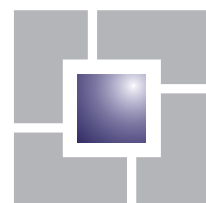


Coventry Stadium, Brandon

Transport Assessment



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Coventry Stadium, Brandon

Transport Assessment

11th December 2017

SP/TM 16115-01_Transport Assessment_FINAL_REV1

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1.0 INTRODUCTION

- 1.1 David Tucker Associates (DTA) was commissioned on behalf of Brandon Estates Limited to review the transport implications of the proposed redevelopment of land at Coventry Stadium, Brandon to provide up to 137 residential dwellings. The location of the site is shown on **Figure 1** and the proposed site layout is attached as **Appendix A**.
- 1.2 This Transport Assessment (TA) has been prepared in accordance with the National Planning Policy Framework (NPPF) and national Planning Practice Guidance (PPG), following pre-application discussions with Warwickshire County Council (WCC) and Highways England (HE).
- 1.3 This TA is structured as follows:
- Chapter 2: Policy Context;
 - Chapter 3: Existing Conditions;
 - Chapter 4: Access and Movement Strategy;
 - Chapter 5: Development Proposals;
 - Chapter 6: Traffic Generation and Distribution;
 - Chapter 7: Traffic Impact Assessment; and
 - Chapter 8: Conclusions.
- 1.4 Overall, the report demonstrates that the proposed redevelopment would have no material adverse impact on the safety or operation of the local highway network. It further concludes that the proposals are in full accordance with the transport policy tests for new developments as set out in paragraph 32 of the NPPF.

2.0 POLICY CONTEXT

2.1 National Policy

National Planning Policy Framework (March 2012)

- 2.1.1 In March 2012, the Government published the National Planning Policy Framework which replaced much national policy previously found in Planning Policy Guidance/ Planning Policy Statements. This report should therefore be read in the context of the NPPF.
- 2.1.2 Two of the core planning principles held in the NPPF as set out in paragraph 17, include actively managing *"patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable"* and to *"take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs."*
- 2.1.3 Additionally, in promoting sustainable transport, paragraph 31 states that *"Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development"* and paragraph 32 states that *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - Safe and suitable access to the site can be achieved for all people; and*
 - Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

- 2.1.4 In reinforcing the principle of supporting sustainable development, paragraph 197 states that *"In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development."*

Planning Practice Guidance (March 2014)

- 2.1.5 The Department for Communities and Local Government (CLG) published the national Planning Practice Guidance, which reinforces the guidance contained in the NPPF.
- 2.1.6 The PPG in Paragraph: 002 Reference ID: 42-002-20140306 states that TAs are ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. TAs are required for all developments that generate significant amounts of movements.

2.2 Local Planning Policy

- 2.2.1 Relevant local planning/ guidance documents include:

- The Warwickshire Local Transport Plan 3 (2011) – The plan covers the period of 2011-2026 and replaces the second Local Transport Plan (2006-2011). It sets out WCC's Transport Strategy, which will provide the framework for how the transport network will be maintained and improved across Warwickshire over a 15 year period;
- Rugby Borough Core Strategy (2011) – This document sets out the strategic vision and spatial planning framework for the Borough up to 2026. It is to be replaced with the emerging Local Plan which sets out the vision, policies and proposals for future development and land use; and
- Rugby Borough Local Plan – Submission Draft (2017) – This document sets out WCC's draft policies and proposals to support the development of the Borough through to 2031. It will replace the Core Strategy once adopted.

3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The site is located to the south-east of Coventry within the parish of Brandon and Bretford, approximately 1.6km to the east of the A46/ A428 signalised roundabout, and shares frontage with the A428 Rugby Road to the south-west and Speedway Lane to the south-east. The location of the site is shown on **Figure 1**.

3.1.2 The site currently comprises a hard standing car park and Coventry Stadium and has two existing vehicle points of access onto Rugby Road. A further pedestrian access is located at the north-west corner of the site.

3.2 Local Road Network

3.2.1 The local road network in relation to the proposed development is shown on **Figure 1**.

3.2.2 It is proposed that vehicle access to the proposed development will be taken from the A428 Rugby Road. Rugby Road is a single carriageway road and has an approximate width of 7.5m within the vicinity of the site. It is subject to a 40mph speed limit along the site frontage before changing to 30mph as Rugby Road enters Binley Woods near the existing pedestrian access point to the north-west of the site. Street lighting is provided along both sides of the carriageway edge in addition to 1.5-2.0m footways.

3.2.3 The A46/ A428 signalised roundabout is located approximately 1.6km to the west of the site. Improvement works to the roundabout were completed in 2012 as part of an adjacent retail park development and included the full signalisation of the junction. To the west of the junction, the A428 Brandon Road links the A46 with Coventry City Centre.

3.2.4 Funding has been secured by HE to grade-separate the A46/ A428 signalised roundabout, which is committed as part of the Regional Investment Strategy (RIS) covering the period of 2015/2016 to 2019/2020. Construction on-site is expected to start in spring 2020 and should last no more than two years.

3.2.5 The A46 Eastern Bypass, which is a dual carriageway road, skirts around the east of Coventry from the M69 to the north to the M5 at Tewkesbury. Improvements to A45 Stonebridge Highway and the Tollbar End roundabout in southern Coventry, connecting with the A46(T) Eastern Bypass, were completed in December 2016.

3.3 Existing Traffic Flows

3.3.1 A classified manual turning count survey was undertaken at the A46/ A428 signalised roundabout between 07:00 & 10:00 and 16:00 & 19:00 on Thursday 16th February 2017. This data is attached as **Appendix B**.

3.3.2 A 7-day automated traffic count (ATC) was also undertaken on Rugby Road on the site frontage in May 2014. The results of the speed survey are summarised in **Table 1** below and data is also attached as **Appendix B**.

Table 1 – Speed Survey Data (Rugby Road)

	Eastbound	Westbound
Average Speed (MPH)	34.8	34.4
85 th Percentile Speed (MPH)	39.9	39.3

3.4 Personal Injury Collisions

3.4.1 Personal Injury Collision (PIC) data was obtained from WCC for the most recent five year period. The full details of the PIC records including the study area, the severity and location of the collisions are attached as **Appendix C**. A summary of the PICs is provided in **Table 2**.

Table 2 – Summary of PICs by Severity

Accident Severity	Slight	Serious	Fatal	Total
Number of PICs	17	2	0	19
% of Total	90%	10%	0%	100%

3.4.2 As shown in **Table 2**, around 90% (17) of the PICs were recorded as 'slight' and 10% (2) as 'serious'. Four of the incidents involved vulnerable road users.

- 3.4.3 The majority of the PICs (10) happened on the A46/ A428 signalised roundabout. Many of these incidents involved rear shunt type collisions within the vicinity of the give-way lines, with this pattern not being uncommon at roundabouts and traffic signal approaches.
- 3.4.4 The remaining nine incidents occurred along a 2.7km stretch of the A428 Rugby Road to the east of the A46/ A428 signalised roundabout and were not concentrated in any particular location. No PICs have been recorded over the most recent five years at the existing site accesses or along the site frontage.
- 3.4.5 Overall, it is concluded from this review that the relatively low level and nature of incidents recorded within the vicinity of the site does not indicate any existing highway safety issues that would warrant mitigation as part of the redevelopment proposals.

4.0 ACCESS AND MOVEMENT STRATEGY

4.1 Introduction

4.1.1 The overall Access and Movement Strategy for the proposed redevelopment is based on the principle of reducing the quantum of single occupancy car use generated by the development proposals by maximising the potential for pedestrian and cycle movements, and the use of existing public transport services.

4.2 Pedestrian and Cycle Access

4.2.1 Lit footways are located along both sides of the A428 Rugby Road and provide access to facilities located in Binley Woods to the west and Brandon to the south-east.

4.2.2 Foot/ cycle access to the proposed redevelopment would be achieved through the proposed vehicle access on to Rugby Road, as well as pedestrian-only links to the west, north and east of the site. These connections will provide a good level of connectivity to the local area and nearby facilities, which are discussed in **Section 4.5**.

4.2.3 The following strategy is to be implemented to promote and encourage occupants to walk and cycle to/ from the site:

- The site will be designed to facilitate foot and cycle movements along desire lines through the development, linking to the external access points. This will include the provision of the following where appropriate in line with the DfT's Manual for Streets (MfS) and MfS2:
 - A good level of street and path lighting
 - Warning signs prior to junctions
 - On-site roads will be designed to 20mph
 - Tactile and coloured surfacing
 - Safety kerbing

- Reduced junction mouth widths to promote slower vehicle speed where appropriate
- Signage to direct pedestrians and cyclists to key facilities and places of interest, including distances;
- A mix of cycle parking facilities will be provided at the development to comply with local standards and will be designed and tailored to the likely needs of future occupants. Cycle parking will be provided within the confines of a dwelling / garage, or alternatively provided in secure, well lit, covered cycle storage facilities;
- It is proposed that a 2m wide footway will be provided throughout the development site including hard standing, with dropped kerbs with tactile paving providing connection to the existing footway along Rugby Road; and
- A contribution would be provided towards a new pedestrian crossing facility on the A428 to the west of the proposed development if required, to facilitate movements to/ from the local primary school and further facilities located in Binley Woods.

4.3 **Public Transport**

Bus

- 4.3.1 The closest bus stops to the site are located on Rugby Road, approximately 300m walking distance from the centre of the site. Two of these bus stops are located to the north-west of the proposed redevelopment and two bus stops to the south-east, as shown on **Figure 2**. Flag poles and bus timetable information are provided at these bus stops.
- 4.3.2 The bus stops referred to above are served by the no.86 operated by Stagecoach in Warwickshire. The no.86 bus service runs between Coventry and Rugby with a 30 minute frequency between Monday and Saturday, and a two hourly frequency on Saturday.

- 4.3.3 As part of the development scheme, it is proposed that the bus stops located to the south-east of the site will be upgraded to provide bus shelters, hard standing and seating. A contribution towards these works would be secured through a Section 106 agreement.

Rail

- 4.3.4 The closest railway station to the proposed development is Coventry Railway Station, which is located approximately 12km to the west of the site in Coventry City Centre. The no.86 bus service, which passes the site, stops within 1km walking distance of the station, corresponding to a walking time of around 12 minutes.
- 4.3.5 Connections to local and national destinations are provided from the station, including services to London Euston every 10 minutes, and Birmingham New Street every 10 to 20 minutes. Direct connections to Manchester Piccadilly, Bournemouth, Nuneaton and Glasgow are also available from this station.

4.4 Local Facilities

- 4.4.1 This section of the TA considers access to the following services:

- Education;
- Food retail;
- Health services; and
- Employment.

- 4.4.2 The majority of trips that will be made by foot or cycle from the proposed development will be for the purpose of short shopping trips, access to leisure facilities, school journeys, journeys to employment, and trips to bus stops as part of linked trips to other destinations.

- 4.4.3 It is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.
- 4.4.4 Accessibility by foot to local amenities was determined by measuring the distances from the centre of the development site to the local amenity and then calculating the time it would take to walk that distance using an average walk speed of 1.4m/s. A similar approach was taken with regard to cycle accessibility, using an average cycle speed of 4.2m/s. Distances were measured along the most direct route between the site and amenity. **Figure 2** shows some of the local amenities near the site.

Education

- 4.4.5 The closest primary school to the proposed development is Binley Woods Primary School, which is shown on **Figure 2**. The school is located approximately 600m from the centre of the site, which translates into walking and cycling times of about seven and two minutes respectively.
- 4.4.6 The proposed development would fall within the catchment area of Ernesford Grange Community Academy in Coventry, which is located approximately 4.7km from the proposed development. The majority of trips made to/ from the site to this facility would therefore most likely be made by car and public transport, with the no.86 stopping approximately 1km from the school.

Food Retail

- 4.4.7 In terms of food retail, the One-Stop Store is located approximately 0.9km to the west of the site in Binley Woods on Rugby Road and a local shopping centre is located around 1.4km to the south-west of the site off Woodlands Road. These facilities are shown on **Figure 2**. These distances correspond to walking times of between 11 and 17 minutes, and cycling times of between 4 and 6 minutes. Further food retail shopping opportunities can be found within Coventry and can be accessed using the no.86 bus service.

Doctor's Surgery

- 4.4.8 In terms of access to health provision, the closest GP Surgery to the proposed development is located in Wolston, approximately 2.4km to the north-east of the site. This journey takes approximately 28 minutes to walk, or 8 minutes to cycle.

Employment

- 4.4.9 With regards to employment, a review of 2011 Census data for the Middle Super Output Area (MSOA) of Rugby 004 within which the proposed development is located shows that approximately 37% of residents work in Coventry and 24% within the area of Rugby, of which around 9% are internalised within the MSOA. Further details are provided in **Table 3** below.

Table 3 – Summary of the workplace destinations for MSOA Rugby 004

Workplace Destination	Percentage
Birmingham	3%
Coventry	37%
Harborough	1%
Nuneaton and Bedworth	3%
Rugby	24%
<i>Rugby 004</i>	<i>9%</i>
Stratford-on-Avon	4%
Warwick	14%
Other	14%
Total	100%

Source: Journey to Work Statistics (2011 Census Data)

- 4.4.10 The no.86 bus service which routes to the centre of Coventry with a 30 minute frequency, calling at Binley Business Park, Binley Industrial Estate and University Hospital Coventry, will therefore provide a viable alternative to car travel for some journeys to work.

Summary

4.4.11 In summary, there are a number of local facilities and amenities within Binley Woods including a nursery, convenience store, village hall, public house and primary school. These can be accessed from the proposed development by foot and cycle, using continuous footways. A wider range of employment, retail, leisure and education facilities can be found in Coventry, with the no.86 bus service providing a viable alternative to car travel for some of these trips.

5.0 DEVELOPMENT PROPOSALS

5.1 Introduction

5.1.1 This Chapter sets out the development proposals for the site, including site layout and vehicular access, as well as the site's existing use.

5.2 Existing Use

5.2.1 The site is currently unoccupied but did until relatively recently host a number of events at the stadium including speedway, stock car racing, and greyhound racing.

5.2.2 During event days, the site would generate significant volumes of traffic onto the highway network. To provide an indication of the volume of traffic generated by the this use of the site, two automated traffic counts (ATCs) were undertaken between Friday 2nd and Friday 9th May 2014. The results of these surveys, attached as **Appendix B**, show that:

- Events occurred on four of the eight survey days, including Friday 22nd, Saturday 3rd, Monday 5th and Friday 9th May;
- Between 350 and 1,600 vehicles were recorded to arrive on the site during these events through the existing site accesses; and
- In addition to the above, a significant volume of cars were seen to be parking on the highway, on local roads and in pull-in areas.

5.2.3 A high proportion of the traffic identified above would have routed through the A46/A428 signalised roundabout. In terms of traffic flows during event days therefore, the redevelopment proposals would provide a significant improvement over the previous situation.

5.3 **Proposed Use**

5.3.1 The proposed redevelopment would provide up to 137 residential dwellings, parking, drainage, open space, and landscaping. The proposals will comprise:

- A range of high quality homes;
- Connected routes for pedestrians/ cyclists;
- Design measures that reflect the 'edge of settlement' location, with new landscaping, planting and associated features being key elements of the scheme; and
- The retention of hedgerows and mature trees where possible.

5.3.2 The Masterplan for the proposed redevelopment attached as **Appendix A** demonstrates the commitment of the developer to the principles outlined in current transport policy of reducing the overall need to travel and encouraging travel by sustainable means through the adoption of the following key transport and movement principles:

- An integrated network of streets and pedestrian connections that follow desire lines, and facilitate movements by active modes of travel;
- Accessibility to public transport, with bus services operating within walking distance of the site; and
- Traffic routes within the development designed to minimise traffic speeds.

5.3.3 The internal layout of the site has been assessed against MfS and MfS2, as well as with reference to the Warwickshire Design Guide.

5.4 **Vehicle Access**

- 5.4.1 The principle of accessing to the site was discussed and agreed with WCC during pre-application discussions.
- 5.4.2 It is proposed that vehicle access to the site will be via a new access onto the A428 Rugby Road. This is shown on **Drawing 16115-05C** which is attached as **Appendix D**. The access road will have a width of 5.5m with 2m footways provided along both sides of the carriageway.
- 5.4.3 The location of the proposed access responds to the findings of a Stage 1 Road Safety Audit (RSA) that was undertaken for an alternative access location closer to Speedway Lane. The RSA, which is attached as **Appendix E**, identified a problem with the proximity of that access to Speedway Lane and recommended that the new access be relocated westwards to provide greater separation. These comments have been taken onboard and are reflected in the access proposals shown on **Drawing 16115-05C**.
- 5.4.4 The existing vehicle access to the south-east of the site will therefore be stopped up as part of the development proposals, with the central access retained for use by existing properties on Rugby Road, as well as providing access to a single new dwelling as shown on the indicative site layout plan attached as **Appendix A**.

5.5 **Servicing**

- 5.5.1 The proposed site layout will accommodate servicing vehicles to access the development, turn around and egress the site in forward gear.

5.6 **Car Parking**

- 5.6.1 The standards guiding parking provision levels for development are provided in Rugby Borough Council's 'Adopted Planning Obligations SPD'. The car parking standards from the SPD relevant to the proposed development are summarised in **Table 4**.

Table 4 – Local Car and Cycle Parking Standards

Type	Car Parking Standards		Cycle Parking Standards (Minimum)	
	Low Access	High Access	Long Stay – Residents/ Staff	Short Stay – Visitors
1-2 Bed Units	1.5 spaces/ unit	0.75 spaces/ unit	1/unit secure & undercover	-
3 Bed Units	2 spaces/unit	1 space/ unit	1/unit secure & undercover	-
4 Bed Units	3 spaces/unit	1.5 spaces/ unit	1/unit secure & undercover	-

5.6.2 With regard to levels of accessibility, the SPD categorises 'low access' as being those sites that are not within 15 minutes walk of train services and 5 minutes walk of bus services, or those that do not have very good access to bus services (defined as at least three different services, operating on at least 20 minute frequencies during the peak times). The proposed development would fall within the 'low access' category and therefore no reduction in the maximum standards would be applicable.

5.6.3 The level of car and cycle parking to be provided as part of any proposals would take account of the relevant local standards as outlined in **Table 4** above.

5.6.4 The composition of residential dwelling types on-site is yet to be finalised. Therefore, the parking strategy for the site will be assessed with reference to local guidance and agreed with WCC during the detailed design stage.

6.0 TRAFFIC GENERATION AND DISTRIBUTION

6.1 Vehicle Trip Generation

- 6.1.1 The vehicle trip generation for the proposed residential development has been estimated using the Trip Rates Information Computer System (TRICS) version 2017(c) v7.4.2. For this, TRICS was interrogated for 'Land Use 03 - Residential/A – Houses Privately Owned' and the resultant vehicle trip rates are summarised in **Table 5**. The full TRICS outputs are attached as **Appendix F**.

Table 5 – Vehicle Trip Rates (per dwelling)

Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			12 Hour (07:00 – 19:00)		
Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
0.138	0.367	0.505	0.340	0.162	0.502	2.142	2.208	4.350

- 6.1.2 The resulting vehicle trip generation for the proposed development of 137 dwellings is shown in **Table 6**.

Table 6 – Vehicle Trip Generation (137 dwellings)

Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			12 Hour (07:00 – 19:00)		
Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
19	50	69	47	22	69	293	302	595

6.2 Residential Trip Distribution and Assignment

- 6.2.1 2011 Census journey to work data for the MSOA of Rugby 004 within which the site is located was used to distribute the commuting and business trips generated by the proposed development onto the highway network. This distribution is summarised in **Table 3** above.
- 6.2.2 The assignment of the development generated vehicle trips onto the adjacent highway network was based on the Census workplace origin data, with residential trips assigned to the network through the use of ArcGIS and online routing software. In total, 54 two-way vehicle trips are forecast to route through the A46/ A428 signalised roundabout

during the respective peak hours.

6.3 Background Growth

6.3.1 To account for background growth, observed traffic flows were factored using the DfT's TEMPRO 7.0 computer programme using the National Trip End Model (NTEM) dataset 70 and the 2015 National Travel Model (NTM).

6.3.2 For the interrogation of the TEMPRO database, the MSOA of Rugby 004 was chosen. The growth rates for 'car drivers only' were then selected with the trip end type being defined as 'origin/destination'. These were obtained for the weekday AM and PM peaks (07:00 – 09:59 & 16:00 – 18:59). An adjustment was then applied to provide a local growth rate. An NTM growth calculation was weighted to each TEMPRO growth rate using the 2015 NTM dataset. The resulting growth factors are shown in **Table 7**.

Table 7 – TEMPRO Growth Factors

Forecast Year	Principal		Trunk	
	AM	PM	AM	PM
2019	1.0257	1.0258	1.0255	1.0256
2026	1.1094	1.1113	1.1039	1.1057

6.4 Committed Development

6.4.1 In terms of committed development, a planning application for the redevelopment of a garden centre opposite the site was granted planning permission in March 2015 (ref: R11/0786). The specific traffic generation associated with this development has been taken into account within this TA, in addition to the local background growth derived from TEMPRO.

7.0 TRAFFIC IMPACT ASSESSMENT

7.1 Introduction

7.1.1 This Chapter assesses the highways impact of the development proposals, with detailed assessment undertaken of the A46/ A428 signalised roundabout and proposed site access.

7.1.2 In accordance with Circular 02/2013, an assessment of the impact of the scheme at the A46/ A428 signalised roundabout over the local plan review period (2026) has been undertaken, as well as an assessment of the forecast opening year (2019). With regard to the latter, Paragraph 27 of the Circular states that: *"Where the overall forecast demand at the time of the opening of the development can be accommodated by the existing infrastructure, further capacity mitigation will not be sought"*. For consistency and robustness, a 2026 forecast year assessment has also been undertaken for the proposed site access. The following assessment years/ scenarios have therefore been considered:

- 2017 Existing;
- 2019 without Development;
- 2019 with Development;
- 2026 without Development; and
- 2026 with Development.

7.1.3 The assessment flows for each of these scenarios are attached as **Appendix G**.

7.1.4 A review of the traffic count data showed that the peak weekday traffic periods for the local road network were 07:15 – 08:15 and 16:30 – 17:30. The junction assessments have been carried out for these peak hours.

7.2 **A46/ A428 Signalised Roundabout**

- 7.2.1 The impact of the proposed development on the A46/A428 signalised roundabout was assessed using LinSig software. An agreed LinSig model, which was used for the design of the current signal arrangement, was obtained from HE for assessment purposes.
- 7.2.2 The results of the assessment for the existing and forecast scenarios, which are summarised in **Table 8** to **12**, show that the proposed development would have a negligible impact on the operation of the junction. The LinSig outputs are attached as **Appendix H**. As referred to above, a scheme to grade-separate this junction is committed as part of the RIS and construction for this is expected to start in spring 2020.

