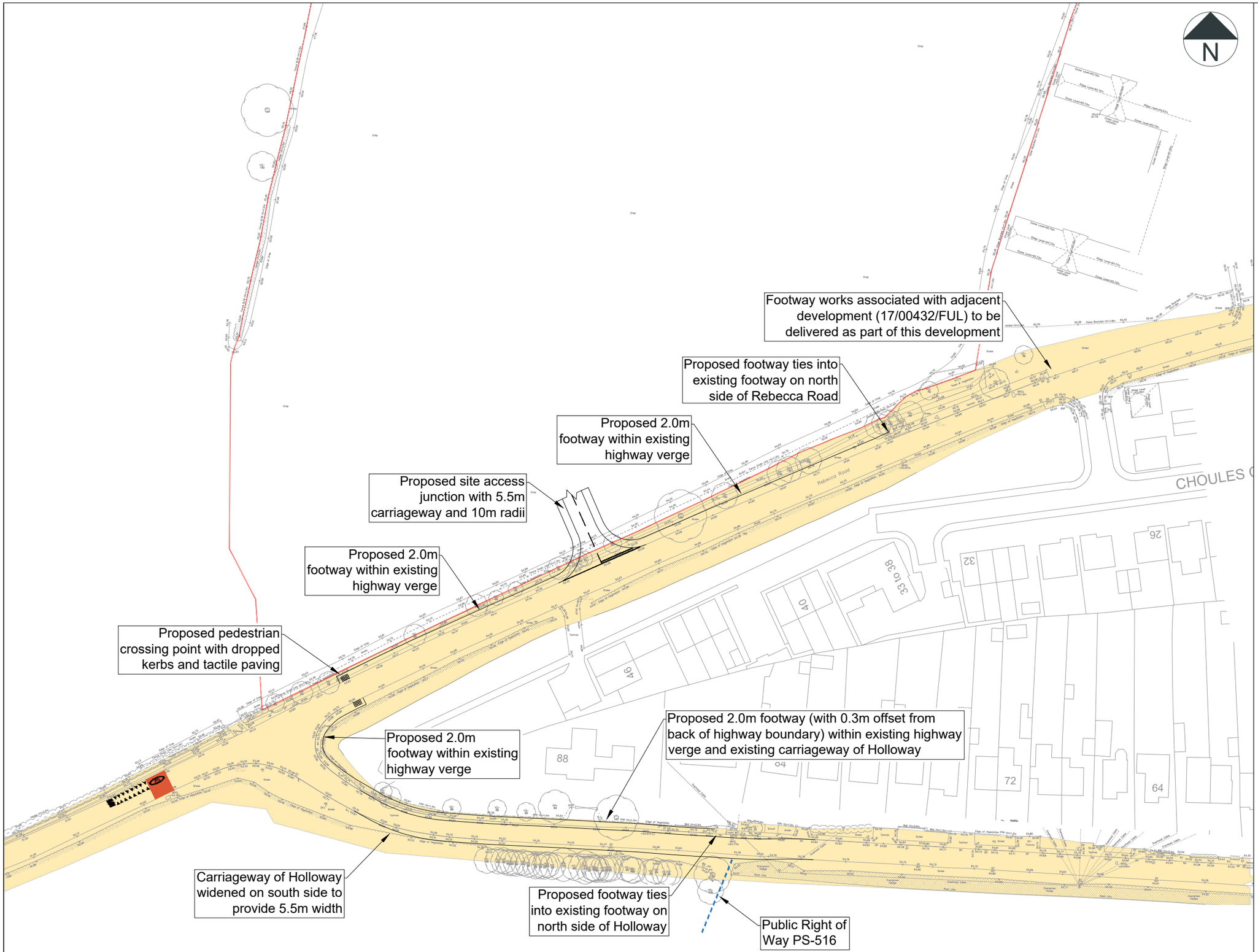
Appendix J – Indicative Site Layout Plan

KEY:
- PUMP STATION LOCATION
- ATTENUATION BASIN
- WOODLAND TRIM TRAIL
- VIEWS TOWARD LISTED BUILDING
- EXISTING TREES
- PROPOSED TREES
- SWALES

LIONCOURT HOMES

PROJECT:	Land At Rebecca Road, Pershore
DRAWING TITLE:	Illustrative Masterplan
DRAWING NUMBER:	PERE-IM-00
SCALE:	1.500 @ A1
DATE:	07/2024

Appendix K – Access Arrangement Drawing



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This topographical drawing was received from Chilcote Engineering Services, drawing number 24178-J, dated April 2024.
3. Highway boundary information has been provided by Worcestershire County Council (12.09.23) and has been overlaid by Rappor onto the Ordnance Survey and topographical survey on a best fit basis.
4. Ordnance Survey, (c) Crown Copyright 2024. All rights reserved. Licence number 100022432.

Key:

- Indicative Site Boundary
- Adopted Highway Boundary
- Public Right of Way

Rev	Date	Details	By	Chkd
P03	18.09.24	Additional topographical survey added	AS	MG
P02	27.08.24	Client details updated	SL	MG
P01	13.06.24	Access relocated to avoid mature tree	SL	MG

rappor

Infrastructure and environmental consultants

rappor.co.uk

CLIENT:
Lioncourt Homes Limited and Touch Developments Limited

PROJECT:
Land North of Rebecca Road, Pershore

TITLE:
Proposed Access Arrangement General Arrangement

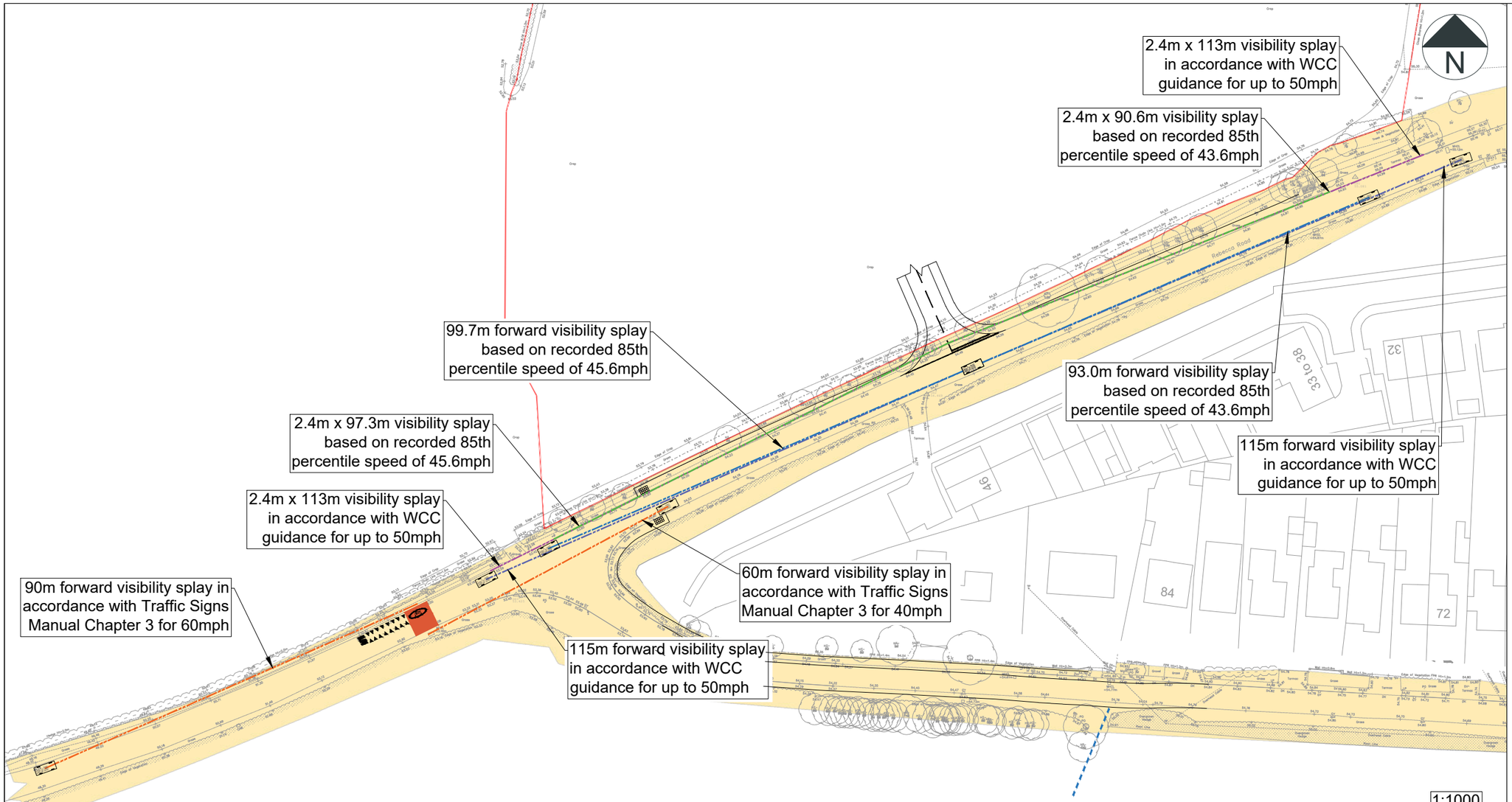
SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	10.05.24	AS	MG	MG

STATUS:
INFORMATION

DRAWING NO:
240274-RAP-XX-XX-DR-TP-3201

REVISION:
P03

Appendix L – Visibility Assessment & Gateway Feature Drawing



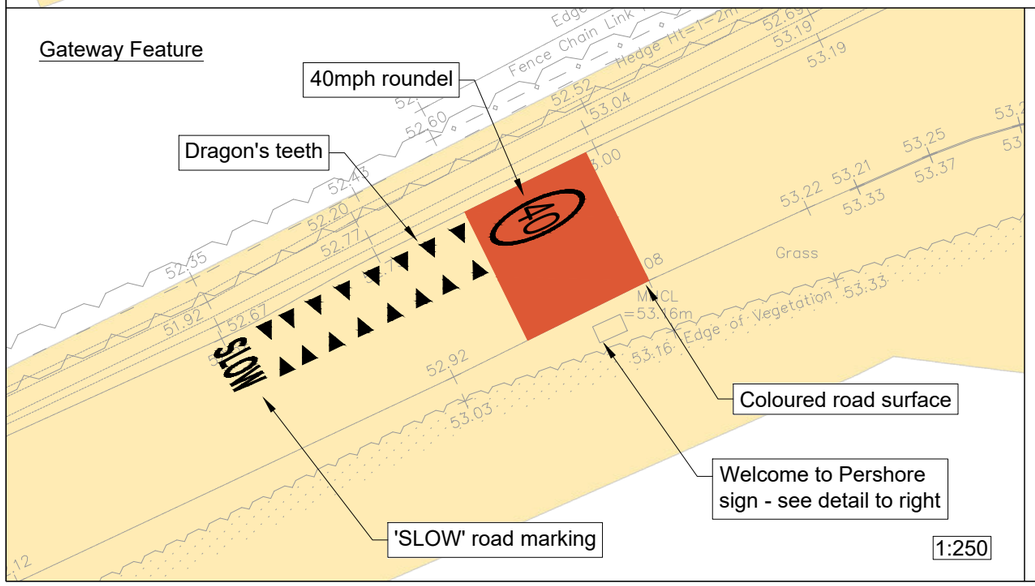
Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This topographical drawing was received from Chilcote Engineering Services, drawing number 24178-J, dated April 2024.
3. Highway boundary information has been provided by Worcestershire County Council (12.09.23) and has been overlaid by Rappor onto the Ordnance Survey and topographical survey on a best fit basis.
4. Ordnance Survey, (c) Crown Copyright 2024. All rights reserved. Licence number 100022432.