Table 8 – A46/A428 LinSig Assessment Results (2017 Existing)

Vehicle Movement	AM Peak (0715-0815)			PM Peak (1630-1730)		
	Degree of Saturation (%)	Average Delay (S/PCU)	Mean Max Queue (PCU)	Degree of Saturation (%)	Average Delay (S/PCU)	Mean Max Queue (PCU)
A46 Ahead Ahead2	82.3%	20.5	22.2	84.4%	23.8	23.1
A46 Ahead	81.5%	20.0	21.9	82.6%	22.6	22.1
A46 Ahead	22.4%	8.9	3.2	15.9%	9.7	2.2
A46 SB Circulatory Ahead	70.5%	6.2	6.6	69.3%	7.2	8.0
A46 SB Circulatory Ahead	74.1%	6.5	5.7	76.3%	7.6	6.2
A46 SB Circulatory Right	18.4%	3.0	0.7	13.0%	3.2	0.4
A428 WB Ahead Ahead2	63.9%	46.6	6.5	42.1%	36.9	4.4
A428 WB Ahead	60.5%	45.3	6.0	38.3%	36.3	3.9
A428 WB Ahead	77.5%	54.9	8.7	32.5%	35.3	3.3
A428 WB Circulatory Ahead	47.8%	32.6	8.4	43.4%	42.1	6.3
A428 WB Circulatory Ahead	37.2%	47.8	7.1	38.4%	52.3	5.8
A428 WB Circulatory Right	38.6%	54.2	7.7	24.4%	60.5	3.8
A46 NB Left	37.0%	13.8	6.0	20.7%	8.8	2.8
A46 NB Ahead	60.6%	17.5	12.0	59.4%	13.2	11.6
A46 NB Ahead	54.6%	16.3	10.2	55.5%	12.5	10.4
A46 NB Ahead	55.0%	16.4	10.3	55.4%	12.5	10.3
A46 NB Circulatory Ahead	47.1%	3.0	2.5	55.4%	5.4	12.2
A46 NB Circulatory Ahead	53.2%	4.4	6.8	57.0%	6.7	12.2
A46 NB Circulatory Ahead Right	52.7%	4.3	6.2	57.1%	6.8	12.2
A428 EB Ahead	52.4%	38.0	5.9	81.0%	47.6	12.3
A428 EB Ahead	39.5%	35.3	4.3	64.9%	38.5	8.7
A428 EB Ahead	56.7%	39.1	6.6	64.3%	38.3	8.7
A428 EB Circulatory Ahead	41.1%	20.5	2.4	75.5%	28.1	6.7
A428 EB Circulatory Right	45.6%	16.7	1.7	52.8%	15.4	2.0
PRC* over all lanes (%)	9.3			6.7		
Total delay over all lanes (PcuHr)	61.69			63.33		

Table 9 – A46/A428 LinSig Assessment Results (2019 without Dev)

Vehicle Movement	AM Peak (0715-0815)			PM Peak (1630-1730)		
	Degree of Saturation (%)	Average Delay (S/PCU)	Mean Max Queue (PCU)	Degree of Saturation (%)	Average Delay (S/PCU)	Mean Max Queue (PCU)
A46 Ahead Ahead2	84.5%	21.8	23.7	86.4%	25.5	24.6
A46 Ahead	83.5%	21.2	23.3	84.9%	24.2	23.6
A46 Ahead	23.0%	8.9	3.3	16.3%	9.8	2.2
A46 SB Circulatory Ahead	72.4%	6.5	6.9	71.2%	7.5	8.4
A46 SB Circulatory Ahead	75.9%	6.8	5.9	78.1%	8.0	6.6
A46 SB Circulatory Right	18.9%	3.0	0.7	13.3%	3.2	0.5
A428 WB Ahead Ahead2	65.8%	47.4	6.7	44.1%	37.3	4.6
A428 WB Ahead	62.3%	45.9	6.2	40.1%	36.6	4.1
A428 WB Ahead	79.6%	56.9	9.0	33.4%	35.4	3.4
A428 WB Circulatory Ahead	49.3%	32.8	8.7	45.3%	42.7	6.6
A428 WB Circulatory Ahead	38.0%	48.1	7.3	39.9%	52.8	6.0
A428 WB Circulatory Right	39.7%	54.2	7.9	25.1%	60.6	3.9
A46 NB Left	37.9%	13.9	6.1	21.3%	8.8	3.0
A46 NB Ahead	61.4%	17.7	12.1	61.0%	13.5	12.1
A46 NB Ahead	56.4%	16.7	10.7	56.9%	12.8	10.8
A46 NB Ahead	56.7%	16.7	10.8	56.8%	12.7	10.8
A46 NB Circulatory Ahead	47.7%	3.0	2.5	56.8%	5.6	12.8
A46 NB Circulatory Ahead	54.8%	4.6	8.0	58.5%	7.0	12.7
A46 NB Circulatory Ahead Right	54.4%	4.5	7.4	58.5%	7.0	12.7
A428 EB Ahead	53.6%	38.4	6.1	83.0%	49.6	12.8
A428 EB Ahead	42.2%	35.8	4.6	67.1%	39.3	9.2
A428 EB Ahead	58.2%	39.5	6.8	66.0%	38.9	9.0
A428 EB Circulatory Ahead	43.4%	20.7	2.6	77.9%	29.5	7.1
A428 EB Circulatory Right	46.8%	17.0	1.7	54.1%	15.8	2.1
PRC* over all lanes (%)	6.6			4.1		
Total delay over all lanes (PcuHr)	65.12			67.39		

Table 10 – A46/A428 LinSig Assessment Results (2019 with Dev)

Vehicle Movement	AM Peak (0715-0815)			PM Peak (1630-1730)		
	Degree of Saturation (%)	Average Delay (S/PCU)	Mean Max Queue (PCU)	Degree of Saturation (%)	Average Delay (S/PCU)	Mean Max Queue (PCU)
A46 Ahead Ahead2	84.6%	21.9	24.0	85.3%	23.8	24.2
A46 Ahead	83.7%	21.3	23.3	83.6%	22.6	22.9
A46 Ahead	23.0%	8.9	3.3	16.0%	9.3	2.2
A46 SB Circulatory Ahead	72.3%	6.5	6.9	69.8%	7.1	8.2
A46 SB Circulatory Ahead	75.9%	6.8	5.8	77.1%	7.6	6.3
A46 SB Circulatory Right	18.9%	3.0	0.7	13.1%	3.1	0.4
A428 WB Ahead Ahead2	69.4%	49.2	7.3	45.9%	38.8	4.7
A428 WB Ahead	66.5%	47.7	6.8	45.5%	38.7	4.6
A428 WB Ahead	82.3%	60.0	9.7	36.1%	36.9	3.5
A428 WB Circulatory Ahead	50.8%	32.6	9.0	48.3%	41.2	5.9
A428 WB Circulatory Ahead	38.6%	49.6	7.5	45.4%	46.7	5.0
A428 WB Circulatory Right	41.0%	54.3	8.2	28.0%	43.7	2.6
A46 NB Left	37.9%	13.9	6.1	20.6%	7.9	2.7
A46 NB Ahead	61.9%	17.8	12.2	57.9%	11.9	11.0
A46 NB Ahead	56.5%	16.7	10.7	55.9%	11.5	10.4
A46 NB Ahead	56.7%	16.7	10.8	55.9%	11.5	10.4
A46 NB Circulatory Ahead	48.1%	3.0	2.5	54.9%	4.7	1.8
A46 NB Circulatory Ahead	55.2%	4.8	9.2	58.6%	6.6	4.2
A46 NB Circulatory Ahead Right	54.8%	4.7	8.6	58.6%	6.6	4.2
A428 EB Ahead	53.6%	38.4	6.1	86.6%	55.8	13.7
A428 EB Ahead	43.4%	36.0	4.8	72.6%	42.9	10.0
A428 EB Ahead	58.2%	39.5	6.8	68.9%	41.1	9.3
A428 EB Circulatory Ahead	45.4%	21.3	2.8	84.9%	36.6	8.8
A428 EB Circulatory Right	46.8%	17.0	1.7	56.1%	18.0	2.4
PRC* over all lanes (%)	6.4			3.9		
Total delay over all lanes (PcuHr)	67.07			67.41		

Table 11 – A46/A428 LinSig Assessment Results (2026 without Dev)

Vehicle Movement	AM Peak (0715-0815)			PM Peak (1630-1730)		
	Degree of Saturation (%)	Average Delay (S/PCU)	Mean Max Queue (PCU)	Degree of Saturation (%)	Average Delay (S/PCU)	Mean Max Queue (PCU)
A46 Ahead Ahead2	90.7%	28.3	29.4	93.0%	35.0	31.2
A46 Ahead	90.2%	27.5	28.7	91.6%	32.1	29.4
A46 Ahead	24.8%	9.0	3.6	17.6%	9.9	2.5
A46 SB Circulatory Ahead	78.2%	7.8	8.1	76.3%	8.7	9.5
A46 SB Circulatory Ahead	81.5%	8.3	6.7	84.6%	10.4	8.2
A46 SB Circulatory Right	20.4%	3.1	0.7	14.3%	3.3	0.5
A428 WB Ahead Ahead2	70.2%	49.6	7.4	47.0%	37.9	5.0
A428 WB Ahead	67.8%	48.4	7.0	43.4%	37.2	4.6
A428 WB Ahead	85.7%	65.2	10.6	35.8%	35.8	3.7
A428 WB Circulatory Ahead	52.5%	33.2	9.3	50.5%	39.1	6.2
A428 WB Circulatory Ahead	41.6%	48.3	8.0	44.9%	40.7	4.8
A428 WB Circulatory Right	42.7%	54.5	8.5	28.0%	36.6	2.3
A46 NB Left	40.9%	14.2	6.8	22.5%	8.5	3.1
A46 NB Ahead	67.5%	19.2	14.4	65.5%	13.9	13.8
A46 NB Ahead	59.8%	17.3	11.6	59.8%	12.7	11.8
A46 NB Ahead	60.5%	17.5	11.9	59.9%	12.7	11.9
A46 NB Circulatory Ahead	52.5%	3.2	2.6	62.1%	5.4	2.2
A46 NB Circulatory Ahead	58.4%	5.4	11.9	62.7%	7.0	4.8
A46 NB Circulatory Ahead Right	58.0%	5.2	11.5	62.7%	7.0	4.8
A428 EB Ahead	57.8%	39.5	6.7	89.6%	59.9	15.4
A428 EB Ahead	45.3%	36.4	5.1	72.3%	41.6	10.2
A428 EB Ahead	62.5%	40.9	7.5	71.1%	41.0	10.0
A428 EB Circulatory Ahead	46.8%	21.2	2.8	84.0%	33.7	8.6
A428 EB Circulatory Right	50.3%	18.4	2.0	58.3%	17.6	2.6
PRC* over all lanes (%)	-0.8			-3.4		
Total delay over all lanes (PcuHr)	77.78			79.82		

Table 12 – A46/A428 LinSig Assessment Results (2026 with Dev)

Vehicle Movement	AM Peak (0715-0815)			PM Peak (1630-1730)		
	Degree of Saturation (%)	Average Delay (S/PCU)	Mean Max Queue (PCU)	Degree of Saturation (%)	Average Delay (S/PCU)	Mean Max Queue (PCU)
A46 Ahead Ahead2	90.9%	28.5	29.5	93.4%	35.8	31.6
A46 Ahead	90.3%	27.7	29.1	92.1%	33.1	30.1
A46 Ahead	24.8%	9.0	3.6	17.6%	9.9	2.5
A46 SB Circulatory Ahead	78.1%	7.8	8.1	76.3%	8.8	9.6
A46 SB Circulatory Ahead	81.5%	8.3	6.7	84.6%	10.4	7.9
A46 SB Circulatory Right	20.4%	3.1	0.7	14.3%	3.3	0.5
A428 WB Ahead Ahead2	74.1%	52.2	8.0	47.0%	37.9	5.0
A428 WB Ahead	71.5%	50.4	7.6	46.3%	37.8	4.9
A428 WB Ahead	88.3%	70.6	11.4	37.0%	36.0	3.8
A428 WB Circulatory Ahead	53.2%	31.9	9.7	49.4%	38.7	6.1
A428 WB Circulatory Ahead	40.0%	48.8	8.0	47.2%	42.6	5.1
A428 WB Circulatory Right	42.6%	53.3	8.8	28.9%	37.6	2.4
A46 NB Left	41.7%	14.9	7.0	22.5%	8.5	3.1
A46 NB Ahead	67.4%	19.8	14.0	63.6%	13.5	13.1
A46 NB Ahead	62.3%	18.5	12.5	61.3%	13.0	12.2
A46 NB Ahead	62.5%	18.6	12.5	61.3%	13.0	12.2
A46 NB Circulatory Ahead	51.3%	3.2	2.6	60.3%	5.2	2.1
A46 NB Circulatory Ahead	59.5%	5.0	9.3	64.2%	7.2	5.0
A46 NB Circulatory Ahead Right	59.2%	5.0	8.7	64.2%	7.2	5.0
A428 EB Ahead	57.8%	39.5	6.7	89.6%	59.9	15.4
A428 EB Ahead	46.5%	36.7	5.2	74.9%	43.0	10.8
A428 EB Ahead	62.5%	40.9	7.5	71.1%	41.0	10.0
A428 EB Circulatory Ahead	48.6%	21.9	3.0	88.0%	39.2	10.1
A428 EB Circulatory Right	50.3%	18.4	2.0	58.3%	17.6	2.6
PRC* over all lanes (%)	-1.0			-3.7		
Total delay over all lanes (PcuHr)	80.17			82.64		

7.3 Site Access

- 7.3.1 The operation of the proposed site access has been assessed using the PICADY module within Junctions 9 for a 2026 assessment year. The results, which are summarised in **Table 13**, show the proposed site access would operate well within capacity in the future. The full outputs are attached as **Appendix I**.

Table 13 – Site Access PICADY Assessment Results (2026 with Dev)

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Max RFC	MMQ	Max RFC	MMQ
Site Access to A428 (W) and A428 (E)	0.197	0	0.090	0
A428 (E) to A428 (W) and Site Access	0.014	0	0.040	0

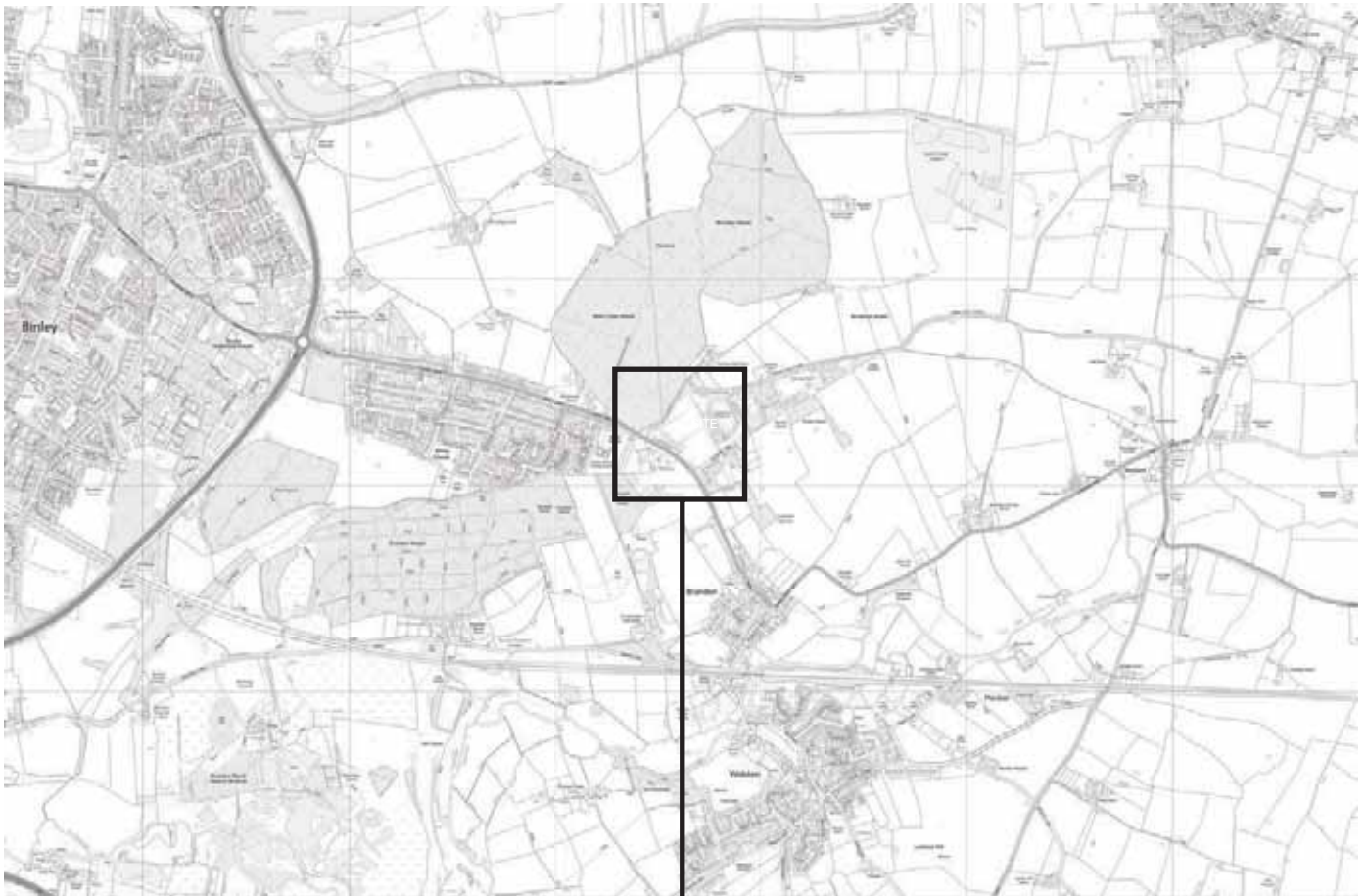
7.4 Summary

- 7.4.1 The results of the junction assessments show that the impact of the proposed development on the local highway network would not be significant and no mitigation measures are therefore required.

8.0 CONCLUSIONS

- 8.1 David Tucker Associates was commissioned on behalf of Brandon Estates Limited to review the transport implications of the proposed redevelopment of Coventry Stadium, Brandon to provide up to 137 residential dwellings.
- 8.2 This Transport Assessment has been prepared in accordance with the National Planning Policy Framework and national Planning Practice Guidance, following consultation with Warwickshire County Council and Highways England.
- 8.3 This report has reviewed the accessibility of the site in line with local and national policy, and demonstrates that the site is well located in terms of access to public transport services, foot and cycle connections, and local facilities.
- 8.4 A review of the most recent five year personal injury collision data for the adjacent highway network has been undertaken and does not highlight any existing safety issues that would need to be mitigated as part of the development proposals.
- 8.5 In considering the potential impact of the proposed development on the local highway network, assessments were undertaken for the forecast year of opening and local plan review period. The results of the junction assessments show that the impact of the proposed development on the local highway network is modest and that no mitigation measures are required.
- 8.6 Overall, the report demonstrates that the proposed development will have no material adverse impact on the safety or operation of the adjacent highway network. It further concludes that the development is in full accordance with the transport policy tests for new developments as set out in paragraph 32 of the National Planning Policy Framework.
- 8.7 On the basis of the above, it is therefore concluded that there are no reasons in transport terms why the relevant planning application should not be consented.

Figures



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Figure 1
 Drawing Title
 Job Title
 Client

Drawing No : 16115-07
 Site Location Plan
 Coventry Stadium
 Brandon Estates Ltd

Scale : NTS





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Notes:

Figure 2
 Drawing Title
 Job Title
 Client

Drawing No : 16115-06
 Local Facilities Plan
 Coventry Stadium
 Brandon Estates Limited

Scale : NTS



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Appendix A



The scaling of this drawing cannot be assured
Revision Date Svn Cld
C Site boundary updated to reflect 14.12.17 ENB C28
Orig 9000-Rev B

- LEGEND**
- Site boundary
 - Primary vehicular access point
 - Pedestrian access point
 - Residential development
 - Potential location for single storey development
 - Indicative location of proposed new dwelling on Rugby Road
 - Relative location to new dwelling and existing properties on Rugby Road (not for scale or comparison)
 - Public Open space
 - Existing trees/ hedgerow planting
 - New trees/ hedgerow planting
 - Proposed area for attenuation
 - Flood pump station
 - Area for formal play
 - Informal pedestrian footpath
 - Flow path
 - Existing PC20: Footpath
 - Existing PC20: Roadway
 - Existing PC20: Trench
 - OTC/RK Rate



Project
Brandon Stadium
Coventry
Drawing Title
Illustrative Masterplan

Date	Scale	Drawn by	Check by
24.08.17	1:5000 (p. A1)	ENB	351
Project No	Drawing No	Revision	
27510	9401	C	

BARTON WILLMORE
Planning • Master Planning & Urban Design • Architecture •
Landscape Planning & Design • Environmental Planning • Strategic
Communication • Public Engagement • Development Control
bartonwillmore.co.uk

Appendix B

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 1 FROM COVENTRY EASTERN BYPASS (N) TO COVENTRY EASTERN BYPASS (N)						MOVEMENT 2 FROM COVENTRY EASTERN BYPASS (N) TO BRANDON ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	0	0	0	0	0	0	46	5	1	0	0	52
07:15	0	1	0	0	0	1	56	6	5	0	1	68
07:30	0	0	0	0	0	0	51	4	4	0	0	59
07:45	0	0	0	0	0	0	64	7	2	0	0	73
H/TOT	0	1	0	0	0	1	217	22	12	0	1	252
08:00	1	0	0	0	0	1	70	5	1	0	0	76
08:15	0	0	0	0	0	0	47	8	3	0	1	59
08:30	1	0	0	0	0	1	52	10	4	0	0	66
08:45	1	0	0	0	0	1	61	11	4	0	0	76
H/TOT	3	0	0	0	0	3	230	34	12	0	1	277
09:00	3	0	0	0	0	3	48	5	2	0	0	55
09:15	0	0	0	0	0	0	36	6	2	0	0	44
09:30	0	0	1	0	0	1	51	11	1	1	0	64
09:45	0	0	0	0	0	0	63	12	2	0	0	77
H/TOT	3	0	1	0	0	4	198	34	7	1	0	240
P/TOT	6	1	1	0	0	8	645	90	31	1	2	769

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 1 FROM COVENTRY EASTERN BYPASS (N) TO COVENTRY EASTERN BYPASS (N)						MOVEMENT 2 FROM COVENTRY EASTERN BYPASS (N) TO BRANDON ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	0	0	0	0	0	0	38	5	4	0	0	47
16:15	0	1	0	0	0	1	45	11	3	0	0	59
16:30	1	0	0	0	0	1	48	5	2	1	0	56
16:45	0	0	0	0	0	0	43	4	3	0	0	50
H/TOT	1	1	0	0	0	2	174	25	12	1	0	212
17:00	1	0	0	0	0	1	36	3	0	0	0	39
17:15	0	0	0	0	0	0	39	1	1	0	0	41
17:30	0	0	0	0	0	0	32	3	3	0	0	38
17:45	1	0	0	0	0	1	41	6	0	1	0	48
H/TOT	2	0	0	0	0	2	148	13	4	1	0	166
18:00	1	0	0	0	0	1	53	4	3	0	0	60
18:15	0	1	0	0	0	1	48	3	2	0	0	53
18:30	1	0	0	0	0	1	35	1	1	0	0	37
18:45	0	0	0	0	0	0	28	3	1	0	0	32
H/TOT	2	1	0	0	0	3	164	11	7	0	0	182
P/TOT	5	2	0	0	0	7	486	49	23	2	0	560

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 3 FROM COVENTRY EASTERN BYPASS (N) TO COVENTRY EASTERN BYPASS (S)						MOVEMENT 4 FROM COVENTRY EASTERN BYPASS (N) TO RUGBY ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	378	96	64	0	2	540	29	3	0	0	0	32
07:15	381	83	42	2	1	509	23	6	1	1	0	31
07:30	329	72	43	1	4	449	19	6	0	0	0	25
07:45	348	48	41	2	1	440	23	5	2	0	0	30
H/TOT	1436	299	190	5	8	1938	94	20	3	1	0	118
08:00	307	60	41	3	0	411	26	1	1	0	0	28
08:15	339	45	50	0	0	434	18	3	0	0	0	21
08:30	273	28	51	0	0	352	25	7	0	0	0	32
08:45	236	28	33	1	0	298	28	7	1	0	0	36
H/TOT	1155	161	175	4	0	1495	97	18	2	0	0	117
09:00	253	32	39	1	1	326	24	5	0	0	0	29
09:15	207	44	40	0	2	293	25	4	1	0	0	30
09:30	235	52	47	0	0	334	24	7	3	0	0	34
09:45	205	54	62	0	0	321	36	3	2	0	0	41
H/TOT	900	182	188	1	3	1274	109	19	6	0	0	134
P/TOT	3491	642	553	10	11	4707	300	57	11	1	0	369

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 3 FROM COVENTRY EASTERN BYPASS (N) TO COVENTRY EASTERN BYPASS (S)						MOVEMENT 4 FROM COVENTRY EASTERN BYPASS (N) TO RUGBY ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	276	43	36	0	0	355	42	4	0	0	0	46
16:15	341	61	32	1	0	435	45	5	0	0	0	50
16:30	330	35	39	0	1	405	41	5	2	0	0	48
16:45	350	39	33	0	2	424	42	7	1	0	0	50
H/TOT	1297	178	140	1	3	1619	170	21	3	0	0	194
17:00	368	32	20	3	0	423	54	5	0	0	0	59
17:15	378	31	26	1	2	438	57	1	0	0	0	58
17:30	363	26	31	1	0	421	49	7	1	0	0	57
17:45	338	20	38	1	1	398	63	3	0	0	1	67
H/TOT	1447	109	115	6	3	1680	223	16	1	0	1	241
18:00	365	21	28	3	0	417	49	4	0	0	0	53
18:15	311	30	38	2	0	381	35	3	0	0	0	38
18:30	290	18	24	1	0	333	47	5	0	0	0	52
18:45	235	16	20	0	0	271	32	1	0	0	0	33
H/TOT	1201	85	110	6	0	1402	163	13	0	0	0	176
P/TOT	3945	372	365	13	6	4701	556	50	4	0	1	611

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 5 FROM RUGBY ROAD TO RUGBY ROAD						MOVEMENT 6 FROM RUGBY ROAD TO COVENTRY EASTERN BYPASS (N)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	0	0	0	0	0	0	45	5	0	0	0	50
07:15	0	0	0	1	0	1	62	3	0	0	0	65
07:30	1	0	0	1	0	2	69	5	1	0	0	75
07:45	0	0	0	0	0	0	64	7	1	0	1	73
H/TOT	1	0	0	2	0	3	240	20	2	0	1	263
08:00	0	0	0	0	0	0	78	4	0	0	0	82
08:15	0	0	0	0	0	0	60	7	0	0	1	68
08:30	1	0	0	0	0	1	47	6	0	0	1	54
08:45	0	0	0	0	0	0	49	4	0	0	0	53
H/TOT	1	0	0	0	0	1	234	21	0	0	2	257
09:00	0	0	0	0	0	0	21	1	0	0	0	22
09:15	0	0	0	0	0	0	35	4	1	1	0	41
09:30	0	0	0	0	0	0	19	5	1	0	0	25
09:45	0	0	0	0	0	0	24	6	1	0	0	31
H/TOT	0	0	0	0	0	0	99	16	3	1	0	119
P/TOT	2	0	0	2	0	4	573	57	5	1	3	639

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 5 FROM RUGBY ROAD TO RUGBY ROAD						MOVEMENT 6 FROM RUGBY ROAD TO COVENTRY EASTERN BYPASS (N)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	1	0	0	0	0	1	30	6	1	0	0	37
16:15	0	0	0	0	0	0	41	11	0	1	0	53
16:30	0	0	0	0	0	0	31	6	0	0	0	37
16:45	0	0	0	0	0	0	19	9	0	0	0	28
H/TOT	1	0	0	0	0	1	121	32	1	1	0	155
17:00	0	0	0	0	0	0	27	7	0	0	0	34
17:15	0	1	0	0	0	1	40	5	1	0	0	46
17:30	0	0	0	0	0	0	33	6	2	0	0	41
17:45	1	0	0	0	0	1	30	1	0	0	1	32
H/TOT	1	1	0	0	0	2	130	19	3	0	1	153
18:00	1	0	0	0	0	1	29	5	0	0	0	34
18:15	0	0	0	0	0	0	30	0	0	0	0	30
18:30	1	0	0	0	0	1	32	1	0	0	0	33
18:45	0	0	0	0	0	0	24	2	0	0	0	26
H/TOT	2	0	0	0	0	2	115	8	0	0	0	123
P/TOT	4	1	0	0	0	5	366	59	4	1	1	431