Key:

- Indicative Site Boundary
- Adopted Highway Boundary
- Public Right of Way

Gateway Feature



Indicative 'Welcome to Pershore' Sign

NTS

Rev	Date	Details	By	Chkd
P03	18.09.24	Additional topographical survey added	AS	MG
P02	27.08.24	Client details updated	SL	MG
P01	13.06.24	Access relocated to avoid mature tree	SL	MG

rappor

Infrastructure and environmental consultants

rappor.co.uk

CLIENT:
Lioncourt Homes Limited and Touch Developments Limited

PROJECT:
Land North of Rebecca Road, Pershore

TITLE:
Proposed Access Arrangement Visibility Assessment and Gateway Feature

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As shown	10.05.24	AS	MG	MG

STATUS: INFORMATION

DRAWING NO: 240274-RAP-XX-XX-DR-TP-3210

REVISION: P03

Appendix M – Highway Boundary Data

Date completed :
12 September 2023

Plan should only be used at the stated scale

0 12.5 25 50 75 100
Metres

worcestershire county council

N

Scale
1:2,500

Land @ Allesborough Farm,
Off Worcester Road, Pershore,
WR10 2AB.
WCC Ref - 1489232

Appendix N – TRICS Report

Calculation Reference: AUDIT-701101-240531-0538

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	KC	KENT	1 days
	WS	WEST SUSSEX	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	4 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: No of Dwellings
Actual Range: 75 to 106 (units:)
Range Selected by User: 75 to 125 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	2 days

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

Selected Locations:

Edge of Town	7

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	5
Out of Town	1
No Sub Category	1

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	15 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	6 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:

Yes	7 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	7 days

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

LIST OF SITES relevant to selection parameters

1 **ES-03-A-07** **MIXED HOUSES & FLATS** **EAST SUSSEX**
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

2 **KC-03-A-10** **MIXED HOUSES** **KENT**
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

3 **NF-03-A-26** **MIXED HOUSES** **NORFOLK**
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

4 **NF-03-A-34** **MIXED HOUSES** **NORFOLK**
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

5 **NF-03-A-36** **MIXED HOUSES** **NORFOLK**
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

6 **NF-03-A-50** **MIXED HOUSES** **NORFOLK**
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 75
Survey date: FRIDAY *14/10/16* *Survey Type: DIRECTIONAL ATC COUNT*

7 **WS-03-A-19** **MIXED HOUSES & FLATS** **WEST SUSSEX**
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY *15/05/23* *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.

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	87	0.113	**7**	**87**	**0.328**	7	87	0.441
08:00 - 09:00	7	87	0.164	7	87	0.313	**7**	**87**	**0.477**
09:00 - 10:00	7	87	0.141	7	87	0.175	7	87	0.316
10:00 - 11:00	7	87	0.131	7	87	0.143	7	87	0.274
11:00 - 12:00	7	87	0.159	7	87	0.141	7	87	0.300
12:00 - 13:00	7	87	0.146	7	87	0.151	7	87	0.297
13:00 - 14:00	7	87	0.164	7	87	0.177	7	87	0.341
14:00 - 15:00	7	87	0.179	7	87	0.182	7	87	0.361
15:00 - 16:00	7	87	0.274	7	87	0.174	7	87	0.448
16:00 - 17:00	7	87	0.226	7	87	0.180	7	87	0.406
17:00 - 18:00	**7**	**87**	**0.289**	7	87	0.131	7	87	0.420
18:00 - 19:00	7	87	0.233	7	87	0.123	7	87	0.356
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.219			2.218			4.437

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

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

Parameter summary

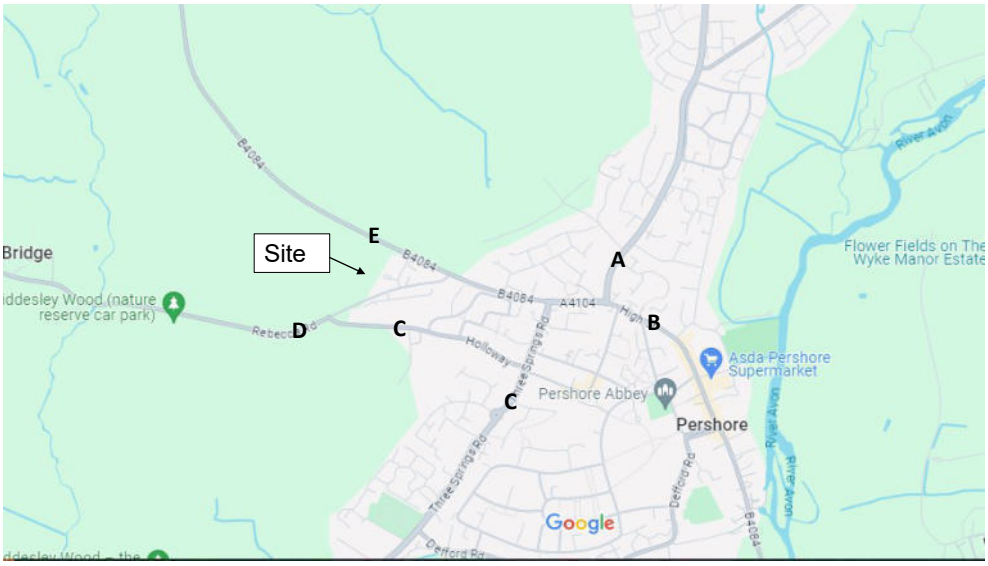
Trip rate parameter range selected:	75 - 106 (units:)
Survey date date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

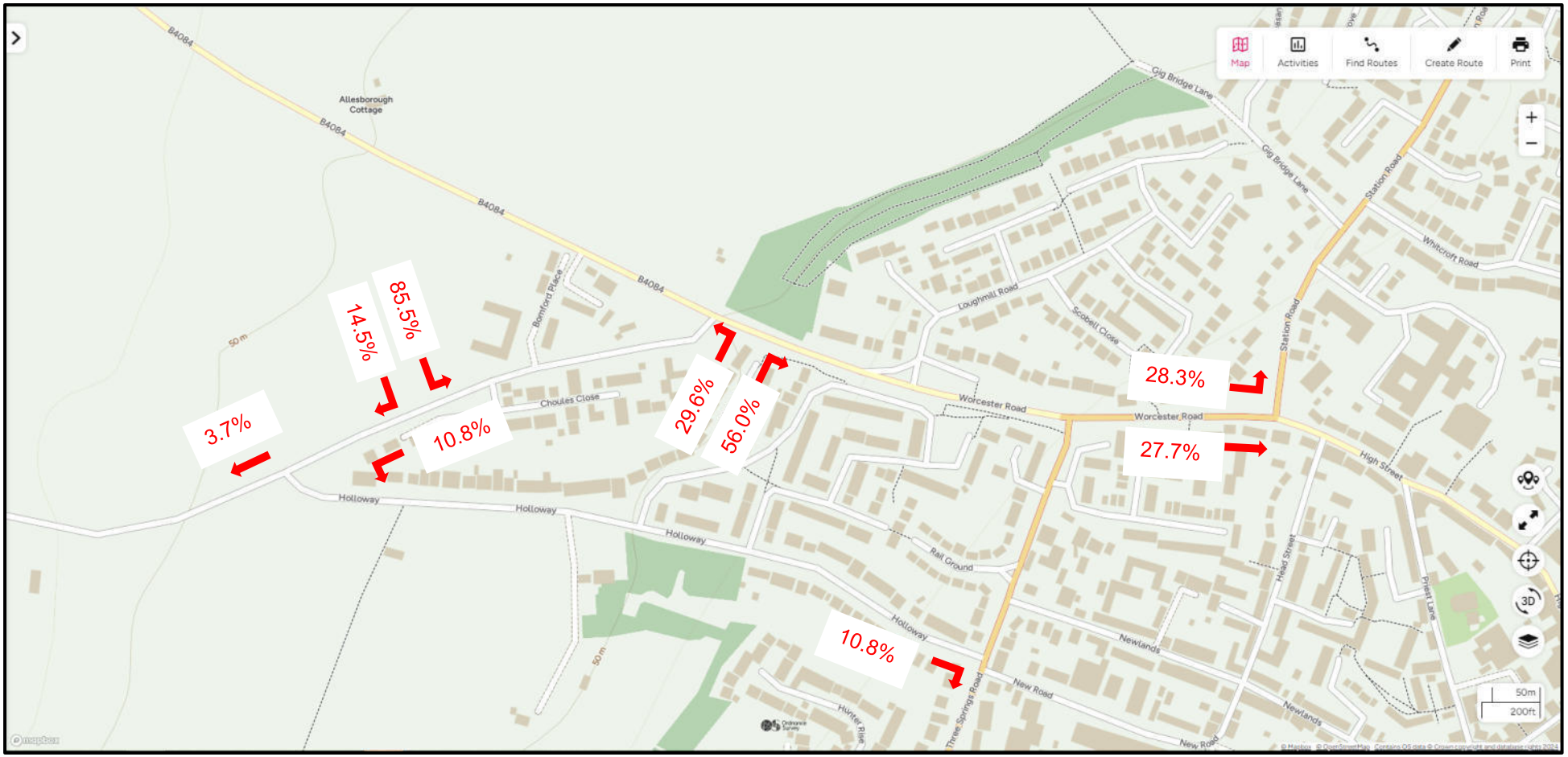
Appendix O – 2011 Census Journey to Work Travel Data, Distribution & Assignment Calculations

Home	Work	Number	Route	
Wychavon 012	Wychavon 012	351	**A/B***	*Trips within Wychavon 012 have been routed to the primary employment areas (the industrial and business park & the town centre)
Wychavon 012	No fixed place	215	N/A	
Wychavon 012	Wychavon 010	92	**A**	
Wychavon 012	Wychavon 014	84	**A/B****	
Wychavon 012	Worcester 011	63	**E**	
Wychavon 012	Wychavon 017	58	**B**	
Wychavon 012	Tewkesbury 001	56	**C**	
Wychavon 012	Wychavon 019	54	**C/D****	
Wychavon 012	Worcester 003	51	**E**	
Wychavon 012	Worcester 010	48	**E**	**Where two comparable routes have been identified (typical journey time & distance) an assumed split of 50%/50% of the vehicle trips has been distributed across both routing options
Wychavon 012	Worcester 007	40	**E**	
Wychavon 012	Worcester 013	38	**E**	
Wychavon 012	Wychavon 011	37	**A/B****	
Wychavon 012	Wychavon 016	36	**A/B****	
Wychavon 012	Wychavon 015	35	**B**	
Wychavon 012	Wychavon 013	34	**A/B****	
Wychavon 012	Malvern Hills 008	32	**D/E****	
Wychavon 012	Wychavon 009	30	**E**	
Wychavon 012	Wychavon 007	25	**E**	
Wychavon 012	Malvern Hills 011	20	**C**	
Wychavon 012	Cotswold 001	20	**A/B****	
Wychavon 012	Tewkesbury 002	17	**C/D****	
Wychavon 012	Worcester 006	15	**E**	
Wychavon 012	Wychavon 018	15	**A/B****	
Wychavon 012	Wychavon 001	15	**E**	
Wychavon 012	Stratford-on-Avon 012	15	**A**	
Wychavon 012	Malvern Hills 009	15	**C**	
Wychavon 012	Malvern Hills 004	15	**E**	
Wychavon 012	Worcester 005	13	**E**	
Wychavon 012	Cheltenham 009	13	**C**	
Wychavon 012	Bromsgrove 014	13	**E**	
Wychavon 012	Wychavon 006	13	**E**	
Wychavon 012	Malvern Hills 010	12	**C/E****	
Wychavon 012	Wychavon 002	12	**E**	
Wychavon 012	Tewkesbury 003	10	**B/C****	

Route	Census No	Proportion	AM Dev Trips	PM Dev Trips		
A	396	28.3%	16	13	**AM**	**55**
B	387	27.7%	15	13	**PM**	**48**
C	151	10.8%	6	5		
D	52	3.7%	2	2		
E	413	29.6%	16	14		
	1397	**100.0%**	**55**	**47**		



Appendix P – Trip Distribution Visual Diagram


B4084
Allesborough Cottage
Gig Bridge Lane
Station Road
Whitcroft Road
Loughmill Road
Scobell Close
Bomford Place
Choules Close
Worcester Road
High Street
Holloway
Rail Ground
Head Street
Priest Lane
Newlands
New Road
Three Springs Road
Hunter Rise
50m
200ft
3.7%
14.5%
85.5%
10.8%
29.6%
56.0%
28.3%
27.7%
10.8%

Appendix Q – Traffic Flow Diagrams

Client: Lioncourt Homes Limited and Touch Developments Limited
Project Title: Land north of Rebecca Road, Pershore

Date: 27/08/2024
Project Code: 24-0274

Network Peak Hours
AM Peak **0800 - 0900**
PM Peak **17:00 - 18:00**

Prepared By: SL
Checked By: TG
Approved By: MW

Revisions

Draft 01	12/06/2024	SL	Set up spreadsheet
Issue 01	22/07/2024	SL	Updated trip generation to reflect finalised dwelling quantum & updated client details

TFD_01 Base Year 2024 (Vehicles)
TFD_02 Base Year 2029 (Vehicles)
TFD_03 Development Distribution & Assignment (%)
TFD_04 Development Traffic Flows (Vehicles)
TFD_05 Base Year 2024 + Development Traffic Flows (Vehicles)
TFD_06 Base Year 2029 + Development Traffic Flows (Vehicles)
TFD_07
TFD_08
TFD_09
TFD_10
TFD_11
TFD_12

Development Trips

Trip Rates

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	0.164	0.313	0.477
PM Peak (17:00 - 18:00)	0.289	0.131	0.420

Trips *Dwellings:* *115*

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	19	36	55
PM Peak (17:00 - 18:00)	33	15	48

Growth Rates

	Wychavon 012 Minor	
	AM	**PM**
2024 - 2029	1.0496	1.0505

2024 Rebecca Road ATC Traffic Flows

Time Period	Eastbound	Westbound
AM Peak (08:00-09:00)	52	57
PM Peak (17:00-18:00)	46	46

5 day average traffic flows for AM and PM peak periods have been taken as these were higher than 7-day average traffic flows. *It is acknowledged that the AM peak period Westbound is 09:00 - 10:00 at 58 vehicles and the PM peak period Eastbound and Westbound is 16:00 - 17:00 at 53 and 52 respectively.

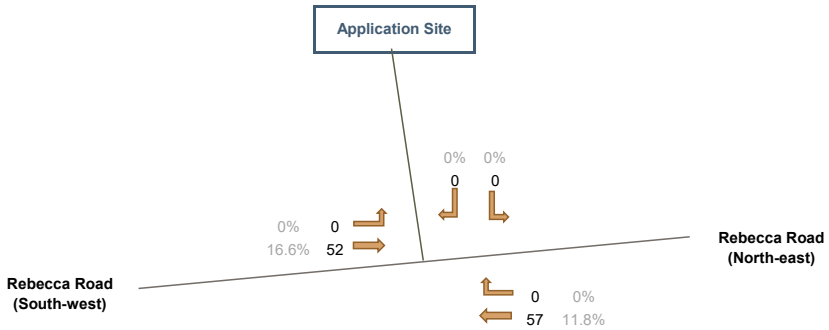
2024 Rebecca Road ATC HGV %

Time Period	Eastbound	Westbound
5-day Average	16.6%	11.8%

5 day average HGV % was higher than 7 day average so these have been applied to the traffic flows.

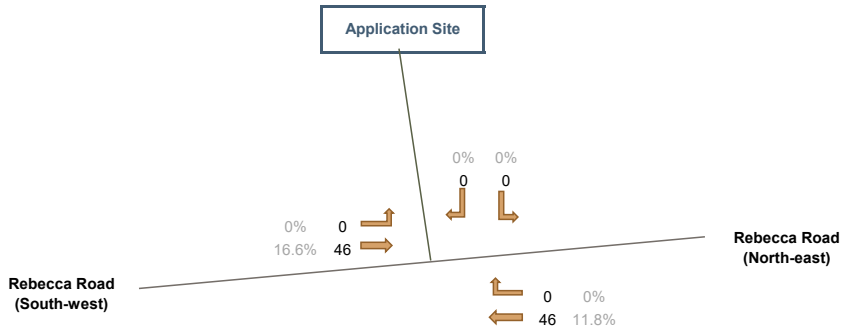
AM Peak
0800 - 0900

% HGVs



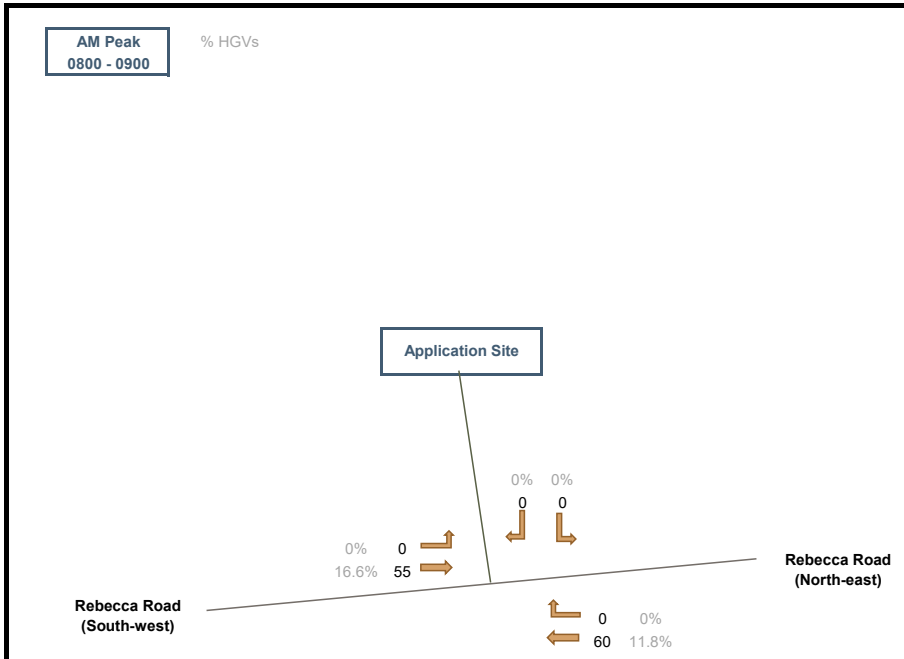
PM Peak
17:00 - 18:00

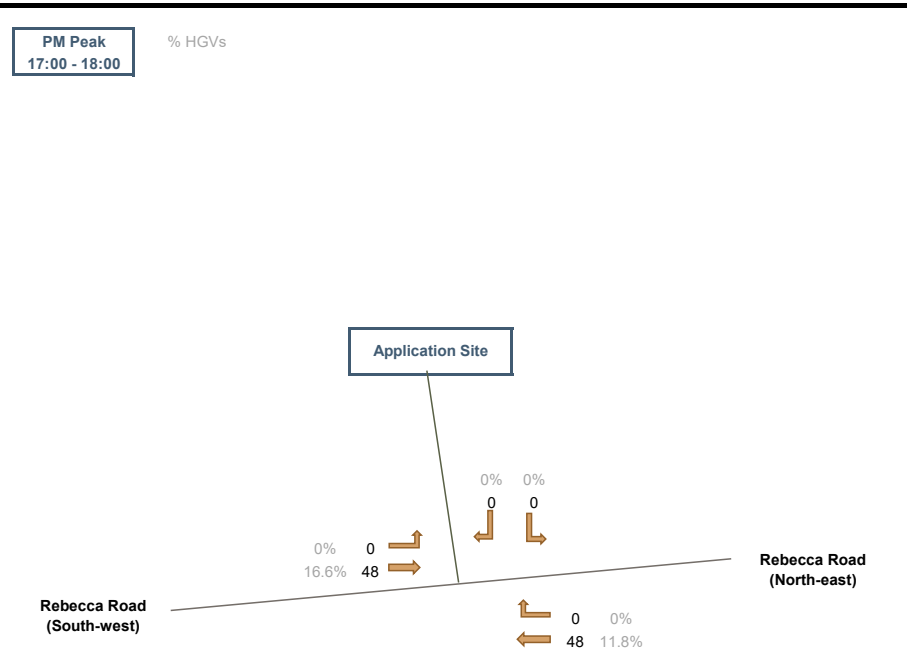
% HGVs



rappor

Client: Lioncourt Homes Limited and Touch Developments Limited	**Drawing Title:** Base Year 2024 (Vehicles)	**Date:** 27/08/2024
Project: Land north of Rebecca Road, Pershore		**Project Code:** 24-0274
		TFD No: TFD_01