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 7 FROM RUGBY ROAD TO BRANDON ROAD						MOVEMENT 8 FROM RUGBY ROAD TO COVENTRY EASTERN BYPASS (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	42	8	1	0	0	51	18	1	0	0	0	19
07:15	57	4	2	0	2	65	16	7	1	0	0	24
07:30	64	4	1	1	1	71	17	3	0	0	0	20
07:45	104	7	1	0	1	113	33	2	0	0	0	35
H/TOT	267	23	5	1	4	300	84	13	1	0	0	98
08:00	100	10	1	1	2	114	30	1	0	0	0	31
08:15	88	6	2	1	1	98	24	1	0	0	0	25
08:30	68	8	0	0	0	76	25	3	0	0	0	28
08:45	104	8	1	4	0	117	25	6	1	0	0	32
H/TOT	360	32	4	6	3	405	104	11	1	0	0	116
09:00	91	9	1	4	0	105	14	0	0	0	0	14
09:15	73	9	1	2	0	85	11	1	1	0	0	13
09:30	57	9	0	0	0	66	7	2	0	0	0	9
09:45	53	8	2	1	1	65	11	5	0	0	0	16
H/TOT	274	35	4	7	1	321	43	8	1	0	0	52
P/TOT	901	90	13	14	8	1026	231	32	3	0	0	266

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 7 FROM RUGBY ROAD TO BRANDON ROAD						MOVEMENT 8 FROM RUGBY ROAD TO COVENTRY EASTERN BYPASS (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	40	7	0	2	0	49	6	2	0	0	0	8
16:15	71	5	1	3	0	80	9	1	0	0	0	10
16:30	68	10	1	2	1	82	15	5	0	0	0	20
16:45	54	3	2	0	1	60	9	3	0	0	0	12
H/TOT	233	25	4	7	2	271	39	11	0	0	0	50
17:00	80	8	0	2	0	90	12	1	0	0	0	13
17:15	57	3	0	0	0	60	17	2	0	0	0	19
17:30	71	8	0	0	0	79	17	0	0	0	0	17
17:45	74	6	1	2	1	84	12	0	0	0	0	12
H/TOT	282	25	1	4	1	313	58	3	0	0	0	61
18:00	63	4	0	1	1	69	12	0	0	0	0	12
18:15	55	6	0	0	1	62	14	0	0	0	0	14
18:30	50	4	0	1	0	55	16	1	0	0	0	17
18:45	50	5	0	0	0	55	13	0	0	0	0	13
H/TOT	218	19	0	2	2	241	55	1	0	0	0	56
P/TOT	733	69	5	13	5	825	152	15	0	0	0	167

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 9 FROM COVENTRY EASTERN BYPASS (S) TO COVENTRY EASTERN BYPASS (S)						MOVEMENT 10 FROM COVENTRY EASTERN BYPASS (S) TO RUGBY ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	7	4	1	0	0	12	4	0	0	0	0	4
07:15	4	2	1	0	0	7	8	1	0	0	0	9
07:30	7	1	1	0	0	9	7	4	0	0	0	11
07:45	9	2	0	0	0	11	12	5	1	1	0	19
H/TOT	27	9	3	0	0	39	31	10	1	1	0	43
08:00	5	0	0	0	0	5	13	0	1	0	0	14
08:15	6	4	0	0	0	10	11	4	0	0	0	15
08:30	14	3	4	1	0	22	23	2	5	0	0	30
08:45	6	2	1	0	0	9	21	3	3	0	0	27
H/TOT	31	9	5	1	0	46	68	9	9	0	0	86
09:00	10	4	0	1	0	15	30	10	2	1	0	43
09:15	19	8	2	0	0	29	18	5	3	0	0	26
09:30	14	5	1	0	0	20	25	7	5	0	0	37
09:45	9	7	0	0	0	16	33	8	5	0	0	46
H/TOT	52	24	3	1	0	80	106	30	15	1	0	152
P/TOT	110	42	11	2	0	165	205	49	25	2	0	281

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 9 FROM COVENTRY EASTERN BYPASS (S) TO COVENTRY EASTERN BYPASS (S)						MOVEMENT 10 FROM COVENTRY EASTERN BYPASS (S) TO RUGBY ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	12	2	0	0	0	14	20	1	3	0	0	24
16:15	12	3	1	0	0	16	24	2	3	0	1	30
16:30	18	2	0	0	0	20	25	2	4	0	0	31
16:45	9	3	1	0	0	13	38	3	2	0	0	43
H/TOT	51	10	2	0	0	63	107	8	12	0	1	128
17:00	16	1	2	0	0	19	27	4	3	0	0	34
17:15	10	4	1	0	0	15	29	1	1	0	0	31
17:30	9	0	1	0	0	10	27	0	0	0	0	27
17:45	7	0	1	0	0	8	22	0	2	0	0	24
H/TOT	42	5	5	0	0	52	105	5	6	0	0	116
18:00	15	4	0	0	0	19	22	1	1	0	0	24
18:15	10	4	0	0	0	14	18	0	5	0	0	23
18:30	6	2	1	0	0	9	22	4	1	0	0	27
18:45	3	5	1	0	0	9	24	1	0	0	0	25
H/TOT	34	15	2	0	0	51	86	6	7	0	0	99
P/TOT	127	30	9	0	0	166	298	19	25	0	1	343

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 11 FROM COVENTRY EASTERN BYPASS (S) TO COVENTRY EASTERN BYPASS (N)						MOVEMENT 12 FROM COVENTRY EASTERN BYPASS (S) TO BRANDON ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	286	35	39	1	0	361	58	4	1	0	0	63
07:15	339	52	39	0	0	430	61	11	3	1	0	76
07:30	317	38	35	1	0	391	86	11	2	0	0	99
07:45	380	36	41	1	0	458	109	8	2	0	0	119
H/TOT	1322	161	154	3	0	1640	314	34	8	1	0	357
08:00	329	38	34	0	2	403	88	14	3	0	0	105
08:15	344	31	40	0	0	415	123	5	0	0	0	128
08:30	368	37	36	1	0	442	113	9	1	0	0	123
08:45	250	49	53	1	0	353	100	7	3	0	1	111
H/TOT	1291	155	163	2	2	1613	424	35	7	0	1	467
09:00	257	49	48	3	0	357	70	11	1	0	0	82
09:15	224	37	48	1	0	310	59	6	2	0	0	67
09:30	233	35	54	1	0	323	71	14	2	1	0	88
09:45	186	37	36	0	0	259	63	8	2	1	0	74
H/TOT	900	158	186	5	0	1249	263	39	7	2	0	311
P/TOT	3513	474	503	10	2	4502	1001	108	22	3	1	1135

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 11 FROM COVENTRY EASTERN BYPASS (S) TO COVENTRY EASTERN BYPASS (N)					
	CAR	LGV	HGV	PSV	MCL	TOT
16:00	359	67	41	0	2	469
16:15	355	63	24	0	2	444
16:30	376	79	23	0	0	478
16:45	421	49	26	2	0	498
H/TOT	1511	258	114	2	4	1889
17:00	372	50	32	0	1	455
17:15	379	52	29	1	4	465
17:30	367	50	23	0	1	441
17:45	334	45	20	1	1	401
H/TOT	1452	197	104	2	7	1762
18:00	398	45	29	0	1	473
18:15	357	28	20	1	1	407
18:30	323	35	24	0	2	384
18:45	310	29	23	0	2	364
H/TOT	1388	137	96	1	6	1628
P/TOT	4351	592	314	5	17	5279

MOVEMENT 12 FROM COVENTRY EASTERN BYPASS (S) TO BRANDON ROAD						
CAR	LGV	HGV	PSV	MCL	TOT	
45	3	4	0	0	52	
38	7	3	0	0	48	
39	4	2	0	0	45	
56	11	4	0	0	71	
178	25	13	0	0	216	
61	5	1	1	2	70	
61	5	1	1	2	70	
59	5	1	0	0	65	
57	4	1	0	0	62	
238	19	4	2	4	267	
67	5	1	0	0	73	
38	6	3	0	0	47	
67	4	1	0	0	72	
54	0	0	0	0	54	
226	15	5	0	0	246	
642	59	22	2	4	729	

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 13 FROM BRANDON ROAD TO BRANDON ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT
07:00	0	0	0	0	0	0
07:15	0	0	0	0	0	0
07:30	0	0	0	0	0	0
07:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
08:00	0	0	0	0	0	0
08:15	0	0	0	0	0	0
08:30	0	0	0	0	0	0
08:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
09:00	0	0	0	0	0	0
09:15	0	0	0	0	0	0
09:30	0	0	0	0	0	0
09:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0

	MOVEMENT 14 FROM BRANDON ROAD TO COVENTRY EASTERN BYPASS (S)					
	CAR	LGV	HGV	PSV	MCL	TOT
	38	4	4	0	1	47
	34	8	3	0	0	45
	45	7	4	0	0	56
	71	14	3	0	1	89
	188	33	14	0	2	237
	63	9	1	0	0	73
	48	8	2	1	0	59
	23	5	3	0	0	31
	44	8	6	0	0	58
	178	30	12	1	0	221
	19	4	1	0	0	24
	23	8	1	0	0	32
	21	9	5	0	0	35
	35	7	2	1	0	45
	98	28	9	1	0	136
	464	91	35	2	2	594

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 13 FROM BRANDON ROAD TO BRANDON ROAD						MOVEMENT 14 FROM BRANDON ROAD TO COVENTRY EASTERN BYPASS (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	0	0	0	0	0	0	57	7	0	0	1	65
16:15	0	0	0	0	0	0	65	4	1	0	0	70
16:30	0	0	0	0	0	0	79	3	1	1	1	85
16:45	0	0	0	0	0	0	101	9	0	0	0	110
H/TOT	0	0	0	0	0	0	302	23	2	1	2	330
17:00	0	0	0	0	0	0	56	7	1	0	0	64
17:15	0	0	0	0	0	0	90	1	1	0	0	92
17:30	0	0	0	0	0	0	78	3	2	0	0	83
17:45	0	0	0	0	0	0	91	2	1	0	1	95
H/TOT	0	0	0	0	0	0	315	13	5	0	1	334
18:00	0	0	0	0	0	0	66	4	1	0	0	71
18:15	0	0	0	0	0	0	67	1	1	0	0	69
18:30	0	0	0	0	0	0	58	5	0	0	0	63
18:45	0	0	0	0	0	0	60	2	0	0	0	62
H/TOT	0	0	0	0	0	0	251	12	2	0	0	265
P/TOT	0	0	0	0	0	0	868	48	9	1	3	929

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 15 FROM BRANDON ROAD TO RUGBY ROAD						MOVEMENT 16 FROM BRANDON ROAD TO COVENTRY EASTERN BYPASS (N)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	31	5	0	1	0	37	32	6	1	0	0	39
07:15	29	4	1	0	2	36	36	13	3	1	0	53
07:30	39	2	0	4	1	46	41	13	8	0	0	62
07:45	50	4	0	3	0	57	41	6	3	1	0	51
H/TOT	149	15	1	8	3	176	150	38	15	2	0	205
08:00	37	9	0	0	0	46	39	8	10	0	0	57
08:15	42	11	0	1	1	55	37	10	2	0	0	49
08:30	57	18	0	1	0	76	27	8	5	0	0	40
08:45	46	12	1	0	0	59	28	10	3	0	0	41
H/TOT	182	50	1	2	1	236	131	36	20	0	0	187
09:00	45	13	1	1	0	60	37	10	6	0	0	53
09:15	35	8	1	1	1	46	36	9	2	0	0	47
09:30	45	16	1	1	1	64	30	7	2	0	0	39
09:45	42	16	0	0	0	58	36	7	3	0	0	46
H/TOT	167	53	3	3	2	228	139	33	13	0	0	185
P/TOT	498	118	5	13	6	640	420	107	48	2	0	577

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	MOVEMENT 15 FROM BRANDON ROAD TO RUGBY ROAD						MOVEMENT 16 FROM BRANDON ROAD TO COVENTRY EASTERN BYPASS (N)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	70	5	0	1	2	78	119	14	3	0	0	136
16:15	75	5	0	0	0	80	97	4	2	0	1	104
16:30	67	9	0	0	0	76	102	6	3	0	1	112
16:45	94	3	0	1	1	99	113	10	0	0	0	123
H/TOT	306	22	0	2	3	333	431	34	8	0	2	475
17:00	69	7	1	0	0	77	81	7	3	0	0	91
17:15	99	5	0	0	1	105	100	9	0	0	1	110
17:30	82	10	0	1	0	93	96	0	1	0	0	97
17:45	72	6	0	0	1	79	84	6	2	0	0	92
H/TOT	322	28	1	1	2	354	361	22	6	0	1	390
18:00	78	9	0	1	1	89	83	6	0	0	0	89
18:15	69	7	0	0	3	79	60	4	0	0	0	64
18:30	65	5	0	1	1	72	59	4	1	0	0	64
18:45	79	4	0	0	0	83	60	3	1	0	0	64
H/TOT	291	25	0	2	5	323	262	17	2	0	0	281
P/TOT	919	75	1	5	10	1010	1054	73	16	0	3	1146

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	TO ARM A COVENTRY EASTERN BYPASS (N)						FROM ARM A COVENTRY EASTERN BYPASS (N)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	363	46	40	1	0	450	453	104	65	0	2	624
07:15	437	69	42	1	0	549	460	96	48	3	2	609
07:30	427	56	44	1	0	528	399	82	47	1	4	533
07:45	485	49	45	2	1	582	435	60	45	2	1	543
H/TOT	1712	220	171	5	1	2109	1747	342	205	6	9	2309
08:00	447	50	44	0	2	543	404	66	43	3	0	516
08:15	441	48	42	0	1	532	404	56	53	0	1	514
08:30	443	51	41	1	1	537	351	45	55	0	0	451
08:45	328	63	56	1	0	448	326	46	38	1	0	411
H/TOT	1659	212	183	2	4	2060	1485	213	189	4	1	1892
09:00	318	60	54	3	0	435	328	42	41	1	1	413
09:15	295	50	51	2	0	398	268	54	43	0	2	367
09:30	282	47	58	1	0	388	310	70	52	1	0	433
09:45	246	50	40	0	0	336	304	69	66	0	0	439
H/TOT	1141	207	203	6	0	1557	1210	235	202	2	3	1652
P/TOT	4512	639	557	13	5	5726	4442	790	596	12	13	5853

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	TO ARM A COVENTRY EASTERN BYPASS (N)						FROM ARM A COVENTRY EASTERN BYPASS (N)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	508	87	45	0	2	642	356	52	40	0	0	448
16:15	493	79	26	1	3	602	431	78	35	1	0	545
16:30	510	91	26	0	1	628	420	45	43	1	1	510
16:45	553	68	26	2	0	649	435	50	37	0	2	524
H/TOT	2064	325	123	3	6	2521	1642	225	155	2	3	2027
17:00	481	64	35	0	1	581	459	40	20	3	0	522
17:15	519	66	30	1	5	621	474	33	27	1	2	537
17:30	496	56	26	0	1	579	444	36	35	1	0	516
17:45	449	52	22	1	2	526	443	29	38	2	2	514
H/TOT	1945	238	113	2	9	2307	1820	138	120	7	4	2089
18:00	511	56	29	0	1	597	468	29	31	3	0	531
18:15	447	33	20	1	1	502	394	37	40	2	0	473
18:30	415	40	25	0	2	482	373	24	25	1	0	423
18:45	394	34	24	0	2	454	295	20	21	0	0	336
H/TOT	1767	163	98	1	6	2035	1530	110	117	6	0	1763
P/TOT	5776	726	334	6	21	6863	4992	473	392	15	7	5879

TO ARM A IS TOTAL OF MOVEMENTS 1, 6, 11, 16
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3, 4

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	TO ARM B RUGBY ROAD						FROM ARM B RUGBY ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	64	8	0	1	0	73	105	14	1	0	0	120
07:15	60	11	2	2	2	77	135	14	3	1	2	155
07:30	66	12	0	5	1	84	151	12	2	2	1	168
07:45	85	14	3	4	0	106	201	16	2	0	2	221
H/TOT	275	45	5	12	3	340	592	56	8	3	5	664
08:00	76	10	2	0	0	88	208	15	1	1	2	227
08:15	71	18	0	1	1	91	172	14	2	1	2	191
08:30	106	27	5	1	0	139	141	17	0	0	1	159
08:45	95	22	5	0	0	122	178	18	2	4	0	202
H/TOT	348	77	12	2	1	440	699	64	5	6	5	779
09:00	99	28	3	2	0	132	126	10	1	4	0	141
09:15	78	17	5	1	1	102	119	14	3	3	0	139
09:30	94	30	9	1	1	135	83	16	1	0	0	100
09:45	111	27	7	0	0	145	88	19	3	1	1	112
H/TOT	382	102	24	4	2	514	416	59	8	8	1	492
P/TOT	1005	224	41	18	6	1294	1707	179	21	17	11	1935

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	TO ARM B RUGBY ROAD						FROM ARM B RUGBY ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	133	10	3	1	2	149	77	15	1	2	0	95
16:15	144	12	3	0	1	160	121	17	1	4	0	143
16:30	133	16	6	0	0	155	114	21	1	2	1	139
16:45	174	13	3	1	1	192	82	15	2	0	1	100
H/TOT	584	51	15	2	4	656	394	68	5	8	2	477
17:00	150	16	4	0	0	170	119	16	0	2	0	137
17:15	185	8	1	0	1	195	114	11	1	0	0	126
17:30	158	17	1	1	0	177	121	14	2	0	0	137
17:45	158	9	2	0	2	171	117	7	1	2	2	129
H/TOT	651	50	8	1	3	713	471	48	4	4	2	529
18:00	150	14	1	1	1	167	105	9	0	1	1	116
18:15	122	10	5	0	3	140	99	6	0	0	1	106
18:30	135	14	1	1	1	152	99	6	0	1	0	106
18:45	135	6	0	0	0	141	87	7	0	0	0	94
H/TOT	542	44	7	2	5	600	390	28	0	2	2	422
P/TOT	1777	145	30	5	12	1969	1255	144	9	14	6	1428

TO ARM B IS TOTAL OF MOVEMENTS 4, 5, 10, 15
FROM ARM B IS TOTAL OF MOVEMENTS 5, 6, 7, 8

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	TO ARM C COVENTRY EASTERN BYPASS (S)						FROM ARM C COVENTRY EASTERN BYPASS (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	441	105	69	0	3	618	355	43	41	1	0	440
07:15	435	100	47	2	1	585	412	66	43	1	0	522
07:30	398	83	48	1	4	534	417	54	38	1	0	510
07:45	461	66	44	2	2	575	510	51	44	2	0	607
H/TOT	1735	354	208	5	10	2312	1694	214	166	5	0	2079
08:00	405	70	42	3	0	520	435	52	38	0	2	527
08:15	417	58	52	1	0	528	484	44	40	0	0	568
08:30	335	39	58	1	0	433	518	51	46	2	0	617
08:45	311	44	41	1	0	397	377	61	60	1	1	500
H/TOT	1468	211	193	6	0	1878	1814	208	184	3	3	2212
09:00	296	40	40	2	1	379	367	74	51	5	0	497
09:15	260	61	44	0	2	367	320	56	55	1	0	432
09:30	277	68	53	0	0	398	343	61	62	2	0	468
09:45	260	73	64	1	0	398	291	60	43	1	0	395
H/TOT	1093	242	201	3	3	1542	1321	251	211	9	0	1792
P/TOT	4296	807	602	14	13	5732	4829	673	561	17	3	6083

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	TO ARM C COVENTRY EASTERN BYPASS (S)						FROM ARM C COVENTRY EASTERN BYPASS (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	351	54	36	0	1	442	436	73	48	0	2	559
16:15	427	69	34	1	0	531	429	75	31	0	3	538
16:30	442	45	40	1	2	530	458	87	29	0	0	574
16:45	469	54	34	0	2	559	524	66	33	2	0	625
H/TOT	1689	222	144	2	5	2062	1847	301	141	2	5	2296
17:00	452	41	23	3	0	519	476	60	38	1	3	578
17:15	495	38	28	1	2	564	479	62	32	2	6	581
17:30	467	29	34	1	0	531	462	55	25	0	1	543
17:45	448	22	40	1	2	513	420	49	24	1	1	495
H/TOT	1862	130	125	6	4	2127	1837	226	119	4	11	2197
18:00	458	29	29	3	0	519	502	55	31	0	1	589
18:15	402	35	39	2	0	478	423	38	28	1	1	491
18:30	370	26	25	1	0	422	418	45	27	0	2	492
18:45	311	23	21	0	0	355	391	35	24	0	2	452
H/TOT	1541	113	114	6	0	1774	1734	173	110	1	6	2024
P/TOT	5092	465	383	14	9	5963	5418	700	370	7	22	6517

TO ARM C IS TOTAL OF MOVEMENTS 3, 8, 9, 14

FROM ARM C IS TOTAL OF MOVEMENTS 9, 10, 11, 12

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	TO ARM D BRANDON ROAD						FROM ARM D BRANDON ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	146	17	3	0	0	166	101	15	5	1	1	123
07:15	174	21	10	1	3	209	99	25	7	1	2	134
07:30	201	19	7	1	1	229	125	22	12	4	1	164
07:45	277	22	5	0	1	305	162	24	6	4	1	197
H/TOT	798	79	25	2	5	909	487	86	30	10	5	618
08:00	258	29	5	1	2	295	139	26	11	0	0	176
08:15	258	19	5	1	2	285	127	29	4	2	1	163
08:30	233	27	5	0	0	265	107	31	8	1	0	147
08:45	265	26	8	4	1	304	118	30	10	0	0	158
H/TOT	1014	101	23	6	5	1149	491	116	33	3	1	644
09:00	209	25	4	4	0	242	101	27	8	1	0	137
09:15	168	21	5	2	0	196	94	25	4	1	1	125
09:30	179	34	3	2	0	218	96	32	8	1	1	138
09:45	179	28	6	2	1	216	113	30	5	1	0	149
H/TOT	735	108	18	10	1	872	404	114	25	4	2	549
P/TOT	2547	288	66	18	11	2930	1382	316	88	17	8	1811

MANUAL CLASSIFIED COUNTS

JOB REF: 21313

JOB NAME: COVENTRY

SITE: 1

LOCATION: COVENTRY EASTERN BYPASS / RUGBY ROAD / BRANDON ROAD



DATE: 16/02/2017

DAY: THURSDAY

TIME	TO ARM D BRANDON ROAD						FROM ARM D BRANDON ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	123	15	8	2	0	148	246	26	3	1	3	279
16:15	154	23	7	3	0	187	237	13	3	0	1	254
16:30	155	19	5	3	1	183	248	18	4	1	2	273
16:45	153	18	9	0	1	181	308	22	0	1	1	332
H/TOT	585	75	29	8	2	699	1039	79	10	3	7	1138
17:00	177	16	1	3	2	199	206	21	5	0	0	232
17:15	157	9	2	1	2	171	289	15	1	0	2	307
17:30	162	16	4	0	0	182	256	13	3	1	0	273
17:45	172	16	2	3	1	194	247	14	3	0	2	266
H/TOT	668	57	9	7	5	746	998	63	12	1	4	1078
18:00	183	13	4	1	1	202	227	19	1	1	1	249
18:15	141	15	5	0	1	162	196	12	1	0	3	212
18:30	152	9	2	1	0	164	182	14	1	1	1	199
18:45	132	8	1	0	0	141	199	9	1	0	0	209
H/TOT	608	45	12	2	2	669	804	54	4	2	5	869
P/TOT	1861	177	50	17	9	2114	2841	196	26	6	16	3085

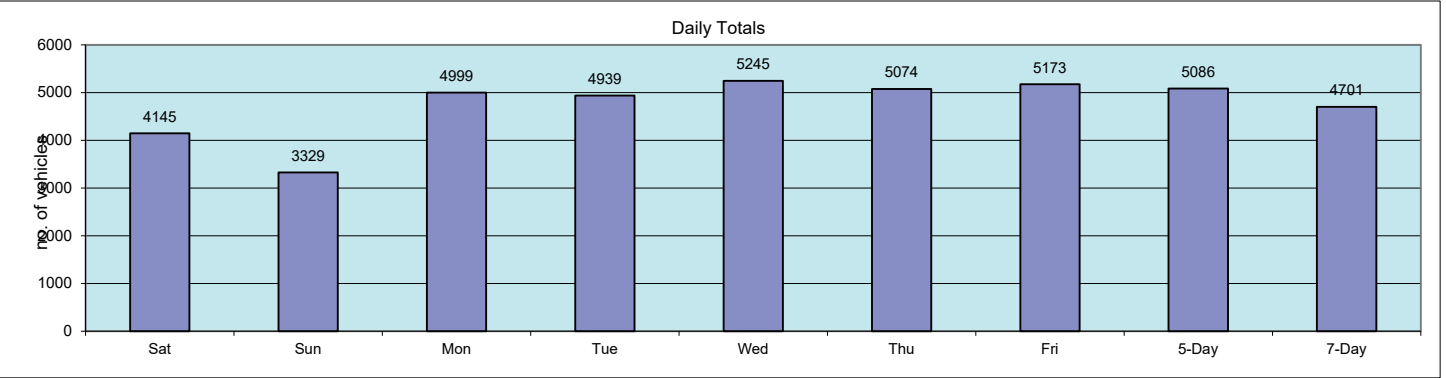
TO ARM D IS TOTAL OF MOVEMENTS 2, 7, 12, 13

FROM ARM D IS TOTAL OF MOVEMENTS 13, 14, 15, 16

17520		COVENTRY								
		MAY 2014								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 17520001	Rugby Road, Coventry (LC 49) 40634 77105	Channel: Eastbound	Sat 17-May-14	Fri 23-May-14	40	32904	5086	4701	39.9	34.8
		Channel: Westbound	Sat 17-May-14	Fri 23-May-14		33410	5134	4773	39.3	34.4