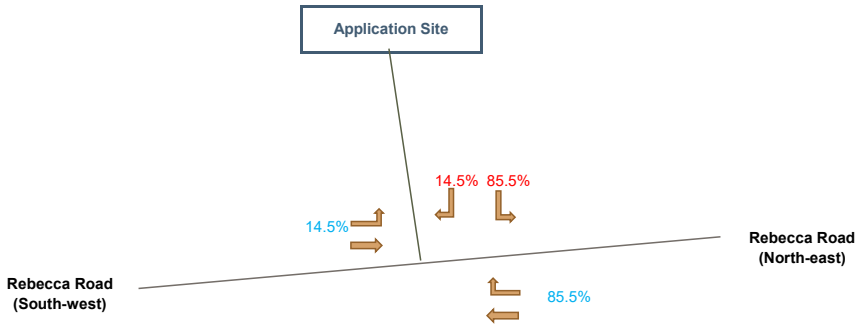


rappor

Client: Lioncourt Homes Limited and Touch Developments Limited		**Drawing Title:** Base Year 2029 (Vehicles)	**Date:** 27/08/2024
Project: Land north of Rebecca Road, Pershore			**Project Code:** 24-0274
			TFD No: TFD_02

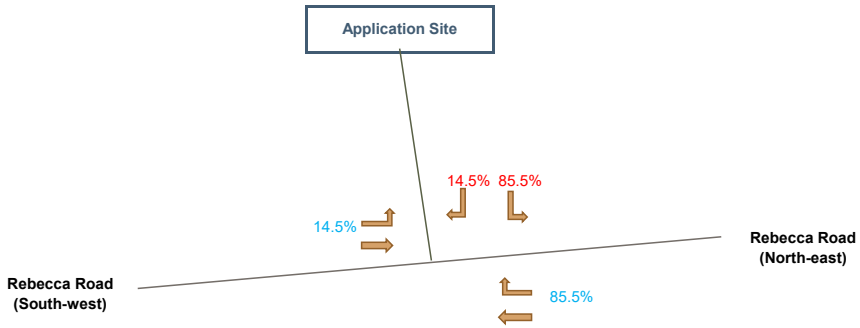
AM Peak
0800 - 0900

Inbound
Outbound



PM Peak
17:00 - 18:00

Inbound
Outbound



rappor

Client:
Lioncourt Homes Limited and Touch Developments Limited

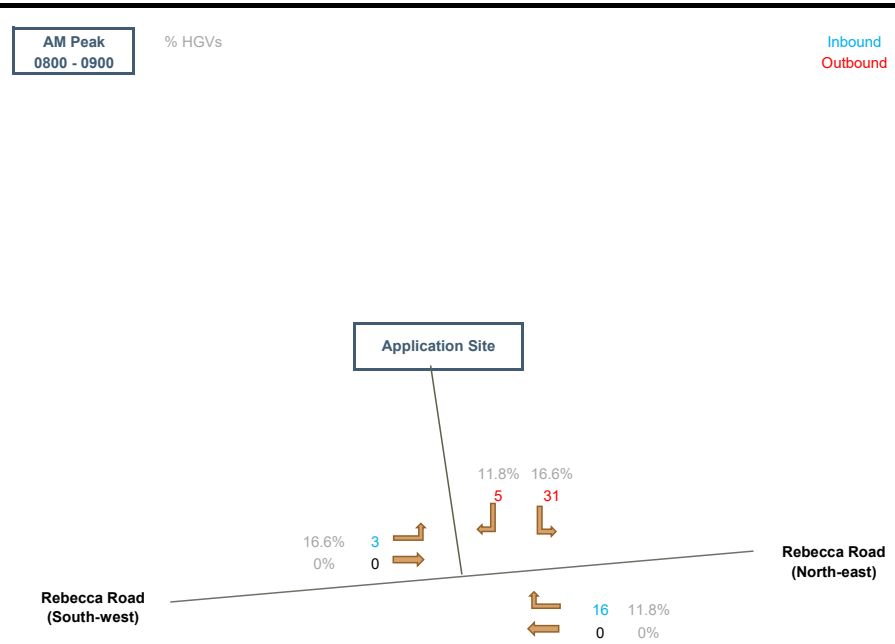
Project:
Land north of Rebecca Road, Pershore

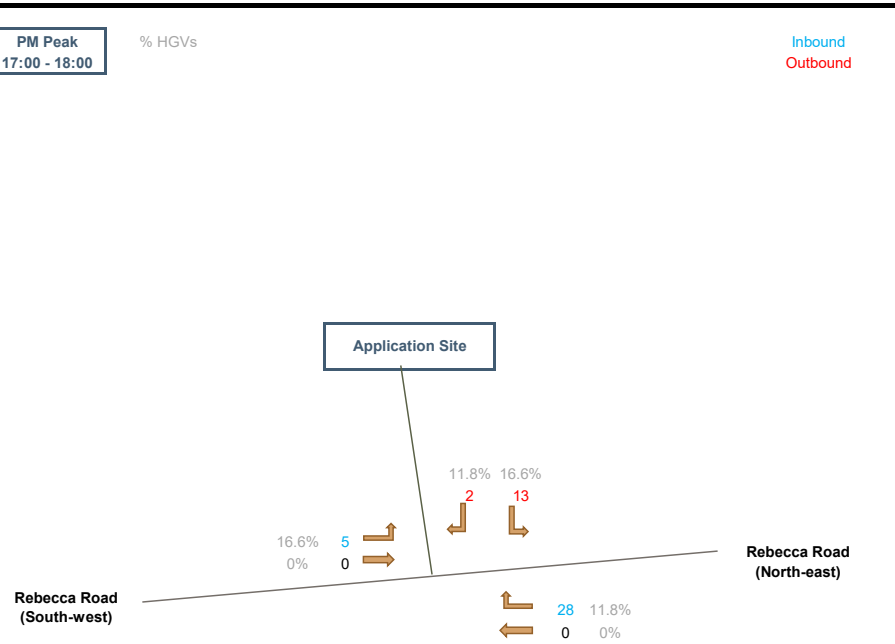
Drawing Title:
Development Distribution & Assignment (%)

Date:
27/08/2024

Project Code:
24-0274

TFD No:
TFD_03



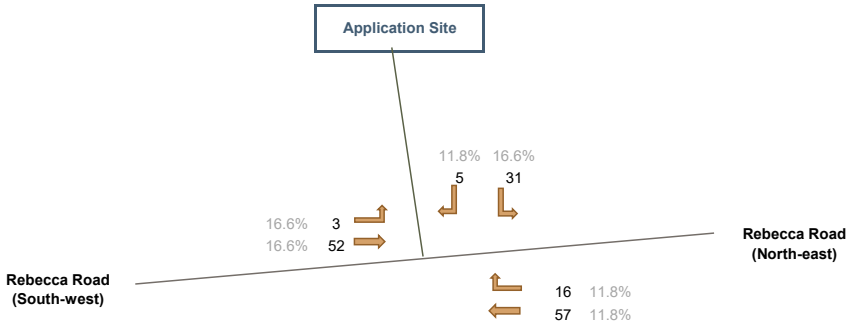


rappor

Client:	Lioncourt Homes Limited and Touch Developments Limited
Project:	Land north of Rebecca Road, Pershore
Drawing Title:	Development Traffic Flows (Vehicles)
Date:	27/08/2024
Project Code:	24-0274
TFD No:	TFD_04

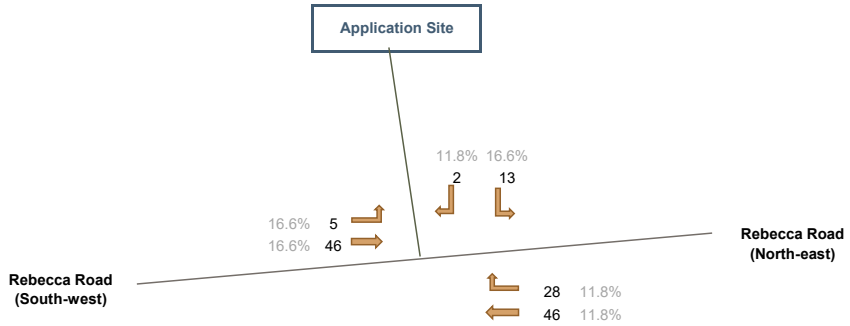
AM Peak
0800 - 0900

% HGVs



PM Peak
17:00 - 18:00

% HGVs



rappor

Client:
Lioncourt Homes Limited and Touch Developments Limited

Project:
Land north of Rebecca Road, Pershore

Drawing Title:
Base Year 2024 + Development Traffic Flows (Vehicles)

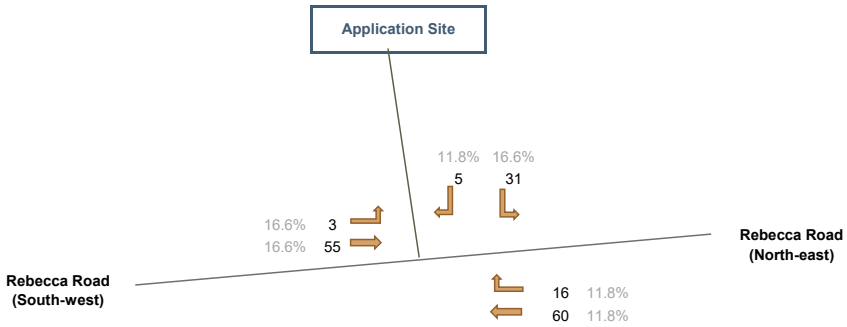
Date:
27/08/2024

Project Code:
24-0274

TFD No:
TFD_05

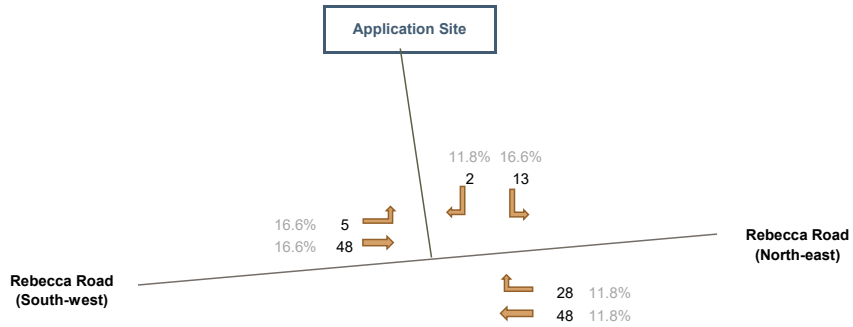
AM Peak
0800 - 0900

% HGVs



PM Peak
17:00 - 18:00

% HGVs



rappor

Client:	Lioncourt Homes Limited and Touch Developments Limited
Project:	Land north of Rebecca Road, Pershore
Drawing Title:	Base Year 2029 + Development Traffic Flows (Vehicles)
Date:	27/08/2024
Project Code:	24-0274
TFD No:	TFD_06

Appendix R – Application Site Access / Rebecca Road Junction PICADY Output Report

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: 240274_Site_Access_Issue_01.j10
Path: C:\Users\SamLarge\Cotswold Transport Planning Ltd\Project 2024 - 24-0274 - Land North of Rebecca Road, Pershore\06 Calculations\Junction Modelling
Report generation date: 27/08/2024 14:33:53

Summary of junction performance

	AM									PM								
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2024																	
Stream B-AC	D1	0.0	~1	0.00	0.00	A	0.00	A	900 % []	D2	0.0	~1	0.00	0.00	A	0.00	A	900 % []
Stream C-AB		0.0	~1	0.00	0.00	A					0.0	~1	0.00	0.00	A			
	2029																	
Stream B-AC	D3	0.0	~1	0.00	0.00	A	0.00	A	900 % []	D4	0.0	~1	0.00	0.00	A	0.00	A	900 % []
Stream C-AB		0.0	~1	0.00	0.00	A					0.0	~1	0.00	0.00	A			
	Development Trips																	
Stream B-AC	D5	0.1	0.5	7.02	0.07	A	6.67	A	900 % []	D6	0.0	0.5	6.72	0.03	A	5.58	A	900 % []
Stream C-AB		0.0	0.5	5.85	0.03	A					0.1	0.5	5.99	0.05	A			
	2024 + Development Trips																	
Stream B-AC	D7	0.1	0.5	7.26	0.07	A	2.21	A	666 % [Stream B-AC]	D8	0.0	0.5	6.91	0.03	A	1.98	A	843 % [Stream C-AB]
Stream C-AB		0.0	0.5	5.67	0.03	A					0.1	0.5	5.85	0.05	A			
	2029 + Development Trips																	
Stream B-AC	D9	0.1	0.5	7.28	0.07	A	2.13	A	652 % [Stream B-AC]	D10	0.0	0.5	6.92	0.03	A	1.93	A	827 % [Stream C-AB]
Stream C-AB		0.0	0.5	5.66	0.03	A					0.1	0.5	5.85	0.05	A			

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. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

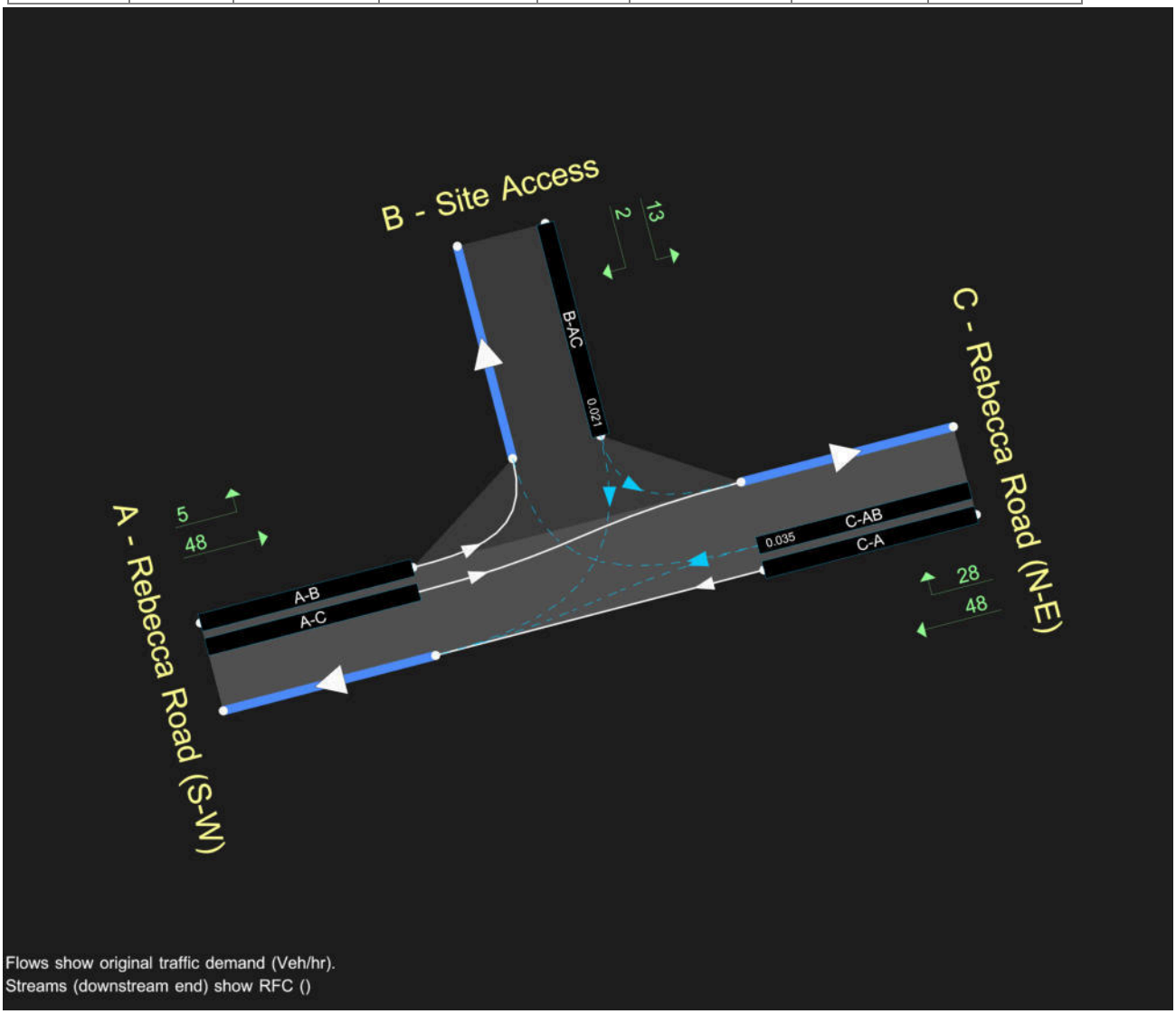
File summary

File Description

Title	Land north of Rebecca Road Site Access
Location	Pershore
Site number	24-0274
Date	27/08/2024
Version	Issue 01
Status	Proposed
Identifier	
Client	Lioncourt Homes Limited and Touch Developments Limited
Jobnumber	24-0274
Enumerator	Sam Large
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
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	2024	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	PM	ONE HOUR	16:45	18:15	15	✓
D3	2029	AM	ONE HOUR	07:45	09:15	15	✓
D4	2029	PM	ONE HOUR	16:45	18:15	15	✓
D5	Development Trips	AM	ONE HOUR	07:45	09:15	15	✓
D6	Development Trips	PM	ONE HOUR	16:45	18:15	15	✓
D7	2024 + Development Trips	AM	ONE HOUR	07:45	09:15	15	✓
D8	2024 + Development Trips	PM	ONE HOUR	16:45	18:15	15	✓
D9	2029 + Development Trips	AM	ONE HOUR	07:45	09:15	15	✓
D10	2029 + Development Trips	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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rebecca Road (N-E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Rebecca Road (S-W)		Major
B	Site Access		Minor
C	Rebecca Road (N-E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Rebecca Road (N-E)	5.92			231.6	✓	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 - Site Access	One lane	3.47	21	20

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	518	0.095	0.240	0.151	0.342
B-C	667	0.102	0.259	-	-
C-B	708	0.275	0.275	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
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	2024	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Rebecca Road (S-W)		ONE HOUR	✓	52	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Rebecca Road (N-E)		ONE HOUR	✓	57	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	0	52
	B - Site Access	0	0	0
	C - Rebecca Road (N-E)	57	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	0	17
	B - Site Access	0	0	0
	C - Rebecca Road (N-E)	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						52	78
A-B						0	0
A-C						48	72

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	567	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	657	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	39	10			39				

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	563	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	654	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	0	0			0				
A-C	47	12			47				

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	559	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	651	0.000	0	0.0	0.0	0.000	A
C-A	63	16			63				
A-B	0	0			0				
A-C	57	14			57				

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	559	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	651	0.000	0	0.0	0.0	0.000	A
C-A	63	16			63				
A-B	0	0			0				
A-C	57	14			57				

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	563	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	654	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	0	0			0				
A-C	47	12			47				

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	567	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	657	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	39	10			39				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rebecca Road (N-E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

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	2024	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Rebecca Road (S-W)		ONE HOUR	✓	46	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Rebecca Road (N-E)		ONE HOUR	✓	46	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	0	46
	B - Site Access	0	0	0
	C - Rebecca Road (N-E)	46	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	0	17
	B - Site Access	0	0	0
	C - Rebecca Road (N-E)	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						42	63
A-B						0	0
A-C						42	63

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	569	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	658	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	0	0			0				
A-C	35	9			35				

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	566	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	656	0.000	0	0.0	0.0	0.000	A
C-A	41	10			41				
A-B	0	0			0				
A-C	41	10			41				

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	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	653	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	0	0			0				
A-C	51	13			51				

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	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	653	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	0	0			0				
A-C	51	13			51				

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	566	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	656	0.000	0	0.0	0.0	0.000	A
C-A	41	10			41				
A-B	0	0			0				
A-C	41	10			41				

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	569	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	658	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	0	0			0				
A-C	35	9			35				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2029, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rebecca Road (N-E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

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	2029	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Rebecca Road (S-W)		ONE HOUR	✓	55	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Rebecca Road (N-E)		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	0	55
	B - Site Access	0	0	0
	C - Rebecca Road (N-E)	60	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	0	17
	B - Site Access	0	0	0
	C - Rebecca Road (N-E)	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						55	83
A-B						0	0
A-C						50	76

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	566	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	656	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	41	10			41				

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	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	654	0.000	0	0.0	0.0	0.000	A
C-A	54	13			54				
A-B	0	0			0				
A-C	49	12			49				

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	558	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	66	17			66				
A-B	0	0			0				
A-C	61	15			61				

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	558	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	66	17			66				
A-B	0	0			0				
A-C	61	15			61				

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	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	654	0.000	0	0.0	0.0	0.000	A
C-A	54	13			54				
A-B	0	0			0				
A-C	49	12			49				

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	566	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	656	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	41	10			41				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2029, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rebecca Road (N-E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

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	2029	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Rebecca Road (S-W)		ONE HOUR	✓	48	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Rebecca Road (N-E)		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	0	48
	B - Site Access	0	0	0
	C - Rebecca Road (N-E)	48	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	0	17
	B - Site Access	0	0	0
	C - Rebecca Road (N-E)	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						44	66
A-B						0	0
A-C						44	66

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	568	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	658	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	36	9			36				

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	565	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	656	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	43	11			43				

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	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	653	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	53	13			53				

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	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	653	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	53	13			53				