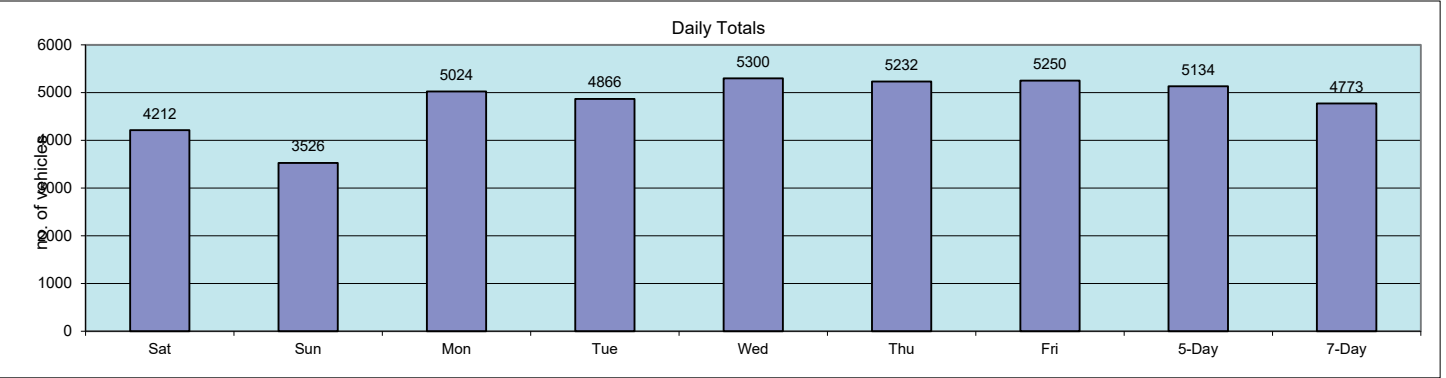
17520	COVENTRY			Site No: 17520001		Location		Rugby Road, Coventry (LC 49)	
				Channel: Eastbound					
	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
TIME PERIOD	17/05/14	18/05/14	19/05/14	20/05/14	21/05/14	22/05/14	23/05/14	Av	Av
Week Begin: 17-May-14									
00:00	23	36	9	13	13	20	13	14	18
01:00	22	15	15	8	12	8	16	12	14
02:00	13	12	5	6	3	6	3	5	7
03:00	5	7	8	7	9	5	8	7	7
04:00	11	13	5	3	6	4	5	5	7
05:00	20	22	41	40	41	37	44	41	35
06:00	55	40	122	104	114	121	130	118	98
07:00	90	67	436	438	451	439	389	431	330
08:00	180	118	459	458	486	447	436	457	369
09:00	232	191	294	314	308	297	257	294	270
10:00	315	291	228	244	274	236	234	243	260
11:00	370	301	253	237	278	281	278	265	285
12:00	385	327	284	235	270	285	303	275	298
13:00	385	308	247	268	300	267	342	285	302
14:00	331	286	280	273	322	276	352	301	303
15:00	323	272	312	321	340	311	353	327	319
16:00	280	248	424	432	409	461	449	435	386
17:00	273	194	547	543	539	514	531	535	449
18:00	229	151	391	391	387	395	355	384	328
19:00	194	142	275	224	242	246	281	254	229
20:00	153	137	187	188	201	201	178	191	178
21:00	102	83	99	110	129	120	108	113	107
22:00	88	45	59	54	79	70	80	68	68
23:00	66	23	19	28	32	27	28	27	32
12H,7-19	3393	2754	4155	4154	4364	4209	4279	4232	3901
16H,6-22	3897	3156	4838	4780	5050	4897	4976	4908	4513
18H,6-24	4051	3224	4916	4862	5161	4994	5084	5003	4613
24H,0-24	4145	3329	4999	4939	5245	5074	5173	5086	4701
Am	11:00	11:00	08:00	08:00	08:00	08:00	08:00	-	-
Peak	370	301	459	458	486	447	436	457	422
Pm	13:00	12:00	17:00	17:00	17:00	17:00	17:00	-	-
Peak	385	327	547	543	539	514	531	535	484

17520	COVENTRY			Site No: 17520001	Location	Rugby Road, Coventry (LC 49)			
				Channel: Eastbound					
	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
TIME PERIOD	17/05/14	18/05/14	19/05/14	20/05/14	21/05/14	22/05/14	23/05/14	Av	Av



17520	COVENTRY			Site No: 17520001		Location		Rugby Road, Coventry (LC 49)	
	Channel: Westbound								
	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
TIME PERIOD	17/05/14	18/05/14	19/05/14	20/05/14	21/05/14	22/05/14	23/05/14	Av	Av
Week Begin: 17-May-14									
00:00	25	40	10	24	25	26	25	22	25
01:00	15	32	13	4	10	4	11	8	13
02:00	9	15	3	5	5	4	5	4	7
03:00	10	13	5	4	4	8	2	5	7
04:00	13	13	6	8	5	5	11	7	9
05:00	18	16	30	33	35	29	33	32	28
06:00	51	43	98	108	119	107	100	106	89
07:00	98	59	431	406	428	421	371	411	316
08:00	212	128	539	562	554	561	487	541	435
09:00	305	212	347	331	387	363	342	354	327
10:00	330	310	288	269	281	293	282	283	293
11:00	359	359	277	266	262	246	295	269	295
12:00	386	336	256	249	277	267	280	266	293
13:00	362	299	265	263	277	276	329	282	296
14:00	315	279	267	290	317	293	299	293	294
15:00	295	285	299	296	375	343	397	342	327
16:00	296	236	414	367	423	451	485	428	382
17:00	276	207	511	481	548	538	510	518	439
18:00	239	196	392	351	370	433	416	392	342
19:00	199	158	230	220	221	214	219	221	209
20:00	136	126	134	125	164	126	128	135	134
21:00	90	85	108	110	107	103	97	105	100
22:00	100	48	70	67	71	89	66	73	73
23:00	73	31	31	27	35	32	60	37	41
12H,7-19	3473	2906	4286	4131	4499	4485	4493	4379	4039
16H,6-22	3949	3318	4856	4694	5110	5035	5037	4946	4571
18H,6-24	4122	3397	4957	4788	5216	5156	5163	5056	4686
24H,0-24	4212	3526	5024	4866	5300	5232	5250	5134	4773
Am	11:00	11:00	08:00	08:00	08:00	08:00	08:00	-	-
Peak	359	359	539	562	554	561	487	541	489
Pm	12:00	12:00	17:00	17:00	17:00	17:00	17:00	-	-
Peak	386	336	511	481	548	538	510	518	473

17520	COVENTRY			Site No: 17520001		Location		Rugby Road, Coventry (LC 49)	
				Channel: Westbound					
	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
TIME PERIOD	17/05/14	18/05/14	19/05/14	20/05/14	21/05/14	22/05/14	23/05/14	Av	Av



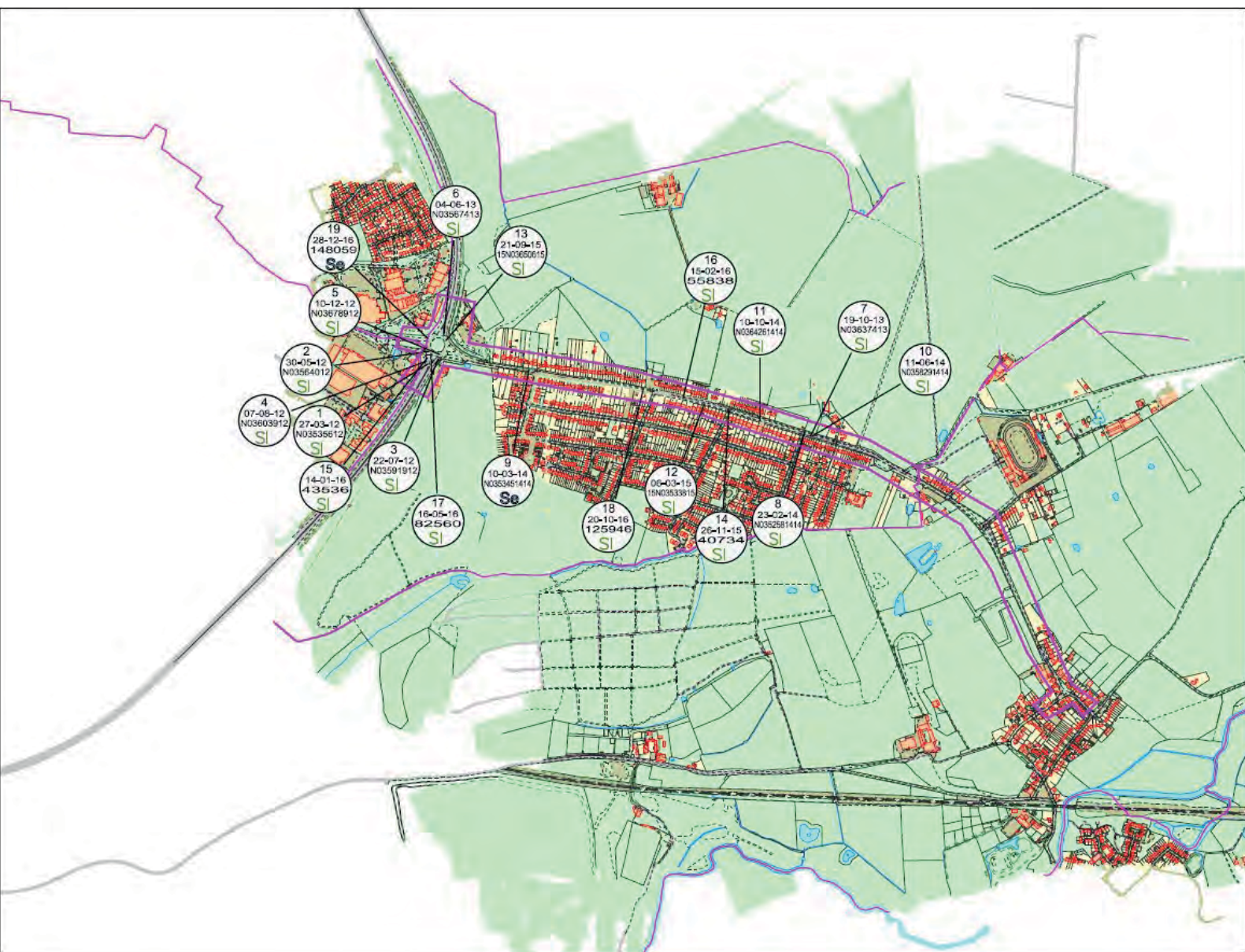
Appendix C



**Brandon Coventry 01/01/2012 -
04/02/2017
27 Mar 2012 to 28 Dec 2016**

Report produced: 02/03/2017

Road Safety Intelligence Team
Tel: 01926 412740
Email: rsinfo@warwickshire.gov.uk



ALL ROAD USERS - ACCIDENTS

Year	Fatal	Serious	Slight	Total	Time	Fatal	Serious	Slight	Total	District	Fatal	Serious	Slight	Total	
2012	0	0	5	5	0000-0059	0	0	0	0	Rugby	0	2	17	19	
2013	0	0	2	2	0100-0159	0	0	0	0	Road Class	Fatal	Serious	Slight	Total	
2014	0	1	3	4	0200-0259	0	0	2	2		0	0	0	0	
2015	0	0	3	3	0300-0359	0	0	0	0		M	0	0	0	0
2016	0	1	4	5	0400-0459	0	0	0	0		A(M)	0	0	0	0
					0500-0559	0	0	0	0		A	0	2	17	19
Month	Fatal	Serious	Slight	Total	0600-0659	0	0	0	0	B	0	0	0	0	
January	0	0	1	1	0700-0759	0	0	3	3	Other	0	0	0	0	
February	0	0	2	2	0800-0859	0	0	0	0	Speed Limit	Fatal	Serious	Slight	Total	
March	0	1	2	3	0900-0959	0	0	1	1		20	0	0	0	0
April	0	0	0	0	1000-1059	0	0	0	0		30	0	1	8	9
May	0	0	2	2	1100-1159	0	0	0	0		40	0	0	0	0
June	0	0	2	2	1200-1259	0	0	1	1		50	0	1	0	1
July	0	0	1	1	1300-1359	0	0	1	1	60	0	0	0	0	
August	0	0	1	1	1400-1459	0	0	1	1	70	0	0	9	9	
September	0	0	1	1	1500-1559	0	0	2	2	Obstruction (Veh Totals)	Fatal	Serious	Slight	Total	
October	0	0	3	3	1600-1659	0	0	3	3		Sign/Signal	0	0	0	0
November	0	0	1	1	1700-1759	0	1	0	1		Lamp Post	0	0	1	1
December	0	1	1	2	1800-1859	0	1	1	2		Pole	0	0	0	0
					1900-1959	0	0	0	0		Tree	0	0	0	0
Day	Fatal	Serious	Slight	Total	2000-2059	0	0	0	0	Bus Stop	0	0	0	0	
Sunday	0	0	2	2	2100-2159	0	0	0	0	Barrier	0	0	1	1	
Monday	0	1	4	5	2200-2259	0	0	2	2	Other	0	0	2	2	
Tuesday	0	0	3	3	2300-2359	0	0	0	0	Junction Type	Fatal	Serious	Slight	Total	
Wednesday	0	1	2	3	Lighting	Fatal	Serious	Slight	Total <td>Not at Junction</td> <td>0</td> <td>1</td> <td>5</td> <td>6</td>		Not at Junction	0	1	5	6
Thursday	0	0	3	3	Daylight	0	1	12	13		Roundabout	0	1	8	9
Friday	0	0	2	2	Darkness	0	1	5	6		Mini R'about	0	0	0	0
Saturday	0	0	1	1							T or Staggered	0	0	2	2
Ped Crossing	Fatal	Serious	Slight	Total	Weather	Fatal	Serious	Slight	Total	Slip Road	0	0	0	0	
Not at crossing	0	2	15	17	Fine without high winds	0	2	17	19	Crossroads	0	0	0	0	
Zebra	0	0	0	0	Raining without high winds	0	0	0	0	Multiple Junct	0	0	0	0	
Pelican	0	0	2	2	Snowing without high winds	0	0	0	0	Private Drive	0	0	1	1	
Ped Phase	0	0	0	0	Fine with high winds	0	0	0	0	Other Junction	0	0	1	1	
Footbridge	0	0	0	0	Raining with high winds	0	0	0	0	Unknown	0	0	0	0	
Refuge	0	0	0	0	Snowing with high winds	0	0	0	0						
Unknown	0	0	0	0	Fog or mist - if hazard	0	0	0	0						
					Other	0	0	0	0						
Bends (Veh Totals)	Fatal	Serious	Slight	Total	Unknown	0	0	0	0						
Left Hand Bend	0	0	0	0	Road Surface	Fatal	Serious	Slight	Total						
Right Hand Bend	0	0	0	0	Dry	0	1	13	14						
					Wet/Damp	0	1	4	5						
					Snow	0	0	0	0						
					Frost/Ice	0	0	0	0						
					Flood	0	0	0	0						
					Unknown	0	0	0	0						

ALL ROAD USERS - CASUALTIES

Year	Fatal	Serious	Slight	Total	Casualty Age	Fatal	Serious	Slight	Total	Weather	Fatal	Serious	Slight	Total
2012	0	0	7	7	0 - 5	0	0	0	0	Fine without high winds	0	2	22	24
2013	0	0	2	2	6 - 10	0	0	0	0	Raining without high winds	0	0	0	0
2014	0	1	4	5	11 - 16	0	0	1	1	Snowing without high winds	0	0	0	0
2015	0	0	3	3	17 - 25	0	0	2	2	Fine with high winds	0	0	0	0
2016	0	1	6	7	26 - 35	0	1	5	6	Raining with high winds	0	0	0	0
Month	Fatal	Serious	Slight	Total	Casualty Age	Fatal	Serious	Slight	Total	Weather	Fatal	Serious	Slight	Total
January	0	0	1	1	36 - 45	0	1	4	5	Snowing with high winds	0	0	0	0
February	0	0	4	4	46 - 55	0	0	3	3	Fog or mist - if hazard	0	0	0	0
March	0	1	4	5	56 - 64	0	0	1	1	Other	0	0	0	0
April	0	0	0	0	65+	0	0	5	5	Unknown	0	0	0	0
May	0	0	2	2	Unknown	0	0	1	1	Road Surface	Fatal	Serious	Slight	Total
June	0	0	2	2	Time	Fatal	Serious	Slight	Total	Dry	0	1	17	18
July	0	0	1	1	0000-0059	0	0	0	0	Wet/Damp	0	1	5	6
August	0	0	1	1	0100-0159	0	0	0	0	Snow	0	0	0	0
September	0	0	1	1	0200-0259	0	0	2	2	Frost/Ice	0	0	0	0
October	0	0	4	4	0300-0359	0	0	0	0	Flood	0	0	0	0
November	0	0	1	1	0400-0459	0	0	0	0	Unknown	0	0	0	0
December	0	1	1	2	0500-0559	0	0	0	0	District	Fatal	Serious	Slight	Total
Day	Fatal	Serious	Slight	Total	0600-0659	0	0	0	0	Rugby	0	2	22	24
Sunday	0	0	2	2	0700-0759	0	0	4	4	Road Class	Fatal	Serious	Slight	Total
Monday	0	1	6	7	0800-0859	0	0	0	0	M	0	0	0	0
Tuesday	0	0	5	5	0900-0959	0	0	1	1	A(M)	0	0	0	0
Wednesday	0	1	2	3	1000-1059	0	0	0	0	A	0	2	22	24
Thursday	0	0	3	3	1100-1159	0	0	1	1	B	0	0	0	0
Friday	0	0	3	3	1200-1259	0	0	1	1	Other	0	0	0	0
Saturday	0	0	1	1	1300-1359	0	0	1	1	Speed Limit	Fatal	Serious	Slight	Total
Ped Crossing	Fatal	Serious	Slight	Total	1400-1459	0	0	4	4	20	0	0	0	0
Not at crossing	0	2	18	20	1500-1559	0	0	3	3	30	0	1	11	12
Zebra	0	0	0	0	1600-1659	0	1	0	1	40	0	0	0	0
Pelican	0	0	4	4	1700-1759	0	1	1	2	50	0	1	0	1
Ped Phase	0	0	0	0	1800-1859	0	0	0	0	60	0	0	0	0
Footbridge	0	0	0	0	1900-1959	0	0	0	0	70	0	0	11	11
Refuge	0	0	0	0	2000-2059	0	0	0	0	Obstruction	Fatal	Serious	Slight	Total
Unknown	0	0	0	0	2100-2159	0	0	0	0	Sign/Signal	0	0	0	0
Bends	Fatal	Serious	Slight	Total	2200-2259	0	0	4	4	Lamp Post	0	0	1	1
Left Hand Bend	0	0	0	0	2300-2359	0	0	0	0	Pole	0	0	0	0
Right Hand Bend	0	0	0	0	Lighting	Fatal	Serious	Slight	Total	Tree	0	0	0	0
					Daylight	0	1	15	16	Bus Stop	0	0	0	0
					Darkness	0	1	7	8	Barrier	0	0	1	1
										Other	0	0	2	2

ALL ROAD USERS - CASUALTIES

Junction Type	Fatal	Serious	Slight	Total
Not at Junction	0	1	9	10
Roundabout	0	1	8	9
Mini R'about	0	0	0	0
T or Staggered	0	0	2	2
Slip Road	0	0	0	0
Crossroads	0	0	0	0
Multiple Junct	0	0	0	0
Private Drive	0	0	1	1
Other Junction	0	0	2	2
Unknown	0	0	0	0

D-PRINT CRASH REPORT

2-Mar-2017
09:53:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A46 Grid 438740E Section Ref 277630N	SLIGHT	27/03/2012	3	22:45	DRK STL	Dry	Fine			
	A46 Cov Eastern Relief Rd 30m south of j/w A428 Rugby Rd Binley Woods										Rugby
	Both vehs trav north. V1 police vehicle in pursuit of another vehicle. V2 slowed in traffic. V1 ran into rear of V2. V1 collided with central barrier and lamp post						Veh1, car, S -> N Veh2, car, S -> N			Casualties 3 Vehicles 2	
2	Road No A46 Grid 438745E Section Ref 277675N	SLIGHT	30/05/2012	4	12:30	L	Dry	Fine			M/C
	A46, at its Junction with A46									Rugby	
	V1 tvl N on A46 pulls out onto RAb jnt with A428 and collides with V2 (moped)						Veh1, car, S -> N Veh2, m/cycle 50 - 125cc, E -> W			Casualties 1 Vehicles 2	
3	Road No A46 Grid 438777E Section Ref 277647N	SLIGHT	22/07/2012	1	14:41	L	Dry	Fine			
	A46 Cov Eastern Relief Road, at its Junction with A428 Brandon Rd, Binley									Rugby	
	Both vehs trav south. On leaving rab V2 stopped at red light at pelican xing. V1 ran into rear of V2.						Veh1, car, N -> S Veh2, car, N -> S			Casualties 1 Vehicles 2	
4	Road No A46 Grid 438736E Section Ref 277640N	SLIGHT	07/08/2012	3	18:24	L	Dry	Fine			
	A46, at its Junction with A46 Rugby Road									Rugby	
	V2 and V3 stationary waiting to enter RAB, V1 hits rear V2 who is pushed int V3, V4 then hits rear V1						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE Veh4, car, SW -> NE			Casualties 1 Vehicles 4	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

2-Mar-2017
09:53:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
5	Road No A46 Section Grid 438781E Ref 277664N	SLIGHT	10/12/2012	2	16:50	DRK STL	Dry	Fine			
	A46 Cov Eastern Relief, at its Junction with A428 Rugby Rd, Willenhall										Rugby
	Both vehs trav south on rab. V1 chaged lanes to left and collided with V2						Veh1, car, N -> S Veh2, car, N -> S			Casualties 1 Vehicles 2	
6	Road No A46 Section Grid 438797E Ref 277736N	SLIGHT	04/06/2013	3	22:35	DRK STL	Dry	Fine			
	A46 Cov Eastern Relief Rd, at its Junction with A428 Binley Rd, Binley Woods										Rugby
	Both vehs trav south. V2 stopped at traffic lights on entry to rab. V1 ran into rear of V2						Veh1, car, N -> S Veh2, minibus, N -> S			Casualties 1 Vehicles 2	
7	Road No A428 Section Grid 440078E Ref 277377N	SLIGHT	19/10/2013	7	15:45	L	Dry	Fine			GV P/C
	A428 Rugby Rd, Binley Woods 30m SE of j/w Ferndale Rd										Rugby
	V1 (p/c) trav NW failed to see parked vehicle on n/s (V2) and ran into rear of V2.						Veh1, pedal cycle, SE -> NW Veh2, goods < 3.5t, P -> P			Casualties 1 Vehicles 2	
8	Road No A428 Section Grid 440058E Ref 277389N	SLIGHT	23/02/2014	1	02:15	DRK USL	Wet/Damp	Fine	U	S.VEH	
	A428 RUGBY RD J/W FERNDAL RD BINLEY WOODS COVENTRY										Rugby
	V1 TAXI STOPPED AT N/S KERB TO DROP PASSENGERS OFF , AS ONE OF PASSENGERS ALIGHTED VEH THE TAXI MOVED OFF SLOWLY CAUSING PASSENGER TO FALL TO GROUND. TAXI DROVE OFF						Veh1, taxi, NW -> SE			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

2-Mar-2017
09:53:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
9	Road No A428 Grid 439094E Section Ref 277609N	SERIOUS	10/03/2014	2	17:05	L	Dry	Fine			P/C
	A 428, RUGBY RD,BINLEY WOODS, 25 M W JW OAKDALE RD.										Rugby
	V1 BEING RIDDEN AWAY FROM THE A46. V2 IN FRONT BRAKES DUE TO VEHICLE AHEAD WAITING TO TURN RT. V1 COLLIDES REAR V2 RIDER FALLS TO FLOOR.						Veh1, pedal cycle, W -> E Veh2, car, W -> E			Casualties 1 Vehicles 2	
10	Road No A428 Grid 440084E Section Ref 277378N	SLIGHT	11/06/2014	4	07:19	L	Dry	Fine			P/C
	A428 RUGBY RD BINLEY WOODS O/S NO. 214										Rugby
	CYCLIST V1 RIDING ALONG RD FAILS TO NOTICE V2 PARKED N/S HALF ON PAVEMENT, HALF ON RD, COLL/W V2'S R O/S , RIDER LOSES BALANCE AND HIT O/S DOORS BEFORE FALLING OFF BIKE						Veh1, pedal cycle, E -> W Veh2, car, P -> P			Casualties 1 Vehicles 2	
11	Road No A428 Grid 439901E Section Ref 277434N	SLIGHT	10/10/2014	6	07:45	L	Wet/Damp	Fine			
	A428 RUGBY RD J/W ONE STOP CAR PARK , BINLEY WOODS RUGBY										Rugby
	V1 TURNS LEFT ONTO MAIN RD FROM SHOP CAR PARK COLL/W N/S PASSING V2						Veh1, car, S -> W Veh2, car, E -> W			Casualties 2 Vehicles 2	
12	Road No A428 Grid 439708E Section Ref 277491N	SLIGHT	06/03/2015	6	13:51	L	Dry	Fine			GV
	A 428, RUGBY RD, BINLEY WOODS APPROX 100 M W JW WOODLANDS RD.										Rugby
	V1 HAS REVERSED FROM PRIVATE DRIVEWAY ONTO A 428 COLLIDING NS V2 TRAVELLING TOWARDS COVENTRY.						Veh1, goods < 3.5t, S -> N Veh2, car, E -> W			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

2-Mar-2017
09:53:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	Road No A46 Section Grid 438803E Ref 277712N	SLIGHT	21/09/2015	2	16:20	L	Dry	Fine			
	A46 J/W A428 RUGBY RD ISLAND BINLEY WOODS COVENTRY										Rugby
	V1 BEGINING TO NEG ISLAND STOPS AS LIGHTS SHOWING RED AND IS STRUCK IN REAR BY V2 APP FROM BEH						Veh1, car, N -> S Veh2, car, N -> S			Casualties Vehicles	1 2
14	Road No A428 Section Grid 439793E Ref 277469N	SLIGHT	26/11/2015	5	09:25	L	Wet/Damp	Fine			
	263A RUGBY ROAD BINLEY WOODS A428 WOODLANDS ROAD BINLEY WOODS									Rugby	
	VEH01 HAS BEEN TRAVELLING ALONG WOODLANDS ROAD TOWARDS RUGBY ROAD, BINLEY WOODS. VEH02 HAS BEEN TRAVELLING ALONG RUGBY ROAD, BINLEY WOODS TOWARDS THE DIRECTION OF RUGBY. VEH01 HAS PULLED OUT OF THE T-JUNCTION TO GO STRAIGHT ACROSS THE DRIVEWAY OF THE HAIRDRESSERS. SHE FAILED TO SEE THE LORRY TRAVELLING ALONG THE ROAD. VEH01 WAS HIT SQUARE ON IN THE PASSENGER SIDE BY THE LORRY.						Veh1, car, SW -> NE Veh2, goods unknown weight, W -> E			Casualties Vehicles	1 2
15	Road No A46 Section Grid 438739E Ref 277652N	SLIGHT	14/01/2016	5	07:30	L	Wet/Damp	Fine			HGV
	ISLAND COVENTRY A46 BRANDON ROAD A428									Rugby	
	DRIVER OF VEH.002 WAS TRAVELLING NORTHBOUND ON A46 TOWARDS M6 MOTORWAY. AS SHE APPROACHED THE TGI ISLAND SHE SLOWED FOR AN AMBER ATS AND CAME TO A STOP. DRIVER OF VEH. WASN'T EXPECTING VEH.002 TO STOP AND DROVE INTO THE REAR OF VEH.002 CAUSING VEH.002 TO CONTINUE ACROSS THE CARRIAGEWAY INTO A POST ON THE FAR SIDE.						Veh1, goods 3.5 - 7.5t, SW -> NE Veh2, car, SW -> NE			Casualties Vehicles	1 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

2-Mar-2017
09:53:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
16	Road No A428 Grid 439633E Section Ref 277509N	SLIGHT	15/02/2016	2	15:00	L	Dry	Fine			
	RUGBY ROAD BINLEY WOOD A428										
	V2 SLOWS TO A STOP FOR TRAFFIC AHEAD AND IS STRUCK IN REAR BY V1						Veh1, car, W -> E Veh2, car, W -> E			Casualties 3 Vehicles 2	
17	Road No A46 Grid 438752E Section Ref 277648N	SLIGHT	16/05/2016	2	02:34	DRK STL	Dry	Fine		S.VEH	
	EASTERN BYPASS BINLEY WOODS COVENTRY A46 RUGBY RD A428									Rugby	
	VEHICLE HAS COLLIDED WITH CENTRAL BARRIER AND ROLLED TWICE. DRIVER POSSIBLY FELL ASLEEP.						Veh1, car, SW -> NE			Casualties 1 Vehicles 1	
18	Road No A428 Grid 439493E Section Ref 277536N	SLIGHT	20/10/2016	5	16:46	L	Dry	Fine	N	S.VEH	
	203 RUGBY ROAD, BINLEY WOODS A428									Rugby	PED
	VEH 01 TRAVELLING ALONG RUGBY ROAD FROM DIRECTION OF BRANDON TOWARDS A46 ISLAND. AS VEH 01 APPROACHED BUS STOP ON NEAR SIDE PEDESTRIAN HAS NOT LOOKED AND STEPPED OUT IN FRONT OF VEH 01. PEDESTRIAN HAS HIT FRONT OF VEHICLE 01 MAKING CONTACT WITH BONNET AND GRILL.						Veh1, car, E -> W			Casualties 1 Vehicles 1	
19	Road No A46 Grid 438741E Section Ref 277719N	SERIOUS	28/12/2016	4	18:32	DRK STL	Wet/Damp	Fine			
	TGI ISLAND BINLEY WOODS A46 A428									Rugby	
	VEH 01 HAS GONE ROUND THE ROUNDABOUT WITH THE INTENTION OF GOING UP THE A46. VEH 01 HAS LOST CONTROL AND GONE SIDEWAYS INTO VEH 02 AND BOTH HAVE GONE DOWN INTO THE DITCH.						Veh1, car, S -> N Veh2, car, W -> N			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

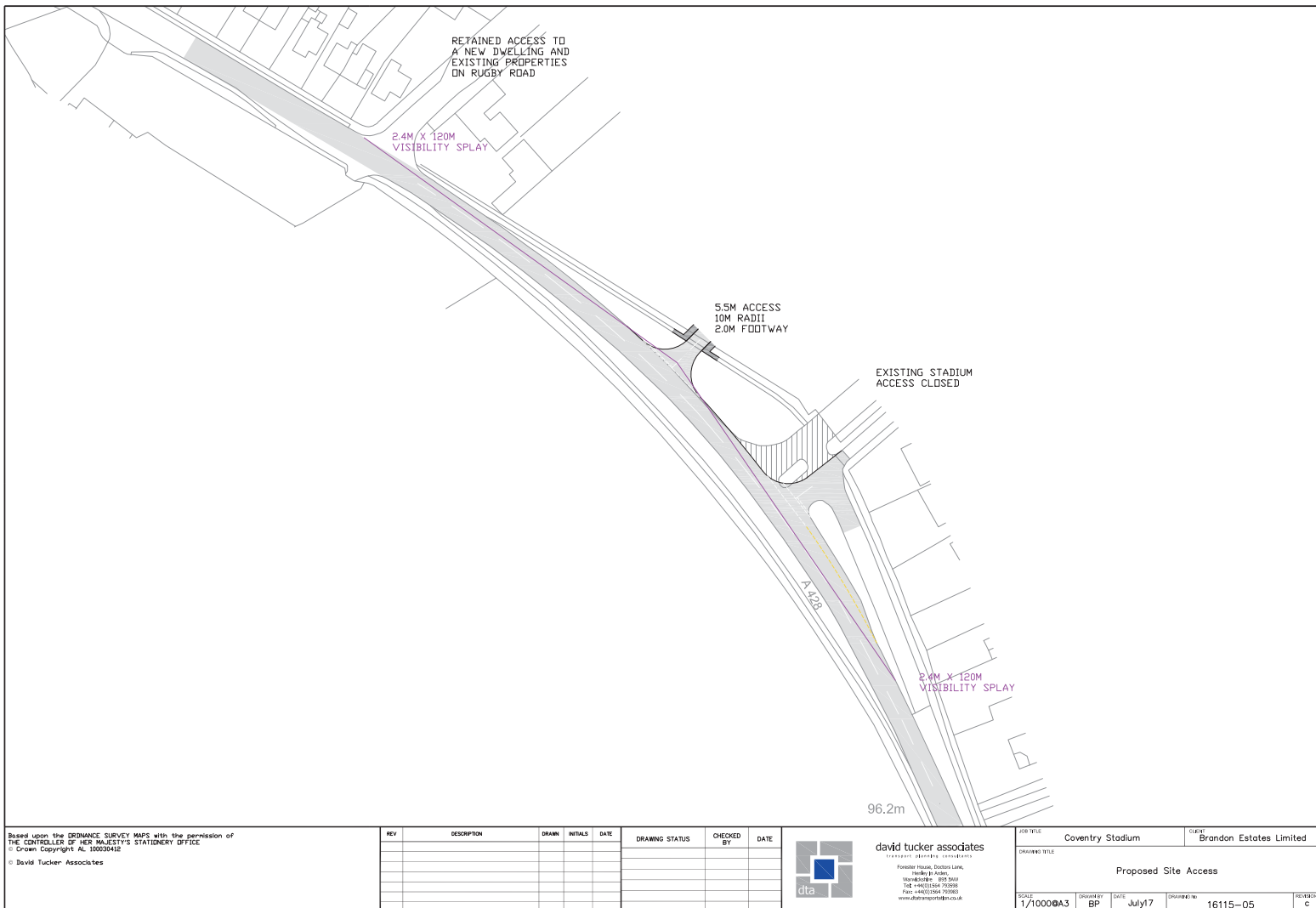
FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

Appendix D



Appendix E

Coventry Stadium, Brandon

Road Safety Audit
Stage 1

09 November 2017

10 Temple Back
Bristol BS1 6FL
United Kingdom

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mottmac.com

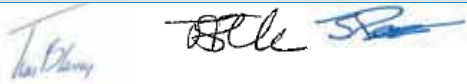
David Tucker Associates
Forester House
Doctors Lane
Henley in Arden
Warwickshire
B95 5AW

Coventry Stadium, Brandon

Road Safety Audit Stage 1

09 November 2017

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	09/11/2017	T J Blaney	J A Castle	J T Pearson	First Issue
					

Information class: Standard

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This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
2	Items Raised at this Stage 1 Audit	3
3	Audit Team Statement	4
	Appendices	5
A.	List of Drawings & Documents Examined	6
B.	Key Plan – Coventry Stadium, Brandon	7

1 Introduction

This report describes a Stage 1 Road Safety Audit carried out on the proposed provision of a new access off the A428 to land formerly occupied by Coventry Stadium.

The audit was carried out at the request of David Tucker Associates.

The audit took place at the Bristol office of Mott MacDonald and consisted of a detailed examination of the submitted documentation and drawings listed in **Appendix A**.

It is confirmed that this is a Stage 1 Road Safety Audit and that the audit was undertaken upon completion of the preliminary design work.

The Road Safety Audit Team as approve the Project Sponsor, Tom Mais, consisted of:

Tim Blaney	BSc (Hons), CMILT, MCIHT, MSoRSA (Certificate of Competency in Road Safety Audit, July 2012) Audit Team Leader, Mott MacDonald
------------	--

Jamie Castle	BEng (Hons), MICE, CEng Audit Team Member, Mott MacDonald
--------------	--

The Audit Team visited the site of the proposed works together on Friday 3rd November 2017 between 11:15 hrs and 12:00 hrs. During this visit the weather was overcast and the road surface dry. Traffic conditions were free flowing. Pedestrians were observed walking along the southern side of the A428, but no cycle activity was observed.

This Road Safety Audit was carried out in accordance with The Institution of Highways and Transportation's Road Safety Audit Guidelines and based upon Highways England's Departmental Standard HD19/15. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

The comments and suggestions for road safety improvements made in this report seek to address matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme. Consequently, the auditors accept no responsibility for the design or construction of the scheme.

All the issues raised in this report are considered to be required for action. The comments contained in the report are based on safety related concerns and as such the design engineer will need to consider carefully how to respond to each of the issues. The Audit Response Report to the audit should be completed by the Design Team and kept on file for future reference.

A comprehensive Transport Assessment containing Personal Injury Collision data, traffic flows and scheme proposals was provided to and reviewed by the Audit Team

A Key Plan indicating the location of any identified safety related issues is provided in **Appendix B**.

Scheme Description

It is proposed that land formerly occupied by Coventry Stadium be redeveloped with up to 137 residential dwellings constructed. Access to the development will be via a new priority controlled T-junction with the existing vehicular accesses stopped up. The access road will be 5.5m wide with 2m footways provided on both sides of the carriageway.

2 Items Raised at this Stage 1 Audit

This section describes road safety related issues identified by the Audit Team that are associated with the scheme as presented in **Appendix A**. A reference key plan is shown in **Appendix B**.

2.1 Problem 1.01

Location: Proposed access.

Summary: Proposed access in close proximity to Speedway Lane increasing risk of collisions.

The proposed location of the new access is close to the existing junction between the A428 and Speedway Lane. The arrangement of the two accesses is such that motorists attempting to turn onto the A428 at the same time may be unclear of who has priority or fail to observe the other turning vehicle, increasing the risk of collisions. Furthermore, it may be unclear which junction a vehicle travelling on the A428 signalling to turn is intending to enter. This may increase the risk of a motorists turning out of the either the new access or Speedway Lane at inappropriate times, increasing the risk of collisions.

Recommendation

It is recommended that the new access is relocated westwards to provide greater separation between it and Speedway Lane.

3 Audit Team Statement

We certify that this audit has been carried out in accordance with The Institution of Highways and Transportation's Road Safety Audit Guidelines and based upon Highways England's Departmental Standard HD19/15

Road Safety Audit Team Leader

T J Blaney BSc (Hons), CMILT, MCIHT, MSoRSA
(Certificate of Competency in Road Safety Audit, July 2012)

Signed:



Date: 09th November 2017

Principal Road Safety Engineer
Mott MacDonald
10 Temple Back
Bristol

BS1 6FL

Road Safety Audit Team Member

J A Castle BEng (Hons), MICE, CEng

Signed:



Date: 09th November 2017

Principal Traffic Engineer
35 Newhall Street
Birmingham
B3 1LZ

Appendices

A.	List of Drawings & Documents Examined	6
B.	Key Plan – Coventry Stadium, Brandon	7

A. List of Drawings & Documents Examined

The following drawings and documents were examined as part of this Road Safety Audit.

Table 1: Drawings

Drawing Number	Revision	Drawing Title
16115-04A	-	Site Access Proposals

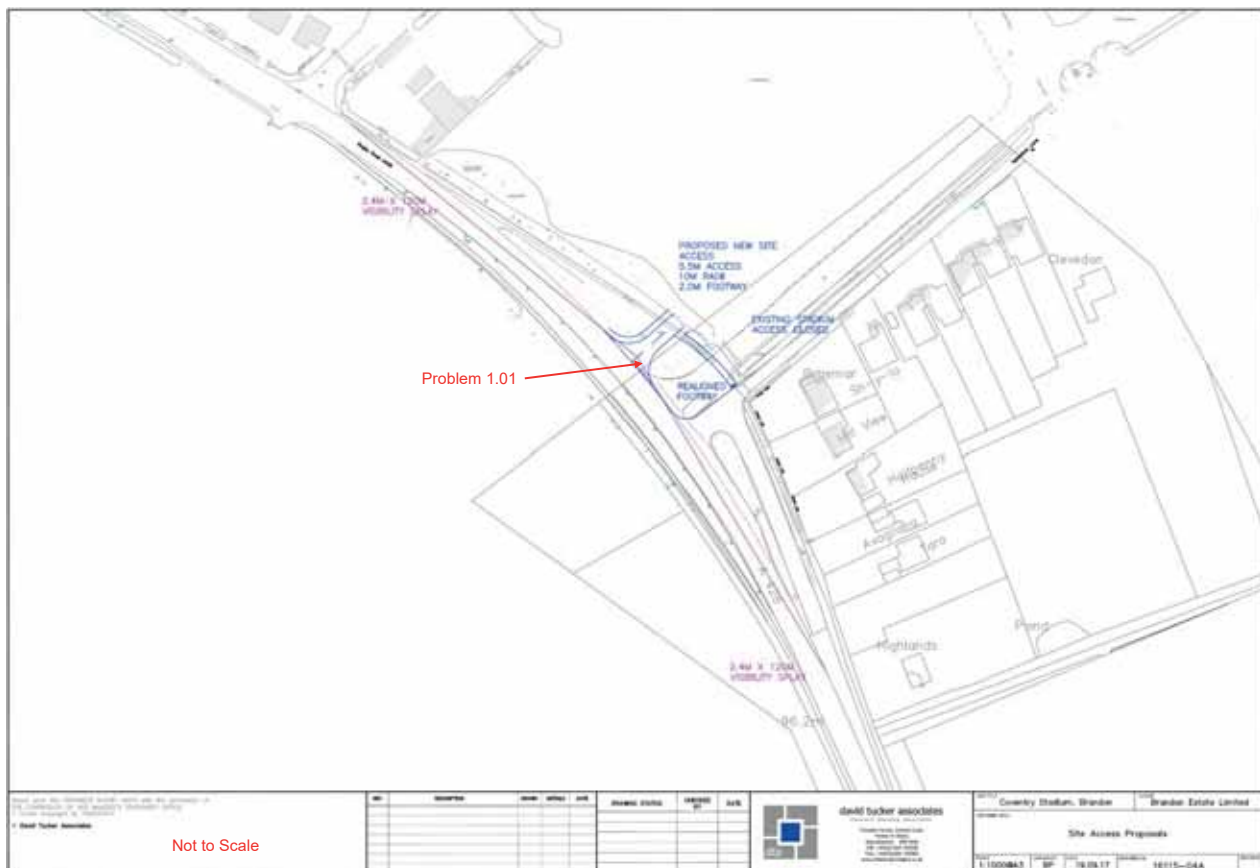
Source: David Tucker Associates

Table 2: Documents

Drawing Number	Revision	Drawing Title
16115-01	-	Transport Assessment

Source: David Tucker Associates

B. Key Plan – Coventry Stadium, Brandon



Appendix F

Calculation Reference: AUDIT-623801-170801-0845

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02 SOUTH EAST	
SC SURREY	1 days
03 SOUTH WEST	
DV DEVON	2 days
04 EAST ANGLIA	
NF NORFOLK	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	2 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	3 days
SY SOUTH YORKSHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days
DH DURHAM	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 50 to 116 (units:)
 Range Selected by User: 50 to 200 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 28/03/17

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	3 days
Tuesday	2 days
Wednesday	1 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	4

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	9
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C3

12 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	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
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	10 days

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

Travel Plan:

No

12 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

12 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED	CUMBRIA
	MOORCLOSE ROAD		
	SALTERBACK		
	WORKINGTON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	82	
	Survey date: FRIDAY	24/04/09	Survey Type: MANUAL
2	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
3	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
4	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
5	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
6	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
7	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
9	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
10	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
	Survey date: THURSDAY	11/06/09	Survey Type: MANUAL
11	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
12	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	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

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	12	78	0.065	12	78	0.255	12	78	0.320
08:00 - 09:00	12	78	0.138	12	78	0.367	12	78	0.505
09:00 - 10:00	12	78	0.156	12	78	0.168	12	78	0.324
10:00 - 11:00	12	78	0.138	12	78	0.176	12	78	0.314
11:00 - 12:00	12	78	0.147	12	78	0.157	12	78	0.304
12:00 - 13:00	12	78	0.167	12	78	0.156	12	78	0.323
13:00 - 14:00	12	78	0.164	12	78	0.153	12	78	0.317
14:00 - 15:00	12	78	0.148	12	78	0.164	12	78	0.312
15:00 - 16:00	12	78	0.226	12	78	0.145	12	78	0.371
16:00 - 17:00	12	78	0.245	12	78	0.157	12	78	0.402
17:00 - 18:00	12	78	0.340	12	78	0.162	12	78	0.502
18:00 - 19:00	12	78	0.208	12	78	0.148	12	78	0.356
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.142			2.208			4.350

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: 50 - 116 (units:)
 Survey date range: 01/01/09 - 28/03/17
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix G

A A46 (N)
 B A428 (E)
 C A46 (S)
 D A428 (W)

2017 Flows

AM

	A	B	C	D	Total
A	2	119	1978	287	2386
B	296	5	111	364	776
C	1831	56	34	410	2331
D	249	190	273	0	712
Total	2378	370	2396	1061	6205

2017 Flows

PM

	A	B	C	D	Total
A	2	218	1807	193	2220
B	146	1	64	297	508
C	2004	149	71	262	2486
D	440	357	354	0	1151
Total	2592	725	2296	752	6365

2019 DM

AM

	A	B	C	D	Total
A	2	122	2028	294	2447
B	304	5	114	375	798
C	1878	57	35	420	2390
D	255	203	280	0	738
Total	2439	387	2457	1090	6373

2019 DM

PM

	A	B	C	D	Total
A	2	224	1853	198	2277
B	150	1	66	312	528
C	2055	153	73	269	2550
D	451	369	363	0	1183
Total	2658	747	2355	778	6538

2019 DS

AM

	A	B	C	D	Total
A	2	126	2028	294	2451
B	314	5	128	391	838
C	1878	63	35	420	2396
D	255	209	280	0	744
Total	2449	402	2471	1106	6428

2019 DS

PM

	A	B	C	D	Total
A	2	233	1853	198	2286
B	154	1	72	318	546
C	2055	166	73	269	2563
D	451	383	363	0	1198
Total	2663	784	2361	785	6593

2026 DM

AM

	A	B	C	D	Total
A	2	131	2184	317	2634
B	327	6	123	404	859
C	2021	62	38	453	2573
D	275	218	301	0	794
Total	2625	416	2645	1173	6860

2026 DM

PM

	A	B	C	D	Total
A	2	241	1998	213	2455
B	161	1	71	335	569
C	2216	165	79	290	2749
D	487	398	391	0	1276
Total	2866	805	2539	838	7048

2026 DS

AM

	A	B	C	D	Total
A	2	135	2184	317	2638
B	337	6	137	419	899
C	2021	67	38	453	2579
D	275	224	301	0	800
Total	2635	431	2659	1189	6915

2026 DS

PM

	A	B	C	D	Total
A	2	251	1998	213	2464
B	166	1	77	342	586
C	2216	178	79	290	2762
D	487	412	391	0	1290
Total	2871	842	2545	845	7103

Appendix H

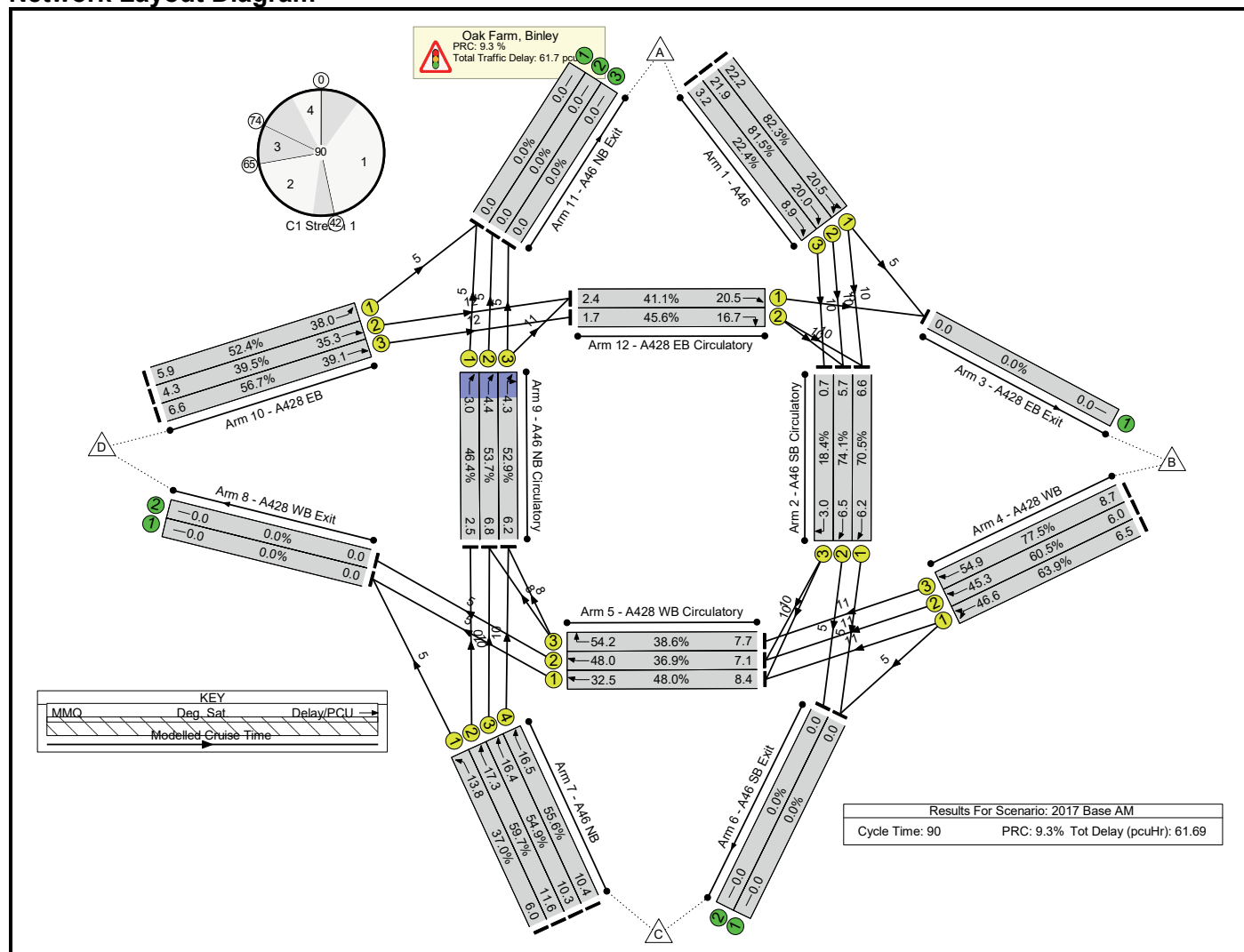
Basic Results Summary

User and Project Details

Project:	A46/A428 Linsig
Title:	Land at Brandon Stadium, Coventry
Location:	
File name:	TGI Roundabout Assessment_REV4.lsg3x
Author:	TM
Company:	DTA
Address:	
Notes:	

Scenario 1: '2017 Base AM' (FG1: '2017 Base (AM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Stage Timings