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	565	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	656	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	43	11			43				

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	568	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	658	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	36	9			36				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Development Trips, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rebecca Road (N-E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		6.67	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		6.67	A

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	Development Trips	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Rebecca Road (S-W)		ONE HOUR	✓	3	100.000
B - Site Access		ONE HOUR	✓	36	100.000
C - Rebecca Road (N-E)		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	3	0
	B - Site Access	5	0	31
	C - Rebecca Road (N-E)	0	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	17	0
	B - Site Access	12	0	17
	C - Rebecca Road (N-E)	0	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	7.02	0.1	0.5	A	33	50
C-AB	0.03	5.85	0.0	0.5	A	15	22
C-A						0	0
A-B						0	0
A-C						0	0

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	27	7	553	0.049	27	0.0	0.1	6.845	A
C-AB	12	3	633	0.019	12	0.0	0.0	5.793	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

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	32	8	553	0.059	32	0.1	0.1	6.917	A
C-AB	14	4	633	0.023	14	0.0	0.0	5.815	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

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	40	10	552	0.072	40	0.1	0.1	7.019	A
C-AB	18	4	633	0.028	18	0.0	0.0	5.846	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

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	40	10	552	0.072	40	0.1	0.1	7.019	A
C-AB	18	4	633	0.028	18	0.0	0.0	5.846	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

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	32	8	553	0.059	32	0.1	0.1	6.919	A
C-AB	14	4	633	0.023	14	0.0	0.0	5.815	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

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	27	7	553	0.049	27	0.1	0.1	6.847	A
C-AB	12	3	633	0.019	12	0.0	0.0	5.793	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

Development Trips, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rebecca Road (N-E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		5.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		5.58	A

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	Development Trips	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Rebecca Road (S-W)		ONE HOUR	✓	5	100.000
B - Site Access		ONE HOUR	✓	15	100.000
C - Rebecca Road (N-E)		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	5	0
	B - Site Access	2	0	13
	C - Rebecca Road (N-E)	0	28	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	17	0
	B - Site Access	12	0	17
	C - Rebecca Road (N-E)	0	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	6.72	0.0	0.5	A	14	21
C-AB	0.05	5.99	0.1	0.5	A	26	39
C-A						0	0
A-B						5	7
A-C						0	0

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	11	3	553	0.020	11	0.0	0.0	6.649	A
C-AB	21	5	632	0.033	21	0.0	0.0	5.887	A
C-A	0	0			0				
A-B	4	1			4				
A-C	0	0			0				

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	13	3	552	0.024	13	0.0	0.0	6.681	A
C-AB	25	6	632	0.040	25	0.0	0.0	5.931	A
C-A	0	0			0				
A-B	4	1			4				
A-C	0	0			0				

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	17	4	552	0.030	16	0.0	0.0	6.725	A
C-AB	31	8	632	0.049	31	0.0	0.1	5.989	A
C-A	0	0			0				
A-B	6	1			6				
A-C	0	0			0				

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	17	4	552	0.030	17	0.0	0.0	6.725	A
C-AB	31	8	632	0.049	31	0.1	0.1	5.989	A
C-A	0	0			0				
A-B	6	1			6				
A-C	0	0			0				

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	13	3	552	0.024	14	0.0	0.0	6.681	A
C-AB	25	6	632	0.040	25	0.1	0.0	5.934	A
C-A	0	0			0				
A-B	4	1			4				
A-C	0	0			0				

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	11	3	553	0.020	11	0.0	0.0	6.652	A
C-AB	21	5	632	0.033	21	0.0	0.0	5.892	A
C-A	0	0			0				
A-B	4	1			4				
A-C	0	0			0				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2024 + Development Trips, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rebecca Road (N-E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		2.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	666	Stream B-AC	2.21	A

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
D7	2024 + Development Trips	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Rebecca Road (S-W)		ONE HOUR	✓	55	100.000
B - Site Access		ONE HOUR	✓	36	100.000
C - Rebecca Road (N-E)		ONE HOUR	✓	73	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	3	52
	B - Site Access	5	0	31
	C - Rebecca Road (N-E)	57	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	17	17
	B - Site Access	12	0	17
	C - Rebecca Road (N-E)	12	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	7.26	0.1	0.5	A	33	50
C-AB	0.03	5.67	0.0	0.5	A	16	24
C-A						51	76
A-B						3	4
A-C						48	72

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	27	7	541	0.050	27	0.0	0.1	6.996	A
C-AB	13	3	648	0.020	13	0.0	0.0	5.669	A
C-A	42	11			42				
A-B	2	0.56			2				
A-C	39	10			39				

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	32	8	539	0.060	32	0.1	0.1	7.108	A
C-AB	16	4	651	0.024	16	0.0	0.0	5.668	A
C-A	50	13			50				
A-B	3	0.67			3				
A-C	47	12			47				

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	40	10	535	0.074	40	0.1	0.1	7.261	A
C-AB	19	5	655	0.030	19	0.0	0.0	5.666	A
C-A	61	15			61				
A-B	3	0.83			3				
A-C	57	14			57				

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	40	10	535	0.074	40	0.1	0.1	7.261	A
C-AB	19	5	655	0.030	19	0.0	0.0	5.667	A
C-A	61	15			61				
A-B	3	0.83			3				
A-C	57	14			57				

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	32	8	539	0.060	32	0.1	0.1	7.113	A
C-AB	16	4	651	0.024	16	0.0	0.0	5.668	A
C-A	50	13			50				
A-B	3	0.67			3				
A-C	47	12			47				

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	27	7	541	0.050	27	0.1	0.1	7.006	A
C-AB	13	3	648	0.020	13	0.0	0.0	5.672	A
C-A	42	11			42				
A-B	2	0.56			2				
A-C	39	10			39				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2024 + Development Trips, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rebecca Road (N-E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		1.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	843	Stream C-AB	1.98	A

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
D8	2024 + Development Trips	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Rebecca Road (S-W)		ONE HOUR	✓	51	100.000
B - Site Access		ONE HOUR	✓	15	100.000
C - Rebecca Road (N-E)		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	5	46
	B - Site Access	2	0	13
	C - Rebecca Road (N-E)	46	28	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	17	17
	B - Site Access	12	0	17
	C - Rebecca Road (N-E)	12	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	6.91	0.0	0.5	A	14	21
C-AB	0.05	5.85	0.1	0.5	A	28	41
C-A						40	61
A-B						5	7
A-C						42	63

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	11	3	543	0.021	11	0.0	0.0	6.774	A
C-AB	22	6	644	0.035	22	0.0	0.0	5.791	A
C-A	33	8			33				
A-B	4	1			4				
A-C	35	9			35				

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	13	3	540	0.025	13	0.0	0.0	6.832	A
C-AB	27	7	646	0.042	27	0.0	0.0	5.817	A
C-A	40	10			40				
A-B	4	1			4				
A-C	41	10			41				

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	17	4	537	0.031	16	0.0	0.0	6.914	A
C-AB	33	8	648	0.052	33	0.0	0.1	5.852	A
C-A	48	12			48				
A-B	6	1			6				
A-C	51	13			51				

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	17	4	537	0.031	17	0.0	0.0	6.914	A
C-AB	33	8	648	0.052	33	0.1	0.1	5.853	A
C-A	48	12			48				
A-B	6	1			6				
A-C	51	13			51				

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	13	3	540	0.025	14	0.0	0.0	6.833	A
C-AB	27	7	646	0.042	27	0.1	0.0	5.821	A
C-A	40	10			40				
A-B	4	1			4				
A-C	41	10			41				

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	11	3	543	0.021	11	0.0	0.0	6.775	A
C-AB	22	6	644	0.035	22	0.0	0.0	5.794	A
C-A	33	8			33				
A-B	4	1			4				
A-C	35	9			35				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2029 + Development Trips, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rebecca Road (N-E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		2.13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	652	Stream B-AC	2.13	A

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
D9	2029 + Development Trips	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Rebecca Road (S-W)		ONE HOUR	✓	58	100.000
B - Site Access		ONE HOUR	✓	36	100.000
C - Rebecca Road (N-E)		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	3	55
	B - Site Access	5	0	31
	C - Rebecca Road (N-E)	60	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	17	17
	B - Site Access	12	0	17
	C - Rebecca Road (N-E)	12	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	7.28	0.1	0.5	A	33	50
C-AB	0.03	5.66	0.0	0.5	A	16	24
C-A						54	80
A-B						3	4
A-C						50	76

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	27	7	541	0.050	27	0.0	0.1	7.005	A
C-AB	13	3	649	0.020	13	0.0	0.0	5.663	A
C-A	44	11			44				
A-B	2	0.56			2				
A-C	41	10			41				

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	32	8	538	0.060	32	0.1	0.1	7.119	A
C-AB	16	4	652	0.024	16	0.0	0.0	5.660	A
C-A	53	13			53				
A-B	3	0.67			3				
A-C	49	12			49				

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	40	10	534	0.074	40	0.1	0.1	7.275	A
C-AB	20	5	656	0.030	20	0.0	0.0	5.657	A
C-A	64	16			64				
A-B	3	0.83			3				
A-C	61	15			61				

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	40	10	534	0.074	40	0.1	0.1	7.275	A
C-AB	20	5	656	0.030	20	0.0	0.0	5.658	A
C-A	64	16			64				
A-B	3	0.83			3				
A-C	61	15			61				

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	32	8	538	0.060	32	0.1	0.1	7.124	A
C-AB	16	4	652	0.024	16	0.0	0.0	5.661	A
C-A	53	13			53				
A-B	3	0.67			3				
A-C	49	12			49				

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	27	7	541	0.050	27	0.1	0.1	7.015	A
C-AB	13	3	649	0.020	13	0.0	0.0	5.663	A
C-A	44	11			44				
A-B	2	0.56			2				
A-C	41	10			41				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2029 + Development Trips, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rebecca Road (N-E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		1.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	827	Stream C-AB	1.93	A

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
D10	2029 + Development Trips	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Rebecca Road (S-W)		ONE HOUR	✓	53	100.000
B - Site Access		ONE HOUR	✓	15	100.000
C - Rebecca Road (N-E)		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	5	48
	B - Site Access	2	0	13
	C - Rebecca Road (N-E)	48	28	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Rebecca Road (S-W)	B - Site Access	C - Rebecca Road (N-E)
From	A - Rebecca Road (S-W)	0	17	17
	B - Site Access	12	0	17
	C - Rebecca Road (N-E)	12	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	6.92	0.0	0.5	A	14	21
C-AB	0.05	5.85	0.1	0.5	A	28	41
C-A						42	63
A-B						5	7
A-C						44	66

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	11	3	542	0.021	11	0.0	0.0	6.780	A
C-AB	22	6	644	0.035	22	0.0	0.0	5.787	A
C-A	35	9			35				
A-B	4	1			4				
A-C	36	9			36				