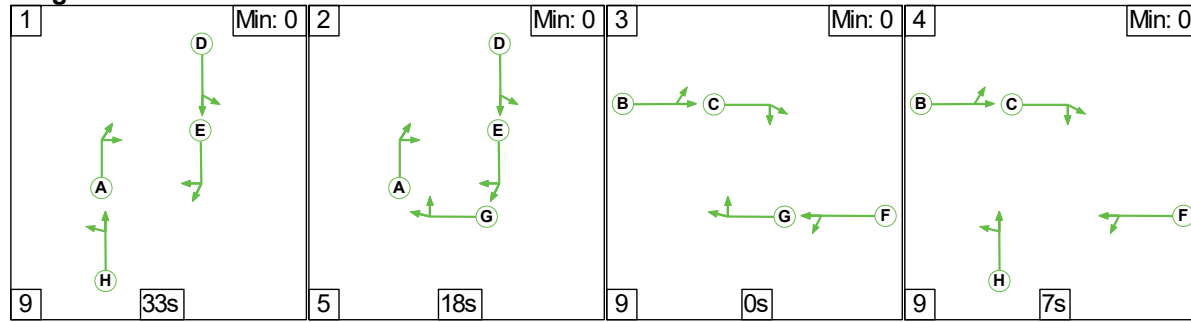
Stage Stream: 1

Stage	1	2	3	4
Duration	33	18	0	7
Change Point	0	42	65	74

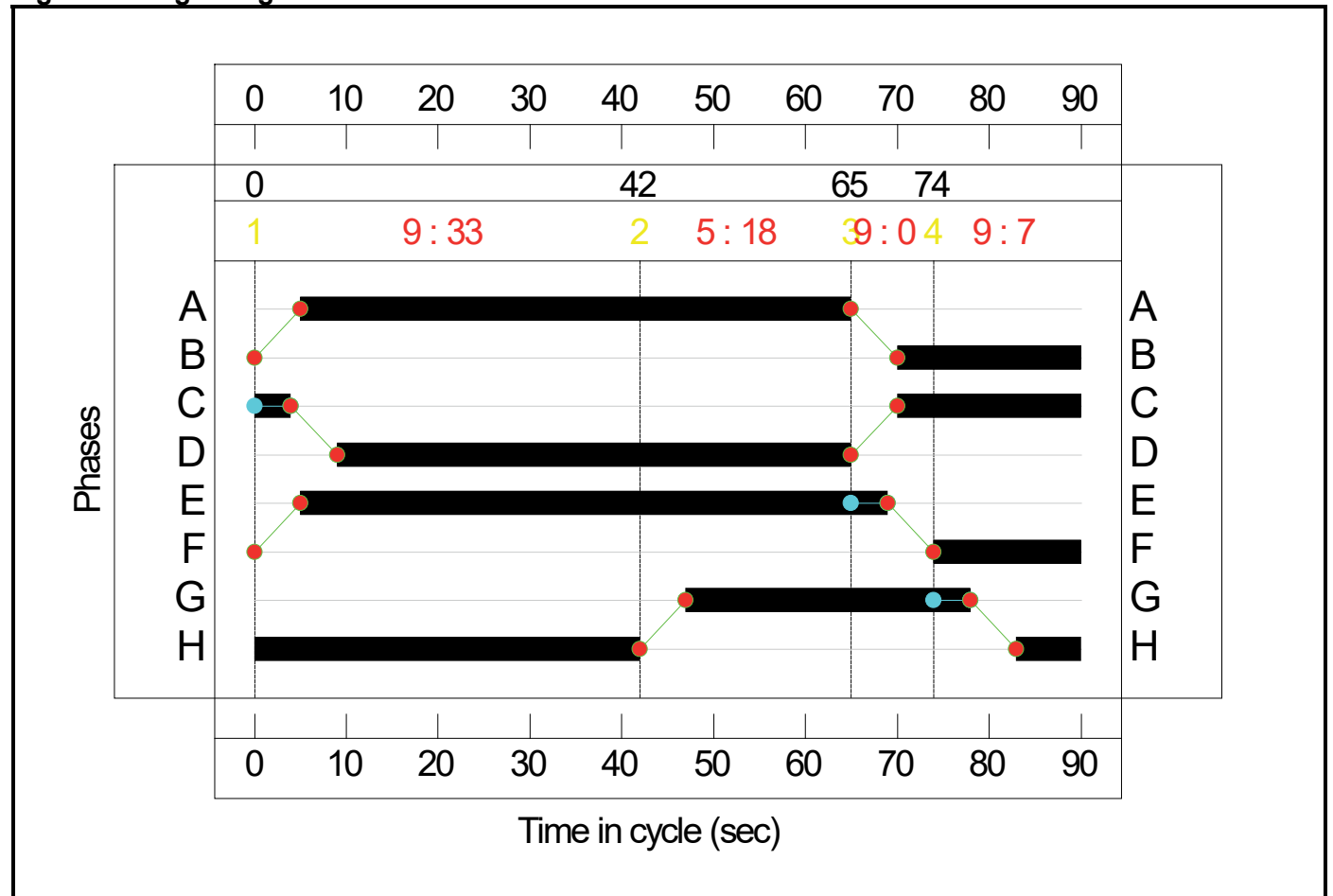
Basic Results Summary

Stage Sequence Diagram

Stage Stream: 1



Signal Timings Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Land at Brandon Stadium, Coventry	-	-	-		-	-	-	-	-	-	82.3%	0	0	0	61.7	-	-
Oak Farm, Binley	-	-	-		-	-	-	-	-	-	82.3%	0	0	0	61.7	-	-
1/1	A46 Ahead Ahead2	U	D		1	56	-	1054	2021	1280	82.3%	-	-	-	6.0	20.5	22.2
1/2	A46 Ahead	U	D		1	56	-	1043	2021	1280	81.5%	-	-	-	5.8	20.0	21.9
1/3	A46 Ahead	U	D		1	56	-	287	2021	1280	22.4%	-	-	-	0.7	8.9	3.2
2/1	A46 SB Circulatory Ahead	U	E		1	64	-	1097	2155	1556	70.5%	-	-	-	1.9	6.2	6.6
2/2	A46 SB Circulatory Ahead	U	E		1	64	-	1154	2155	1556	74.1%	-	-	-	2.1	6.5	5.7
2/3	A46 SB Circulatory Right	U	E		1	64	-	287	2155	1556	18.4%	-	-	-	0.2	3.0	0.7
4/1	A428 WB Ahead Ahead2	U	F		1	16	-	244	2021	382	63.9%	-	-	-	3.2	46.6	6.5
4/2	A428 WB Ahead	U	F		1	16	-	231	2021	382	60.5%	-	-	-	2.9	45.3	6.0
4/3	A428 WB Ahead	U	F		1	16	-	296	2021	382	77.5%	-	-	-	4.5	54.9	8.7
5/1	A428 WB Circulatory Ahead	U	G		1	31	-	368	2155	766	48.0%	-	-	-	3.3	32.5	8.4
5/2	A428 WB Circulatory Ahead	U	G		1	31	-	283	2155	766	36.9%	-	-	-	3.8	48.0	7.1
5/3	A428 WB Circulatory Right	U	G		1	31	-	296	2155	766	38.6%	-	-	-	4.5	54.2	7.7
7/1	A46 NB Left	U	H		1	49	-	410	1996	1109	37.0%	-	-	-	1.6	13.8	6.0

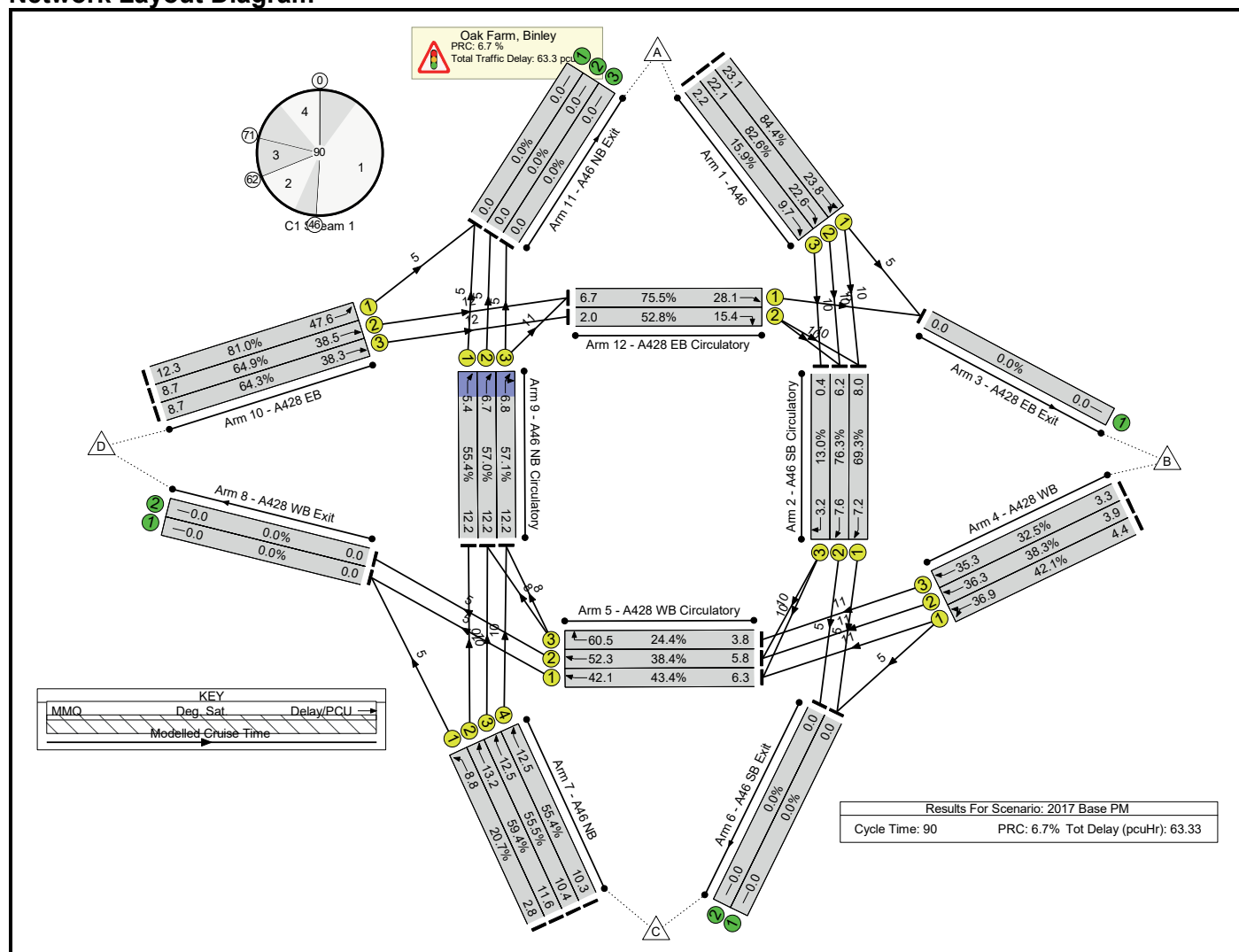
7/2	A46 NB Ahead	U	H		1	49	-	662	1996	1109	59.7%	-	-	-	3.2	17.3	11.6
7/3	A46 NB Ahead	U	H		1	49	-	609	1996	1109	54.9%	-	-	-	2.8	16.4	10.3
7/4	A46 NB Ahead	U	H		1	49	-	616	1996	1109	55.6%	-	-	-	2.8	16.5	10.4
9/1	A46 NB Circulatory Ahead	U	A		1	60	-	662	2105	1427	46.4%	-	-	-	0.5	3.0	2.5
9/2	A46 NB Circulatory Ahead	U	A		1	60	-	766	2105	1427	53.7%	-	-	-	0.9	4.4	6.8
9/3	A46 NB Circulatory Ahead Right	U	A		1	60	-	755	2105	1427	52.9%	-	-	-	0.9	4.3	6.2
10/1	A428 EB Ahead	U	B		1	20	-	249	2038	476	52.4%	-	-	-	2.6	38.0	5.9
10/2	A428 EB Ahead	U	B		1	20	-	190	2063	481	39.5%	-	-	-	1.9	35.3	4.3
10/3	A428 EB Ahead	U	B		1	20	-	273	2063	481	56.7%	-	-	-	3.0	39.1	6.6
12/1	A428 EB Circulatory Ahead	U	C		1	24	-	246	2155	599	41.1%	-	-	-	1.4	20.5	2.4
12/2	A428 EB Circulatory Right	U	C		1	24	-	273	2155	599	45.6%	-	-	-	1.3	16.7	1.7
		C1	Stream: 1 PRC for Signalled Lanes (%):					9.3	Total Delay for Signalled Lanes (pcuHr):			61.69	Cycle Time (s):		90		
			PRC Over All Lanes (%):					9.3	Total Delay Over All Lanes (pcuHr):			61.69					

C1	Stream: 1 PRC for Signalled Lanes (%):	9.3	Total Delay for Signalled Lanes (pcuHr):	61.69	Cycle Time (s): 90
	PRC Over All Lanes (%):	9.3	Total Delay Over All Lanes (pcuHr):	61.69	

Basic Results Summary

Scenario 2: '2017 Base PM' (FG2: '2017 Base (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



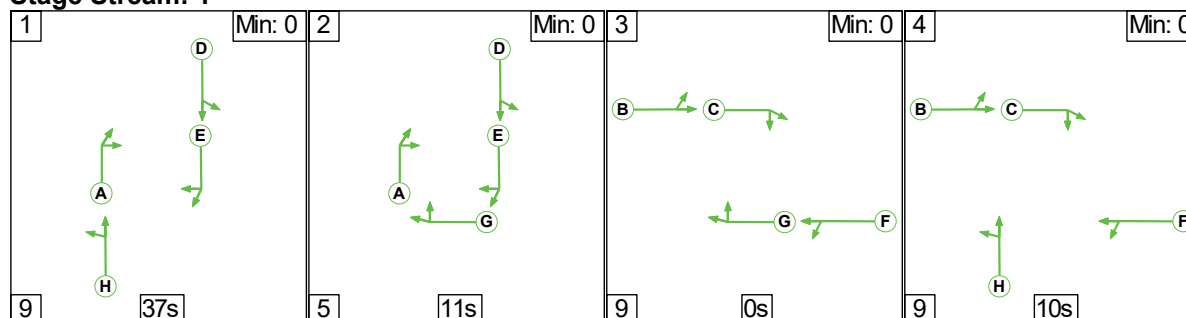
Stage Timings

Stage Stream: 1

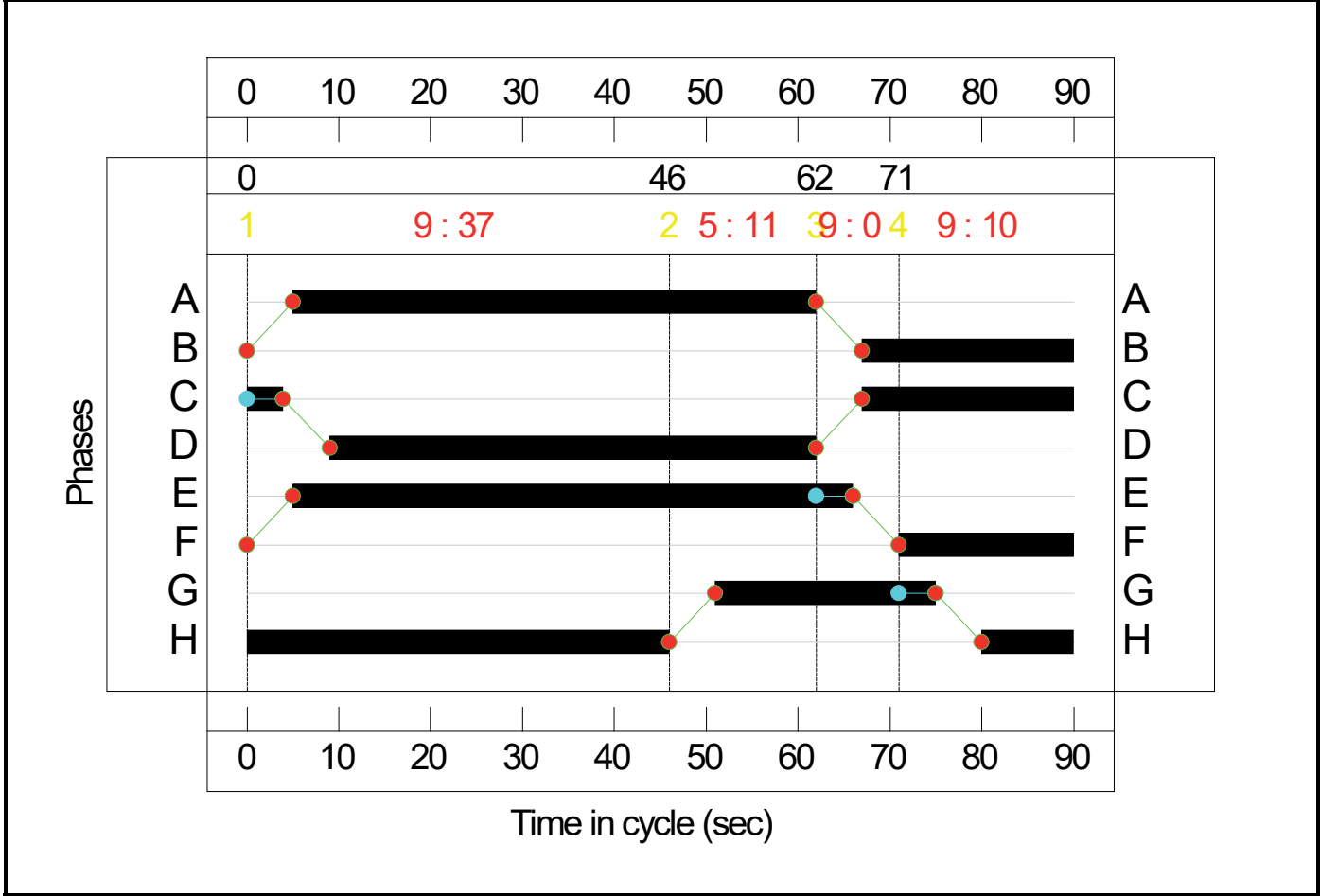
Stage	1	2	3	4
Duration	37	11	0	10
Change Point	0	46	62	71

Stage Sequence Diagram

Stage Stream: 1



Signal Timings Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Land at Brandon Stadium, Coventry	-	-	-		-	-	-	-	-	-	84.4%	0	0	0	63.3	-	-
Oak Farm, Binley	-	-	-		-	-	-	-	-	-	84.4%	0	0	0	63.3	-	-
1/1	A46 Ahead Ahead2	U	D		1	53	-	1023	2021	1213	84.4%	-	-	-	6.8	23.8	23.1
1/2	A46 Ahead	U	D		1	53	-	1002	2021	1213	82.6%	-	-	-	6.3	22.6	22.1
1/3	A46 Ahead	U	D		1	53	-	193	2021	1213	15.9%	-	-	-	0.5	9.7	2.2
2/1	A46 SB Circulatory Ahead	U	E		1	61	-	1029	2155	1485	69.3%	-	-	-	2.1	7.2	8.0
2/2	A46 SB Circulatory Ahead	U	E		1	61	-	1132	2155	1485	76.3%	-	-	-	2.4	7.6	6.2
2/3	A46 SB Circulatory Right	U	E		1	61	-	193	2155	1485	13.0%	-	-	-	0.2	3.2	0.4
4/1	A428 WB Ahead Ahead2	U	F		1	19	-	189	2021	449	42.1%	-	-	-	1.9	36.9	4.4
4/2	A428 WB Ahead	U	F		1	19	-	172	2021	449	38.3%	-	-	-	1.7	36.3	3.9
4/3	A428 WB Ahead	U	F		1	19	-	146	2021	449	32.5%	-	-	-	1.4	35.3	3.3
5/1	A428 WB Circulatory Ahead	U	G		1	24	-	260	2155	599	43.4%	-	-	-	3.0	42.1	6.3
5/2	A428 WB Circulatory Ahead	U	G		1	24	-	230	2155	599	38.4%	-	-	-	3.3	52.3	5.8
5/3	A428 WB Circulatory Right	U	G		1	24	-	146	2155	599	24.4%	-	-	-	2.5	60.5	3.8
7/1	A46 NB Left	U	H		1	56	-	262	1996	1264	20.7%	-	-	-	0.6	8.8	2.8

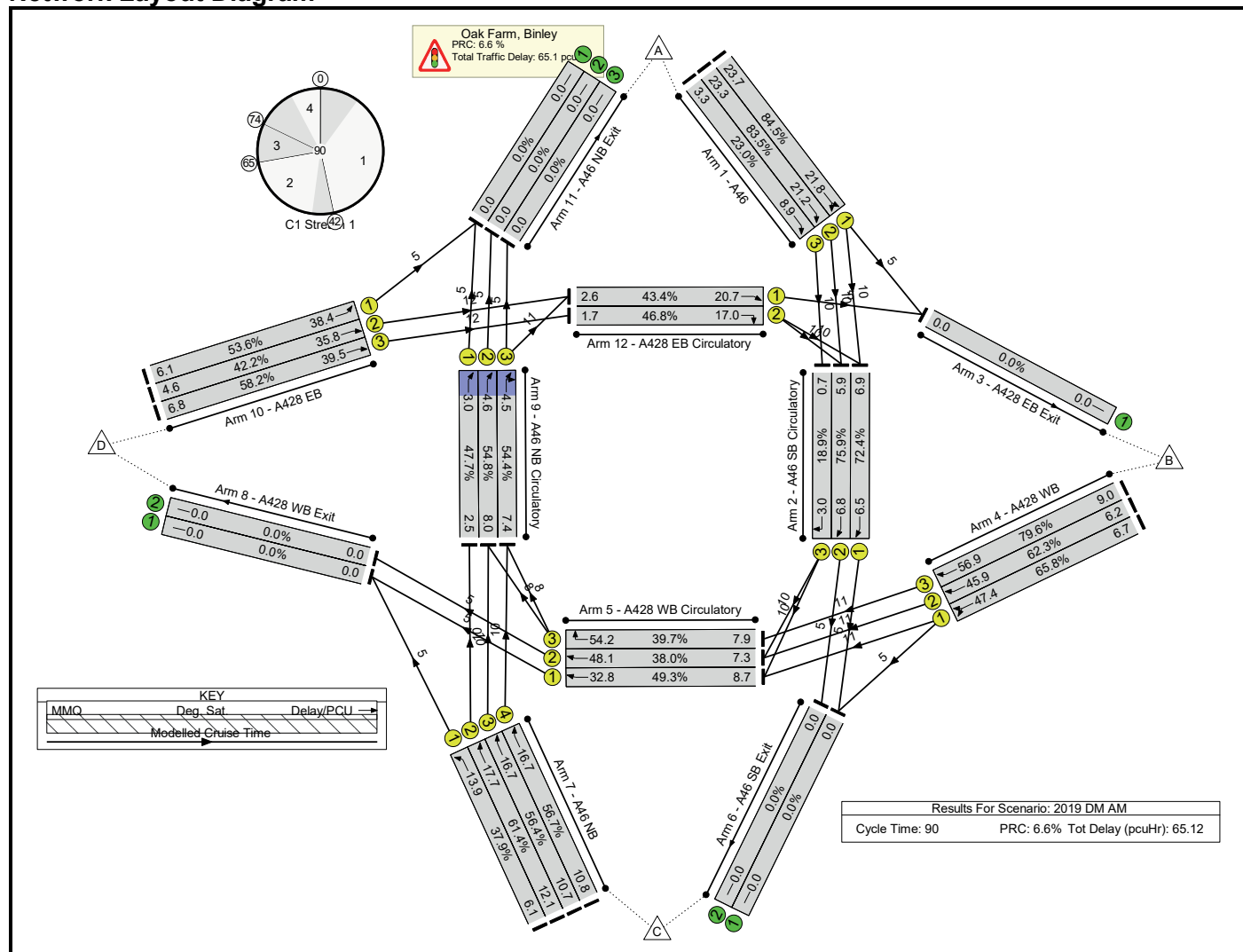
7/2	A46 NB Ahead	U	H		1	56	-	751	1996	1264	59.4%	-	-	-	2.8	13.2	11.6
7/3	A46 NB Ahead	U	H		1	56	-	702	1996	1264	55.5%	-	-	-	2.4	12.5	10.4
7/4	A46 NB Ahead	U	H		1	56	-	700	1996	1264	55.4%	-	-	-	2.4	12.5	10.3
9/1	A46 NB Circulatory Ahead	U	A		1	57	-	751	2105	1357	55.4%	-	-	-	1.1	5.4	12.2
9/2	A46 NB Circulatory Ahead	U	A		1	57	-	773	2105	1357	57.0%	-	-	-	1.4	6.7	12.2
9/3	A46 NB Circulatory Ahead Right	U	A		1	57	-	775	2105	1357	57.1%	-	-	-	1.5	6.8	12.2
10/1	A428 EB Ahead	U	B		1	23	-	440	2038	543	81.0%	-	-	-	5.8	47.6	12.3
10/2	A428 EB Ahead	U	B		1	23	-	357	2063	550	64.9%	-	-	-	3.8	38.5	8.7
10/3	A428 EB Ahead	U	B		1	23	-	354	2063	550	64.3%	-	-	-	3.8	38.3	8.7
12/1	A428 EB Circulatory Ahead	U	C		1	27	-	506	2155	670	75.5%	-	-	-	4.0	28.1	6.7
12/2	A428 EB Circulatory Right	U	C		1	27	-	354	2155	670	52.8%	-	-	-	1.5	15.4	2.0
		C1	Stream: 1 PRC for Signalled Lanes (%): PRC Over All Lanes (%):					6.7 6.7	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			63.33 63.33	Cycle Time (s):	90			

C1	Stream: 1 PRC for Signalled Lanes (%):	6.7	Total Delay for Signalled Lanes (pcuHr):	63.33	Cycle Time (s): 90
	PRC Over All Lanes (%):	6.7	Total Delay Over All Lanes (pcuHr):	63.33	

Basic Results Summary

Scenario 3: '2019 DM AM' (FG3: '2019 DM (AM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



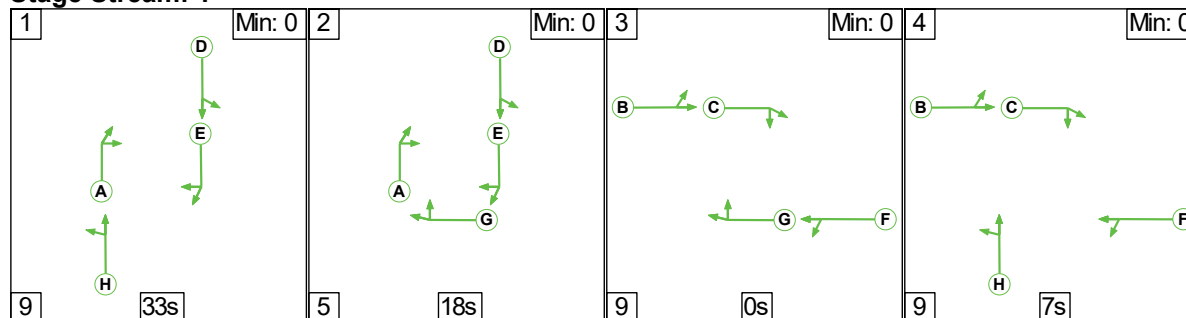
Stage Timings

Stage Stream: 1

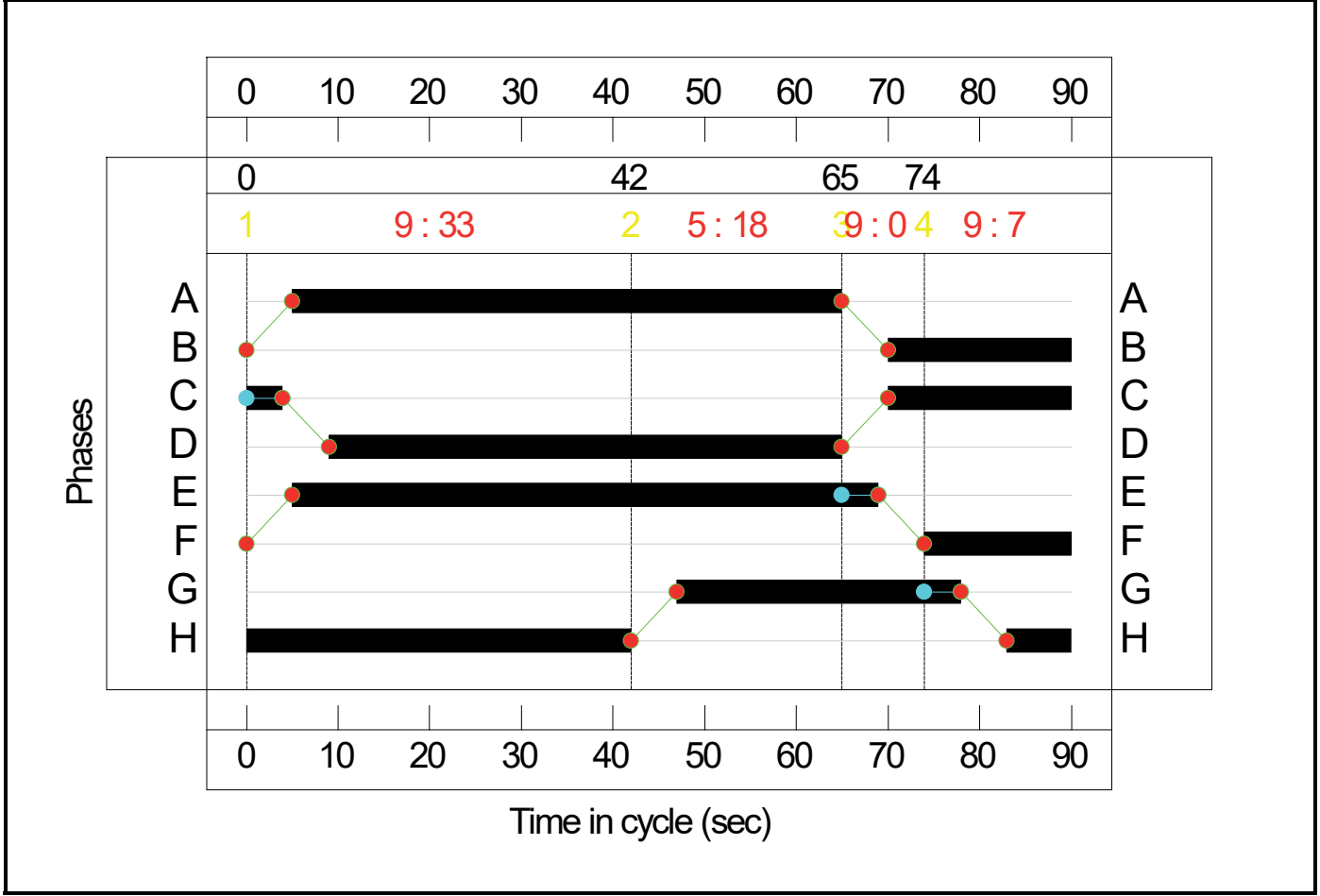
Stage	1	2	3	4
Duration	33	18	0	7
Change Point	0	42	65	74

Stage Sequence Diagram

Stage Stream: 1



Signal Timings Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Land at Brandon Stadium, Coventry	-	-	-		-	-	-	-	-	-	84.5%	0	0	0	65.1	-	-
Oak Farm, Binley	-	-	-		-	-	-	-	-	-	84.5%	0	0	0	65.1	-	-
1/1	A46 Ahead Ahead2	U	D		1	56	-	1081	2021	1280	84.5%	-	-	-	6.6	21.8	23.7
1/2	A46 Ahead	U	D		1	56	-	1069	2021	1280	83.5%	-	-	-	6.3	21.2	23.3
1/3	A46 Ahead	U	D		1	56	-	294	2021	1280	23.0%	-	-	-	0.7	8.9	3.3
2/1	A46 SB Circulatory Ahead	U	E		1	64	-	1127	2155	1556	72.4%	-	-	-	2.0	6.5	6.9
2/2	A46 SB Circulatory Ahead	U	E		1	64	-	1181	2155	1556	75.9%	-	-	-	2.2	6.8	5.9
2/3	A46 SB Circulatory Right	U	E		1	64	-	294	2155	1556	18.9%	-	-	-	0.2	3.0	0.7
4/1	A428 WB Ahead Ahead2	U	F		1	16	-	251	2021	382	65.8%	-	-	-	3.3	47.4	6.7
4/2	A428 WB Ahead	U	F		1	16	-	238	2021	382	62.3%	-	-	-	3.0	45.9	6.2
4/3	A428 WB Ahead	U	F		1	16	-	304	2021	382	79.6%	-	-	-	4.8	56.9	9.0
5/1	A428 WB Circulatory Ahead	U	G		1	31	-	378	2155	766	49.3%	-	-	-	3.4	32.8	8.7
5/2	A428 WB Circulatory Ahead	U	G		1	31	-	291	2155	766	38.0%	-	-	-	3.9	48.1	7.3
5/3	A428 WB Circulatory Right	U	G		1	31	-	304	2155	766	39.7%	-	-	-	4.6	54.2	7.9
7/1	A46 NB Left	U	H		1	49	-	420	1996	1109	37.9%	-	-	-	1.6	13.9	6.1

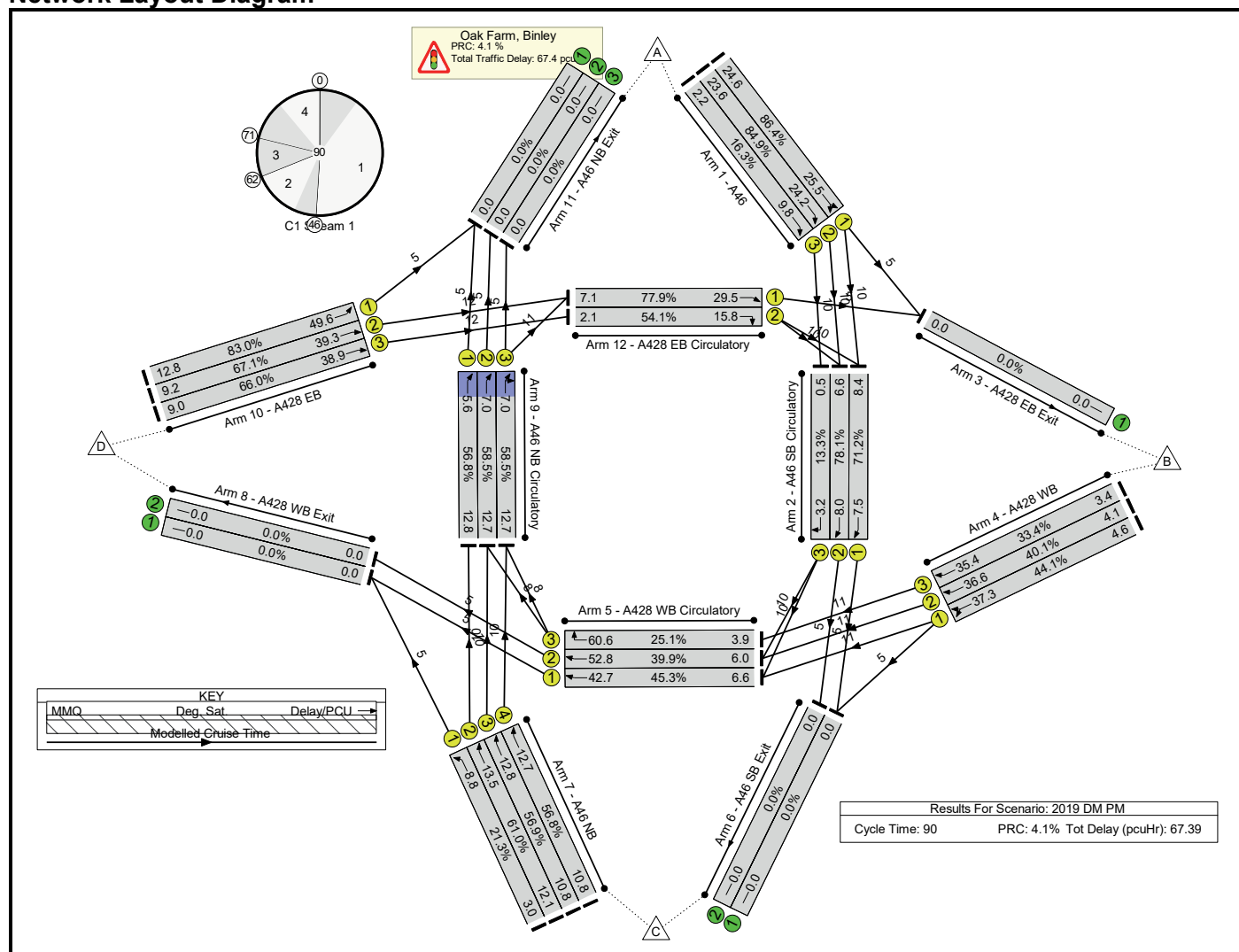
Phase Results Summary																	
7/2	A46 NB Ahead	U	H		1	49	-	681	1996	1109	61.4%	-	-	-	3.3	17.7	12.1
7/3	A46 NB Ahead	U	H		1	49	-	625	1996	1109	56.4%	-	-	-	2.9	16.7	10.7
7/4	A46 NB Ahead	U	H		1	49	-	629	1996	1109	56.7%	-	-	-	2.9	16.7	10.8
9/1	A46 NB Circulatory Ahead	U	A		1	60	-	681	2105	1427	47.7%	-	-	-	0.6	3.0	2.5
9/2	A46 NB Circulatory Ahead	U	A		1	60	-	782	2105	1427	54.8%	-	-	-	1.0	4.6	8.0
9/3	A46 NB Circulatory Ahead Right	U	A		1	60	-	776	2105	1427	54.4%	-	-	-	1.0	4.5	7.4
10/1	A428 EB Ahead	U	B		1	20	-	255	2038	476	53.6%	-	-	-	2.7	38.4	6.1
10/2	A428 EB Ahead	U	B		1	20	-	203	2063	481	42.2%	-	-	-	2.0	35.8	4.6
10/3	A428 EB Ahead	U	B		1	20	-	280	2063	481	58.2%	-	-	-	3.1	39.5	6.8
12/1	A428 EB Circulatory Ahead	U	C		1	24	-	260	2155	599	43.4%	-	-	-	1.5	20.7	2.6
12/2	A428 EB Circulatory Right	U	C		1	24	-	280	2155	599	46.8%	-	-	-	1.3	17.0	1.7
		C1	Stream: 1 PRC for Signalled Lanes (%):				6.6	Total Delay for Signalled Lanes (pcuHr):				65.12	Cycle Time (s):		90		
			PRC Over All Lanes (%):				6.6	Total Delay Over All Lanes (pcuHr):				65.12					

C1	Stream: 1 PRC for Signalled Lanes (%):	6.6	Total Delay for Signalled Lanes (pcuHr):	65.12	Cycle Time (s):	90
	PRC Over All Lanes (%):	6.6	Total Delay Over All Lanes (pcuHr):	65.12		

Basic Results Summary

Scenario 4: '2019 DM PM' (FG4: '2019 DM (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



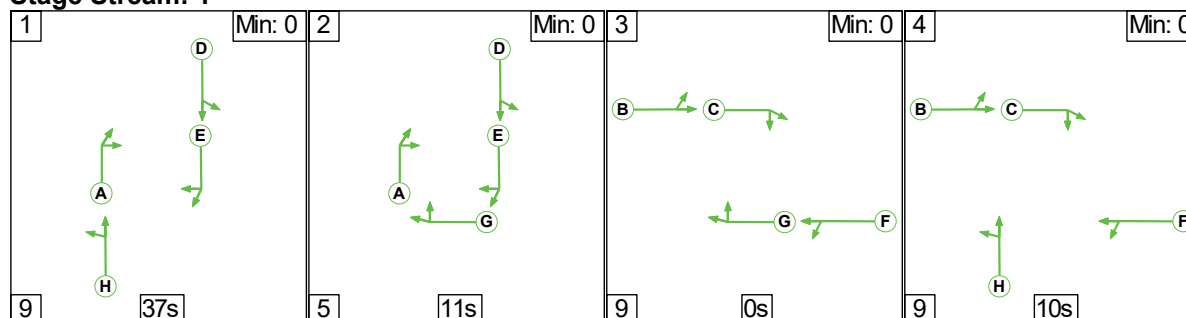
Stage Timings

Stage Stream: 1

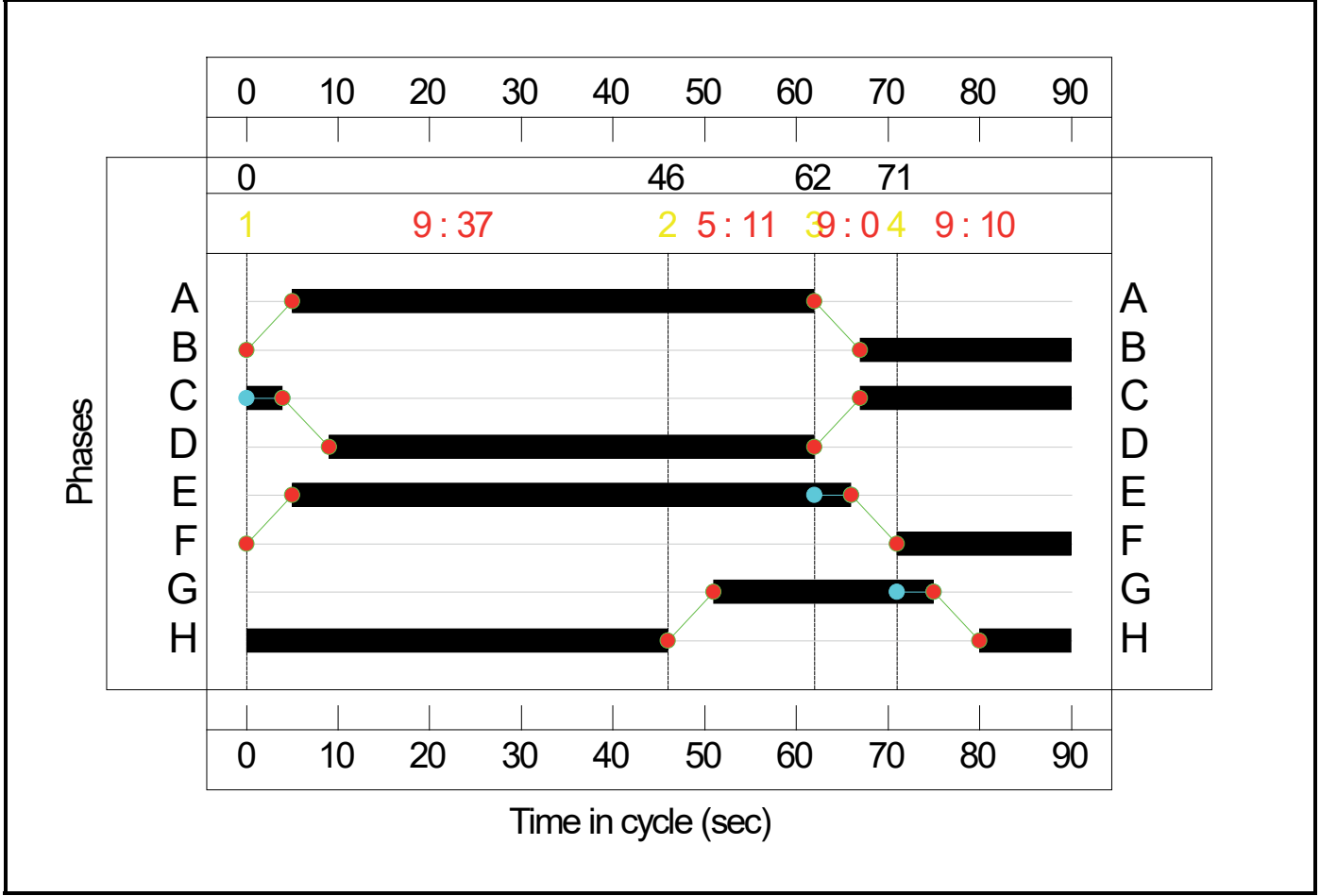
Stage	1	2	3	4
Duration	37	11	0	10
Change Point	0	46	62	71

Stage Sequence Diagram

Stage Stream: 1



Signal Timings Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Land at Brandon Stadium, Coventry	-	-	-		-	-	-	-	-	-	86.4%	0	0	0	67.4	-	-
Oak Farm, Binley	-	-	-		-	-	-	-	-	-	86.4%	0	0	0	67.4	-	-
1/1	A46 Ahead Ahead2	U	D		1	53	-	1048	2021	1213	86.4%	-	-	-	7.4	25.5	24.6
1/2	A46 Ahead	U	D		1	53	-	1029	2021	1213	84.9%	-	-	-	6.9	24.2	23.6
1/3	A46 Ahead	U	D		1	53	-	198	2021	1213	16.3%	-	-	-	0.5	9.8	2.2
2/1	A46 SB Circulatory Ahead	U	E		1	61	-	1057	2155	1485	71.2%	-	-	-	2.2	7.5	8.4
2/2	A46 SB Circulatory Ahead	U	E		1	61	-	1159	2155	1485	78.1%	-	-	-	2.6	8.0	6.6
2/3	A46 SB Circulatory Right	U	E		1	61	-	198	2155	1485	13.3%	-	-	-	0.2	3.2	0.5
4/1	A428 WB Ahead Ahead2	U	F		1	19	-	198	2021	449	44.1%	-	-	-	2.1	37.3	4.6
4/2	A428 WB Ahead	U	F		1	19	-	180	2021	449	40.1%	-	-	-	1.8	36.6	4.1
4/3	A428 WB Ahead	U	F		1	19	-	150	2021	449	33.4%	-	-	-	1.5	35.4	3.4
5/1	A428 WB Circulatory Ahead	U	G		1	24	-	271	2155	599	45.3%	-	-	-	3.2	42.7	6.6
5/2	A428 WB Circulatory Ahead	U	G		1	24	-	239	2155	599	39.9%	-	-	-	3.5	52.8	6.0
5/3	A428 WB Circulatory Right	U	G		1	24	-	150	2155	599	25.1%	-	-	-	2.5	60.6	3.9
7/1	A46 NB Left	U	H		1	56	-	269	1996	1264	21.3%	-	-	-	0.7	8.8	3.0

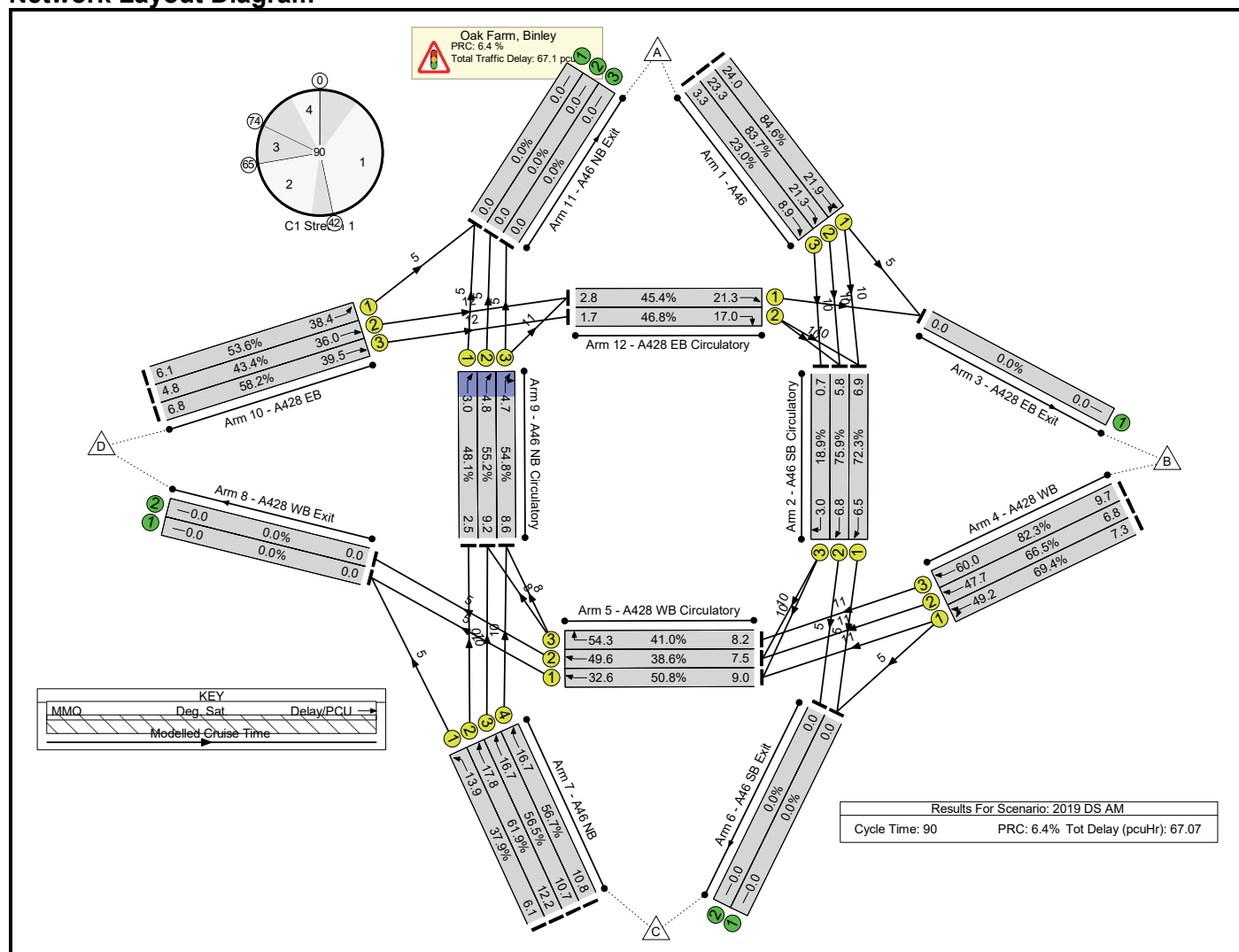
7/2	A46 NB Ahead	U	H		1	56	-	771	1996	1264	61.0%	-	-	-	2.9	13.5	12.1
7/3	A46 NB Ahead	U	H		1	56	-	719	1996	1264	56.9%	-	-	-	2.5	12.8	10.8
7/4	A46 NB Ahead	U	H		1	56	-	718	1996	1264	56.8%	-	-	-	2.5	12.7	10.8
9/1	A46 NB Circulatory Ahead	U	A		1	57	-	771	2105	1357	56.8%	-	-	-	1.2	5.6	12.8
9/2	A46 NB Circulatory Ahead	U	A		1	57	-	793	2105	1357	58.5%	-	-	-	1.5	7.0	12.7
9/3	A46 NB Circulatory Ahead Right	U	A		1	57	-	794	2105	1357	58.5%	-	-	-	1.5	7.0	12.7
10/1	A428 EB Ahead	U	B		1	23	-	451	2038	543	83.0%	-	-	-	6.2	49.6	12.8
10/2	A428 EB Ahead	U	B		1	23	-	369	2063	550	67.1%	-	-	-	4.0	39.3	9.2
10/3	A428 EB Ahead	U	B		1	23	-	363	2063	550	66.0%	-	-	-	3.9	38.9	9.0
12/1	A428 EB Circulatory Ahead	U	C		1	27	-	522	2155	670	77.9%	-	-	-	4.3	29.5	7.1
12/2	A428 EB Circulatory Right	U	C		1	27	-	363	2155	670	54.1%	-	-	-	1.6	15.8	2.1
		C1	Stream: 1 PRC for Signalled Lanes (%): PRC Over All Lanes (%):					4.1 4.1	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			67.39 67.39	Cycle Time (s):	90			

C1	Stream: 1 PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	67.39	Cycle Time (s): 90
	PRC Over All Lanes (%):	4.1	Total Delay Over All Lanes (pcuHr):	67.39	

Basic Results Summary

Scenario 5: '2019 DS AM' (FG5: '2019 DS (AM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