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	13	3	540	0.025	13	0.0	0.0	6.839	A
C-AB	27	7	646	0.042	27	0.0	0.0	5.812	A
C-A	41	10			41				
A-B	4	1			4				
A-C	43	11			43				

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	17	4	536	0.031	16	0.0	0.0	6.923	A
C-AB	34	8	649	0.052	34	0.0	0.1	5.846	A
C-A	50	13			50				
A-B	6	1			6				
A-C	53	13			53				

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	17	4	536	0.031	17	0.0	0.0	6.923	A
C-AB	34	8	649	0.052	34	0.1	0.1	5.847	A
C-A	50	13			50				
A-B	6	1			6				
A-C	53	13			53				

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	13	3	540	0.025	14	0.0	0.0	6.843	A
C-AB	27	7	646	0.042	27	0.1	0.0	5.816	A
C-A	41	10			41				
A-B	4	1			4				
A-C	43	11			43				

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	11	3	542	0.021	11	0.0	0.0	6.781	A
C-AB	22	6	644	0.035	22	0.0	0.0	5.792	A
C-A	35	9			35				
A-B	4	1			4				
A-C	36	9			36				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Appendix S – Approved Allesborough Farm Development (ref: 17/00432/FUL) S278 Works Plan

Marking Schedule

Road Marking Ref:	Road Marking Layout	Location (length / no.)
TSRGD DIA 1003	600, 300, 300, 200	Site Access (8m)
TSRGD DIA 1004	4000, 2000, 100	Site Access (10m)
TSRGD DIA 1009A	600, 300, 100	Site Access (8m)
TSRGD DIA 1023A	1250, 3750	Site Access (1. no)
TSRGD DIA 1065	4500, 1500, 1800	Worcester Road

All road markings are to conform to "The Traffic Signs Regulations and General Directions 2016"

Signage Schedule

Signage Ref:	Diagram	Size	'X' Height	Mounting Height	Reflectivity	Post Diameter	Foundation
TSRGD DIA 790	NEW ROAD LAYOUT AHEAD	750	62.5	2100	Class 1	2 x 76	350w x 600l x 600 d ST2
TSRGD DIA 602	GIVE WAY	600	62.5	1500	Class 1	3 x 76	750w x 750l x 750 d ST2
TSRGD DIA 671		600	100	2400	Class 1	76	600 x 600 x 600 GEN 1
TSRGD DIA 670-30	30	720 x 720	100	2400	Class 1	76	600 x 600 x 600 GEN 1

1. New '30' Speed Limit Roundel Marking DIA 1065 (TSRGD 2002)
2. New Red Surfacing to be Type 1 certified BBA/HAPAS high friction. Across full carriageway, 5m depth.
3. Proposed new speed limit signage.

NOTES:-

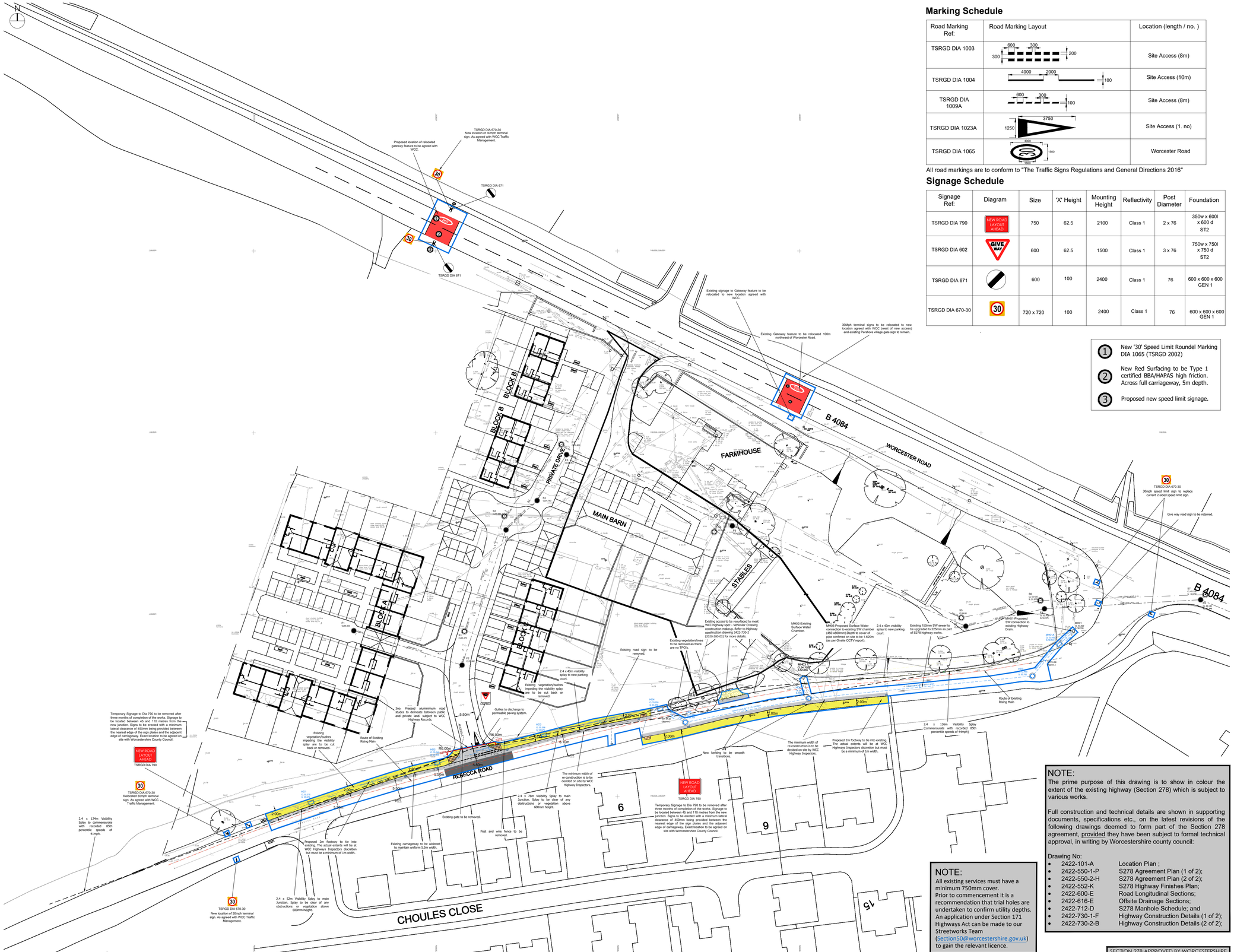
1. All dimensions shall be in millimetes unless otherwise stated.
2. Do not scale this drawing, work to figured dimensions only.
3. This drawing should be read in conjunction with all other relevant Engineering, Architectural, landscaping details, drawings and specifications and all relevant Worcestershire County Council Standard Engineering Details.
4. Prior to commencement of construction works, existing and proposed levels and dimensions must be checked and confirmed on site. Any discrepancies shall be reported to the Highway Authority and the developers Consulting Engineers immediately in order that clarification can be sought prior to commencing the works.
5. Prior to construction works commencing on site, the locations and depths of all existing statutory Undertakers and Highway Authority service equipment are to be checked and their locations confirmed. The removal, replacement, diversion, alterations of existing services / apparatus within the limits of the proposed works shall be undertaken by the contractor at no expense to Worcestershire County Council. All works shall be completed to the satisfaction of the relevant Statutory Undertakers in accordance with their specifications / requirements.
6. The Contractor must alter at no expense to Worcestershire County Council alter the level or location of any existing Statutory Undertakers or Highway Authority apparatus e.g. chambers, covers and frames etc required to construct the proposed works.
7. Should the Highway Authority's Representative decide following onside investigations during the course of the works that the existing site conditions or existing infrastructure and associated services does not meet the required standards / specifications or is damaged, the contractor will be required, at no expense to Worcestershire County Council, to substitute all related details with replacement details meeting the minimum standards / specifications required by Worcestershire County Council as Highway Authority.
8. All works shall be carried out in accordance with the approved drawings and specifications to the satisfaction of the Highway Authority.
9. All proposed new lengths of footway shall have a minimum width of 2m unless otherwise stated, a cross fall of 1:40 towards the carriageway incorporating a kerb upstand of 125mm which shall be constructed in accordance with Worcestershire County Councils Standard Details / Specifications for adoption.
10. Should any information included within the approved drawing conflict with any other detail specified within other approved supporting drawings, specification or document then WCC inspector should be contacted to provide the correct interpretation.
11. please note the requirements contained in WCC LTP3 - Highways Specification Item 1.27.4 - Any exposed bituminous layer must be protected and kept clean for as long as it remains exposed prior to the construction of the next layer. Where layers have become contaminated the area is to receive a tack coat laid in accordance with the requirements of Clause 920 Ss 7 of Volume 1 Manual of Contract Documents Highway Works. If the layer is damaged, it shall be removed and replaced with material of suitable specification.
12. CBR test results for proposed new road construction within access bell mouth forming part of S278 scheme will need to be provided to confirm construction.

Junction / Carriageway Markings and Signage

13. To be read in conjunction with drawing: 2422-730 - ' Highway Construction Details'
14. All Road markings shall fully comply with the Traffic Signs Manual Chapter 5 - Road Markings 2003 - Published for the Department for Transport under Licence from the Controller of Her Majesty's Stationary Office.
15. Prior to any lining / signing works commencing onsite the developer shall submit for approval by the Local Highway Authority, full Engineering details of any proposed lining / signing details.
16. All Permanent and Temporary Road Markings shall be Hot Applied Thermoplastic Road Marking Materials conforming to BS 3262: Parts 1,2 and 3: 1989.
17. All Permanent and Temporary Road Markings listed within Table 23 -1 (page 143) of the Traffic Signs Manual Chapter 5 - Road Markings 2003 shall be reflectorised using solid glass beads.

Road Signs

18. All Temporary and Permanent Traffic signs and Road Markings shall comply with the Traffic Signs Regulations and General Directions 2016 and accompanying documents where applicable - Chapter 3 - Regulatory Signs 2003, Chapter 4 - Warning Signs 2004, Chapter 5 - Road Markings 2003, Chapter 7 - The design of Traffic Signs, and Chapter 8 - Temporary Traffic Management, published for the Department for Transport under Licence from the Controller of Her Majesty's Stationary Office.
19. No exposed part of any sign is to be within 450mm of the carriageway edge.
20. Mounting heights are quoted from the bottom of the sign face to ground level.
21. The proposed location of all signs shown is approximate. The exact location of each sign is to be agreed on site with Worcestershire County Council.



NOTE:
The extent of the carriageway resurfacing shall be agreed on site with the WCC Engineer and the Developer / Developer's Representative.

KEY

- Highway Gullies and connecting pipework to be Adopted
- Proposed new Highway Drainage to be adopted by WCC under a S278 Agreement. (Type B & C Manholes)
- Extent of S278 works
- Tactile Paving
- Flexible Carriageway Construction - min 0.9m wide (Refer to drawing 2422-730 for details)
- Flexible Footway Construction (Refer to drawing 2422-730 for details)
- Existing Carriageway to be planed and resurfaced (minimum half carriageway width as agreed with WCC)
- Vehicle Crossing Construction (Refer to drawing 2442-730-2 for details)
- Surface Water Sewer (S104 Adoptable)
- Foul Water Sewer (S104 Adoptable)

NOTE:
The prime purpose of this drawing is to show in colour the extent of the existing highway (Section 278) which is subject to various works.

Full construction and technical details are shown in supporting documents, specifications etc., on the latest revisions of the following drawings deemed to form part of the Section 278 agreement, provided they have been subject to formal technical approval, in writing by Worcestershire county council:

Drawing No:

- 2422-101-A Location Plan ;
- 2422-550-1-P S278 Agreement Plan (1 of 2);
- 2422-550-2-H S278 Agreement Plan (2 of 2);
- 2422-552-K S278 Highway Finishes Plan;
- 2422-600-E Road Longitudinal Sections;
- 2422-616-E Offsite Drainage Sections;
- 2422-712-D S278 Manhole Schedule; and
- 2422-730-1-F Highway Construction Details (1 of 2);
- 2422-730-2-B Highway Construction Details (2 of 2);

NOTE:
All existing services must have a minimum 750mm cover.
Prior to commencement it is a recommendation that trial holes are undertaken to confirm utility depths. An application under Section 171 Highways Act can be made to our Streetworks Team (Section50@worcestershire.gov.uk) to gain the relevant licence.

SECTION 278 APPROVED BY WORCESTERSHIRE COUNTY COUNCIL HIGHWAYS - 18th JULY 2022

*DETAILS SUBJECT TO TECHNICAL APPROVAL

rev	date	description	by
I	15.11.21	Note added to gully as per highway comments.	EA.
J	04.07.22	Highway Drainage Amended. Gully's added/Kerb drain removed.	VCH.
K	11.07.22	Amended to suit comments from WCC.	VCH.
L	13.07.22	Approved drawing list amended. Note added.	VCH.
M	19.07.22	Approved drawing list updated to latest revisions. Tech Approval note added.	VCH.
N	28.09.22	225ø upgrade relocated within highway verge.	VCH.
O	13.04.23	Proposed highway drain in Rebecca Road amended.	CSM.
P	23.05.23	Blue line boundary and resurfacing extents note added, drawing list updated.	CSM.

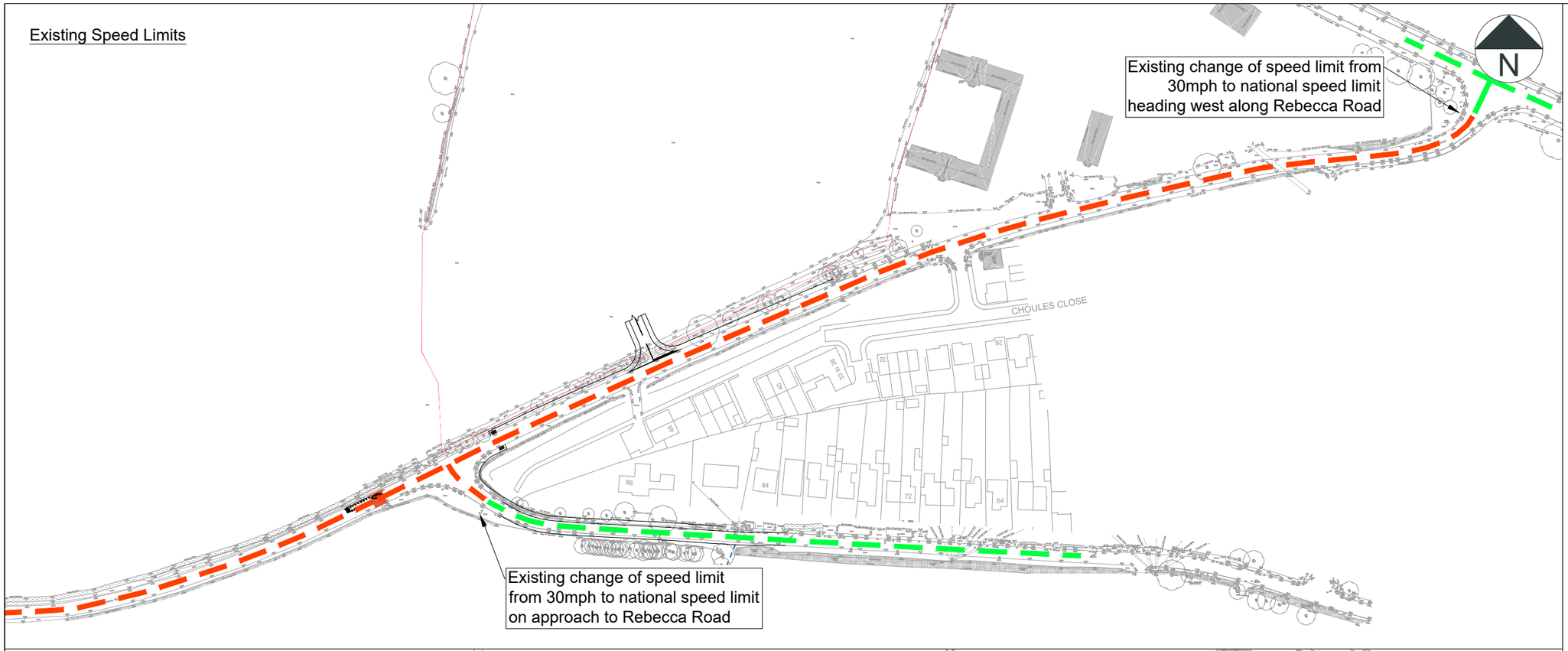
Status:
S278 APPROVED FOR CONSTRUCTION

Drawn:	EA	Client:	Malvern Developments Ltd.
Checked:	MCC	Project:	Allesborough Farm,Pershore
Date:	Feb 2020	Title:	Section 278 Agreement Plan (1of2)
Scale:	1:500(A1)	Ref:	2422/550-1 Rev: P

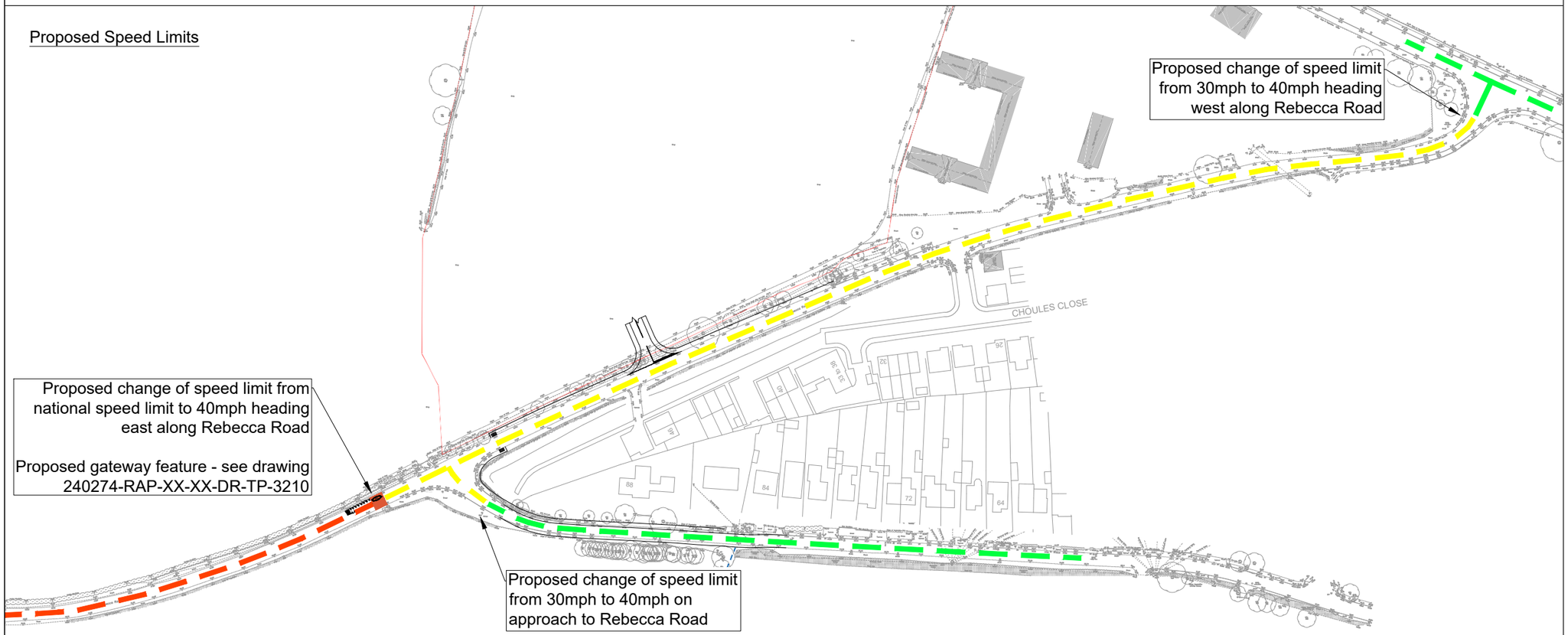
spring design
Unit 2 Chapel Barns | Merthyr Mawr
Bridgend | CF32 0LS | 01656 656267
mail@spring-consultancy.co.uk

Appendix T – Proposed Speed Limit Changes Plan

Existing Speed Limits



Proposed Speed Limits



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This topographical drawing was received from Chilcote Engineering Services, drawing number 24178-J, dated April 2024.
3. Highway boundary information has been provided by Worcestershire County Council (12.09.23) and has been overlaid by Rappor onto the Ordnance Survey and topographical survey on a best fit basis.
4. Ordnance Survey, (c) Crown Copyright 2024. All rights reserved. Licence number 100022432.

Key:

- Indicative Site Boundary
- National Speed Limit
- 40mph Speed Limit
- 30mph Speed Limit

Rev	Date	Details	By	Chkd
P03	18.09.24	Additional topographical survey added	AS	MG
P02	27.08.24	Client details updated	SL	MG
P01	13.06.24	Access relocated to avoid mature tree	SL	MG

rappor

Infrastructure and environmental consultants

rappor.co.uk

CLIENT:
Lioncourt Homes Limited and Touch Developments Limited

PROJECT:
Land North of Rebecca Road, Pershore

TITLE:
Proposed Speed Limit Changes

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:2000	10.05.24	AS	MG	MG

STATUS: INFORMATION

DRAWING NO: 240274-RAP-XX-XX-DR-TP-6000

REVISION: P03

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