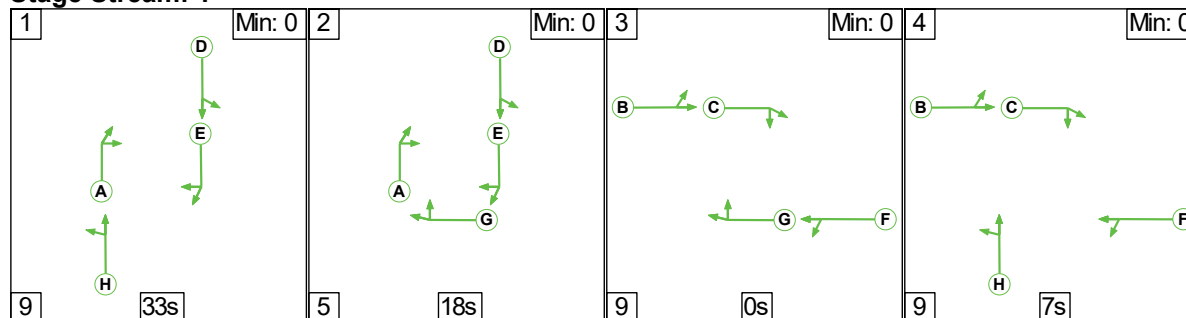
Stage Timings

Stage Stream: 1

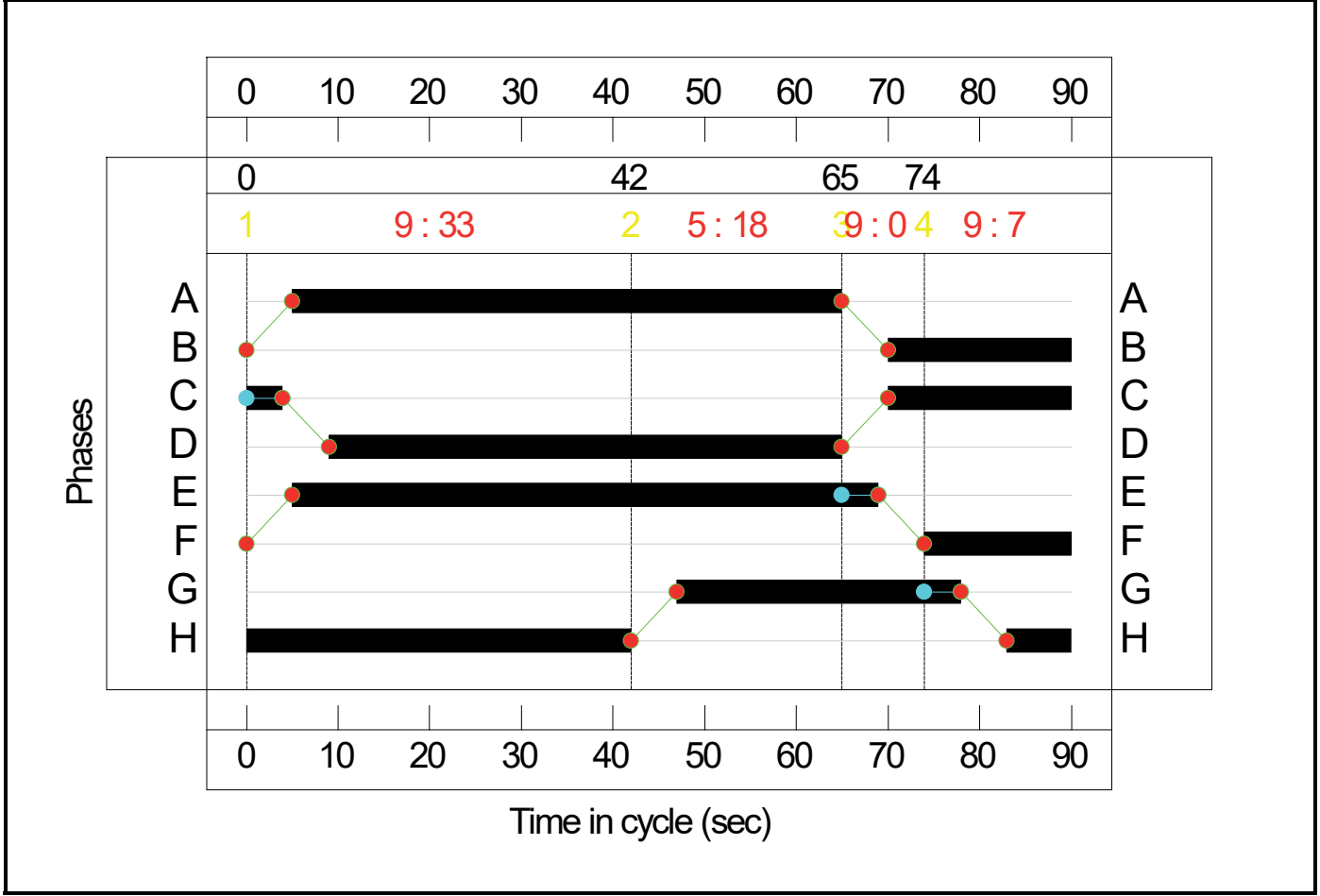
Stage	1	2	3	4
Duration	33	18	0	7
Change Point	0	42	65	74

Stage Sequence Diagram

Stage Stream: 1



Signal Timings Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Land at Brandon Stadium, Coventry	-	-	-		-	-	-	-	-	-	84.6%	0	0	0	67.1	-	-
Oak Farm, Binley	-	-	-		-	-	-	-	-	-	84.6%	0	0	0	67.1	-	-
1/1	A46 Ahead Ahead2	U	D		1	56	-	1083	2021	1280	84.6%	-	-	-	6.6	21.9	24.0
1/2	A46 Ahead	U	D		1	56	-	1071	2021	1280	83.7%	-	-	-	6.3	21.3	23.3
1/3	A46 Ahead	U	D		1	56	-	294	2021	1280	23.0%	-	-	-	0.7	8.9	3.3
2/1	A46 SB Circulatory Ahead	U	E		1	64	-	1126	2155	1556	72.3%	-	-	-	2.0	6.5	6.9
2/2	A46 SB Circulatory Ahead	U	E		1	64	-	1182	2155	1556	75.9%	-	-	-	2.2	6.8	5.8
2/3	A46 SB Circulatory Right	U	E		1	64	-	294	2155	1556	18.9%	-	-	-	0.2	3.0	0.7
4/1	A428 WB Ahead Ahead2	U	F		1	16	-	265	2021	382	69.4%	-	-	-	3.6	49.2	7.3
4/2	A428 WB Ahead	U	F		1	16	-	254	2021	382	66.5%	-	-	-	3.4	47.7	6.8
4/3	A428 WB Ahead	U	F		1	16	-	314	2021	382	82.3%	-	-	-	5.2	60.0	9.7
5/1	A428 WB Circulatory Ahead	U	G		1	31	-	389	2155	766	50.8%	-	-	-	3.5	32.6	9.0
5/2	A428 WB Circulatory Ahead	U	G		1	31	-	296	2155	766	38.6%	-	-	-	4.1	49.6	7.5
5/3	A428 WB Circulatory Right	U	G		1	31	-	314	2155	766	41.0%	-	-	-	4.7	54.3	8.2
7/1	A46 NB Left	U	H		1	49	-	420	1996	1109	37.9%	-	-	-	1.6	13.9	6.1

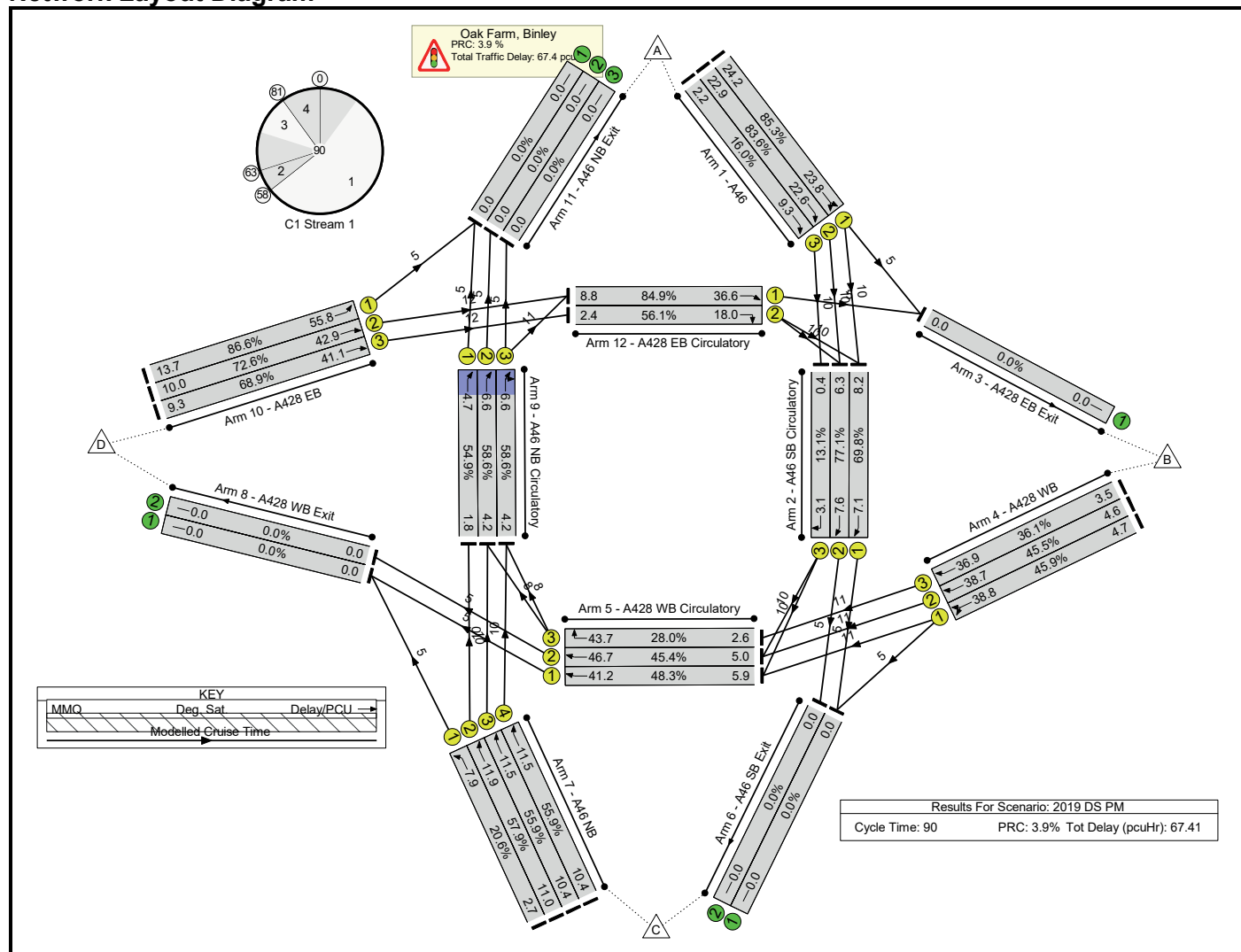
7/2	A46 NB Ahead	U	H		1	49	-	686	1996	1109	61.9%	-	-	-	3.4	17.8	12.2
7/3	A46 NB Ahead	U	H		1	49	-	626	1996	1109	56.5%	-	-	-	2.9	16.7	10.7
7/4	A46 NB Ahead	U	H		1	49	-	629	1996	1109	56.7%	-	-	-	2.9	16.7	10.8
9/1	A46 NB Circulatory Ahead	U	A		1	60	-	686	2105	1427	48.1%	-	-	-	0.6	3.0	2.5
9/2	A46 NB Circulatory Ahead	U	A		1	60	-	787	2105	1427	55.2%	-	-	-	1.1	4.8	9.2
9/3	A46 NB Circulatory Ahead Right	U	A		1	60	-	782	2105	1427	54.8%	-	-	-	1.0	4.7	8.6
10/1	A428 EB Ahead	U	B		1	20	-	255	2038	476	53.6%	-	-	-	2.7	38.4	6.1
10/2	A428 EB Ahead	U	B		1	20	-	209	2063	481	43.4%	-	-	-	2.1	36.0	4.8
10/3	A428 EB Ahead	U	B		1	20	-	280	2063	481	58.2%	-	-	-	3.1	39.5	6.8
12/1	A428 EB Circulatory Ahead	U	C		1	24	-	272	2155	599	45.4%	-	-	-	1.6	21.3	2.8
12/2	A428 EB Circulatory Right	U	C		1	24	-	280	2155	599	46.8%	-	-	-	1.3	17.0	1.7
		C1	Stream: 1 PRC for Signalled Lanes (%): PRC Over All Lanes (%):					6.4 6.4	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			67.07 67.07	Cycle Time (s):	90			

C1	Stream: 1 PRC for Signalled Lanes (%):	6.4	Total Delay for Signalled Lanes (pcuHr):	67.07	Cycle Time (s): 90
	PRC Over All Lanes (%):	6.4	Total Delay Over All Lanes (pcuHr):	67.07	

Basic Results Summary

Scenario 6: '2019 DS PM' (FG6: '2019 DS (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



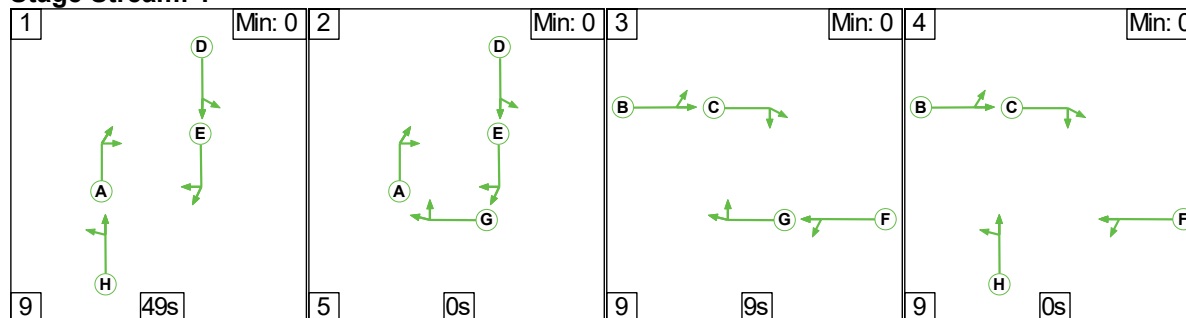
Stage Timings

Stage Stream: 1

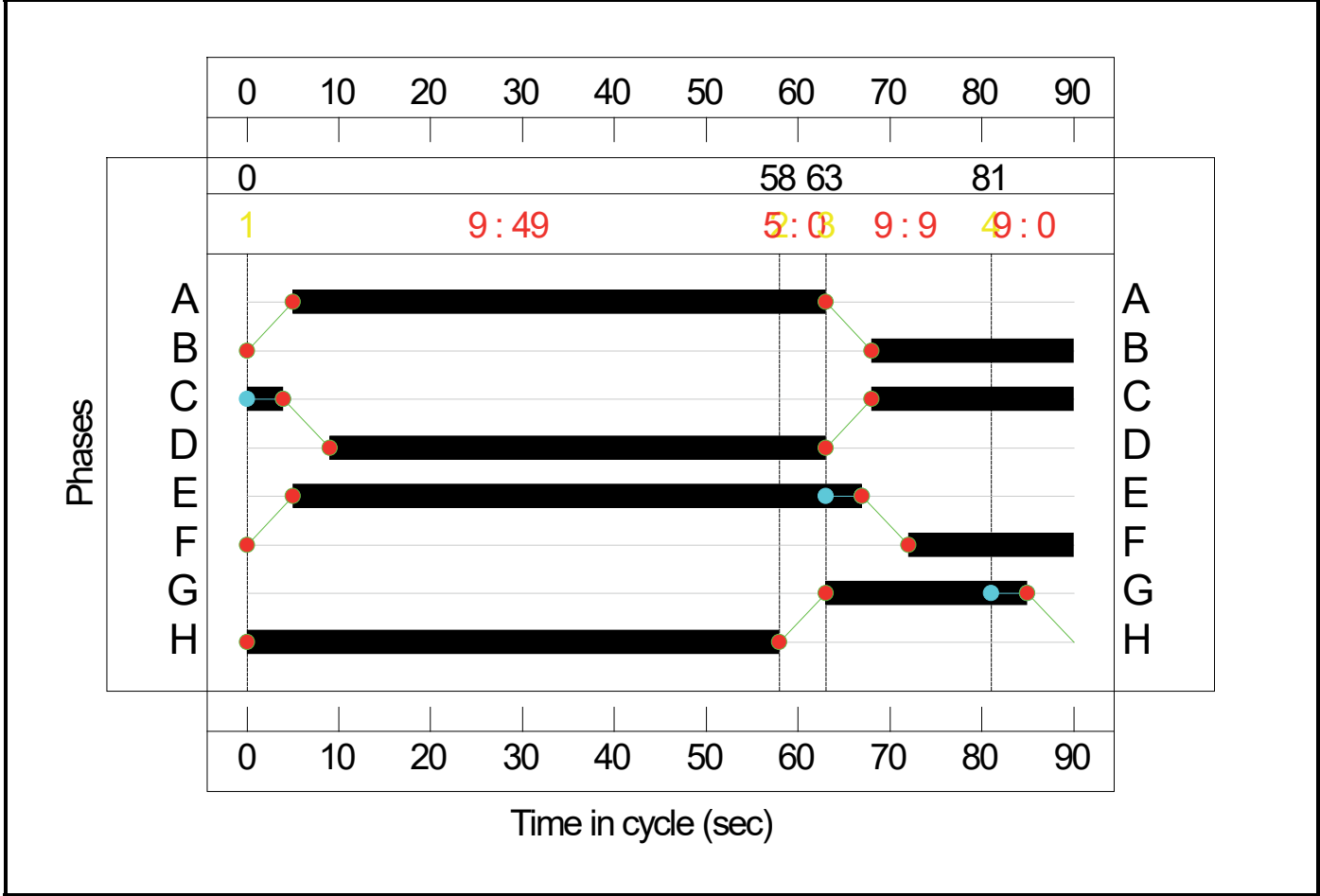
Stage	1	2	3	4
Duration	49	0	9	0
Change Point	0	58	63	81

Stage Sequence Diagram

Stage Stream: 1



Signal Timings Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Land at Brandon Stadium, Coventry	-	-	-		-	-	-	-	-	-	86.6%	0	0	0	67.4	-	-
Oak Farm, Binley	-	-	-		-	-	-	-	-	-	86.6%	0	0	0	67.4	-	-
1/1	A46 Ahead Ahead2	U	D		1	54	-	1053	2021	1235	85.3%	-	-	-	7.0	23.8	24.2
1/2	A46 Ahead	U	D		1	54	-	1033	2021	1235	83.6%	-	-	-	6.5	22.6	22.9
1/3	A46 Ahead	U	D		1	54	-	198	2021	1235	16.0%	-	-	-	0.5	9.3	2.2
2/1	A46 SB Circulatory Ahead	U	E		1	62	-	1053	2155	1509	69.8%	-	-	-	2.1	7.1	8.2
2/2	A46 SB Circulatory Ahead	U	E		1	62	-	1163	2155	1509	77.1%	-	-	-	2.4	7.6	6.3
2/3	A46 SB Circulatory Right	U	E		1	62	-	198	2155	1509	13.1%	-	-	-	0.2	3.1	0.4
4/1	A428 WB Ahead Ahead2	U	F		1	18	-	196	2021	427	45.9%	-	-	-	2.1	38.8	4.7
4/2	A428 WB Ahead	U	F		1	18	-	194	2021	427	45.5%	-	-	-	2.1	38.7	4.6
4/3	A428 WB Ahead	U	F		1	18	-	154	2021	427	36.1%	-	-	-	1.6	36.9	3.5
5/1	A428 WB Circulatory Ahead	U	G		1	22	-	266	2155	551	48.3%	-	-	-	3.0	41.2	5.9
5/2	A428 WB Circulatory Ahead	U	G		1	22	-	250	2155	551	45.4%	-	-	-	3.2	46.7	5.0
5/3	A428 WB Circulatory Right	U	G		1	22	-	154	2155	551	28.0%	-	-	-	1.9	43.7	2.6
7/1	A46 NB Left	U	H		1	58	-	269	1996	1308	20.6%	-	-	-	0.6	7.9	2.7

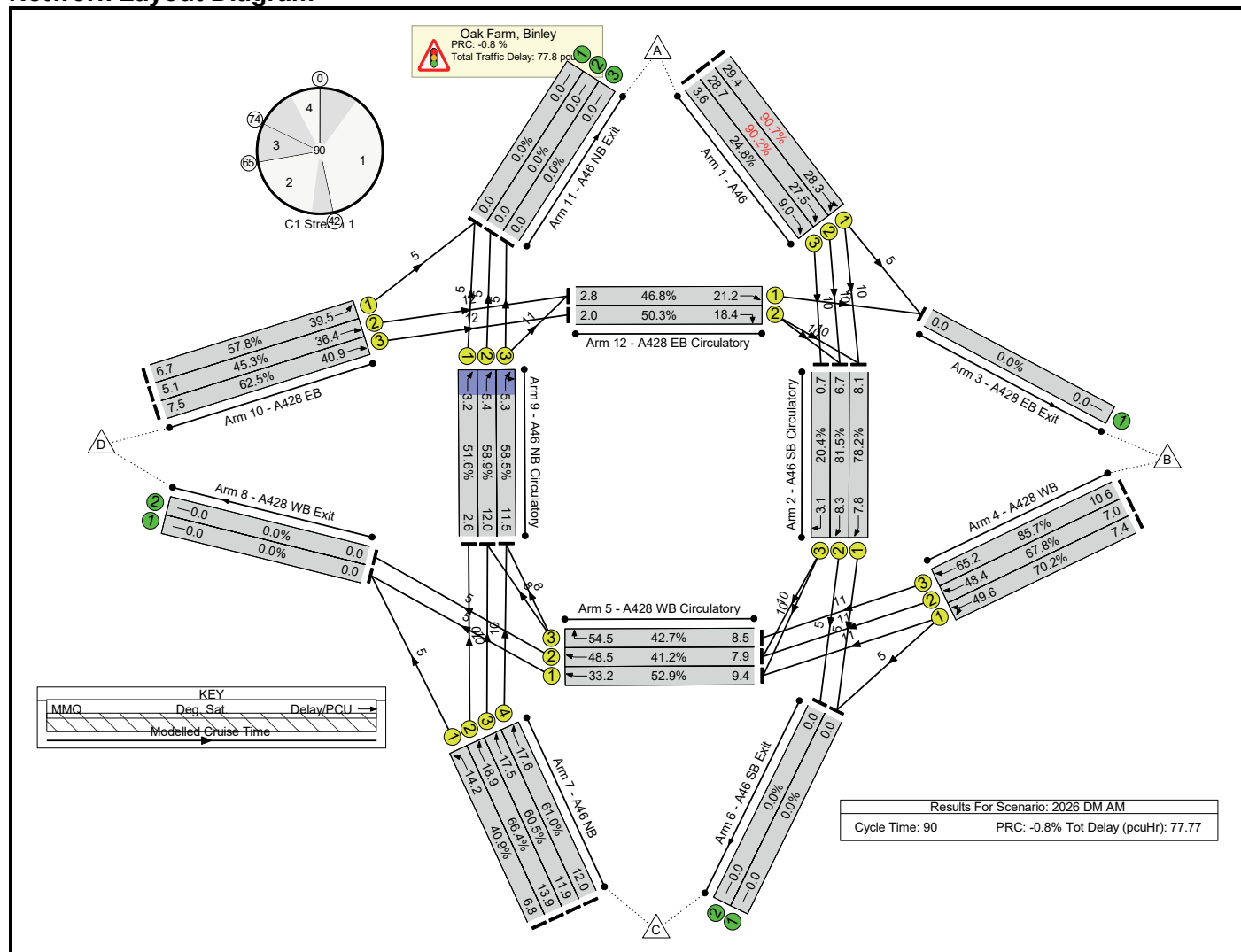
7/2	A46 NB Ahead	U	H		1	58	-	757	1996	1308	57.9%	-	-	-	2.5	11.9	11.0
7/3	A46 NB Ahead	U	H		1	58	-	732	1996	1308	55.9%	-	-	-	2.3	11.5	10.4
7/4	A46 NB Ahead	U	H		1	58	-	732	1996	1308	55.9%	-	-	-	2.3	11.5	10.4
9/1	A46 NB Circulatory Ahead	U	A		1	58	-	757	2105	1380	54.9%	-	-	-	1.0	4.7	1.8
9/2	A46 NB Circulatory Ahead	U	A		1	58	-	809	2105	1380	58.6%	-	-	-	1.5	6.6	4.2
9/3	A46 NB Circulatory Ahead Right	U	A		1	58	-	809	2105	1380	58.6%	-	-	-	1.5	6.6	4.2
10/1	A428 EB Ahead	U	B		1	22	-	451	2038	521	86.6%	-	-	-	7.0	55.8	13.7
10/2	A428 EB Ahead	U	B		1	22	-	383	2063	527	72.6%	-	-	-	4.6	42.9	10.0
10/3	A428 EB Ahead	U	B		1	22	-	363	2063	527	68.9%	-	-	-	4.1	41.1	9.3
12/1	A428 EB Circulatory Ahead	U	C		1	26	-	549	2155	646	84.9%	-	-	-	5.6	36.6	8.8
12/2	A428 EB Circulatory Right	U	C		1	26	-	363	2155	646	56.1%	-	-	-	1.8	18.0	2.4
		C1	Stream: 1 PRC for Signalled Lanes (%): PRC Over All Lanes (%):					3.9 3.9	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			67.41 67.41	Cycle Time (s): 90				

C1	Stream: 1 PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	67.41	Cycle Time (s): 90
	PRC Over All Lanes (%):	3.9	Total Delay Over All Lanes (pcuHr):	67.41	

Basic Results Summary

Scenario 7: '2026 DM AM' (FG7: '2026 DM (AM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



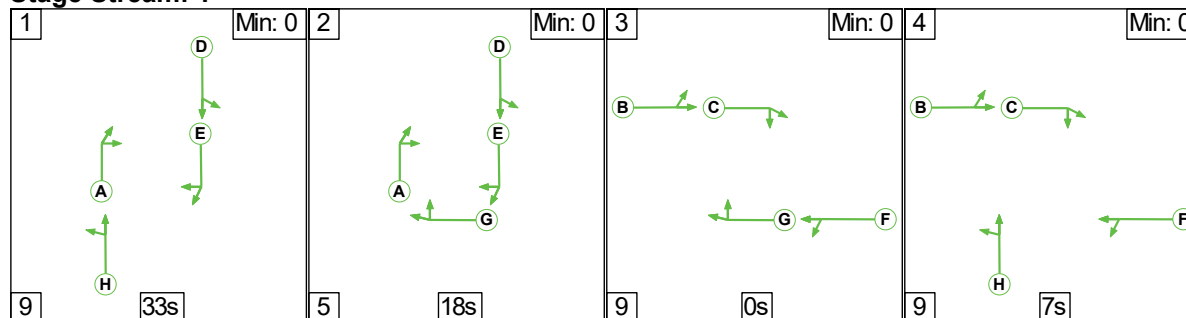
Stage Timings

Stage Stream: 1

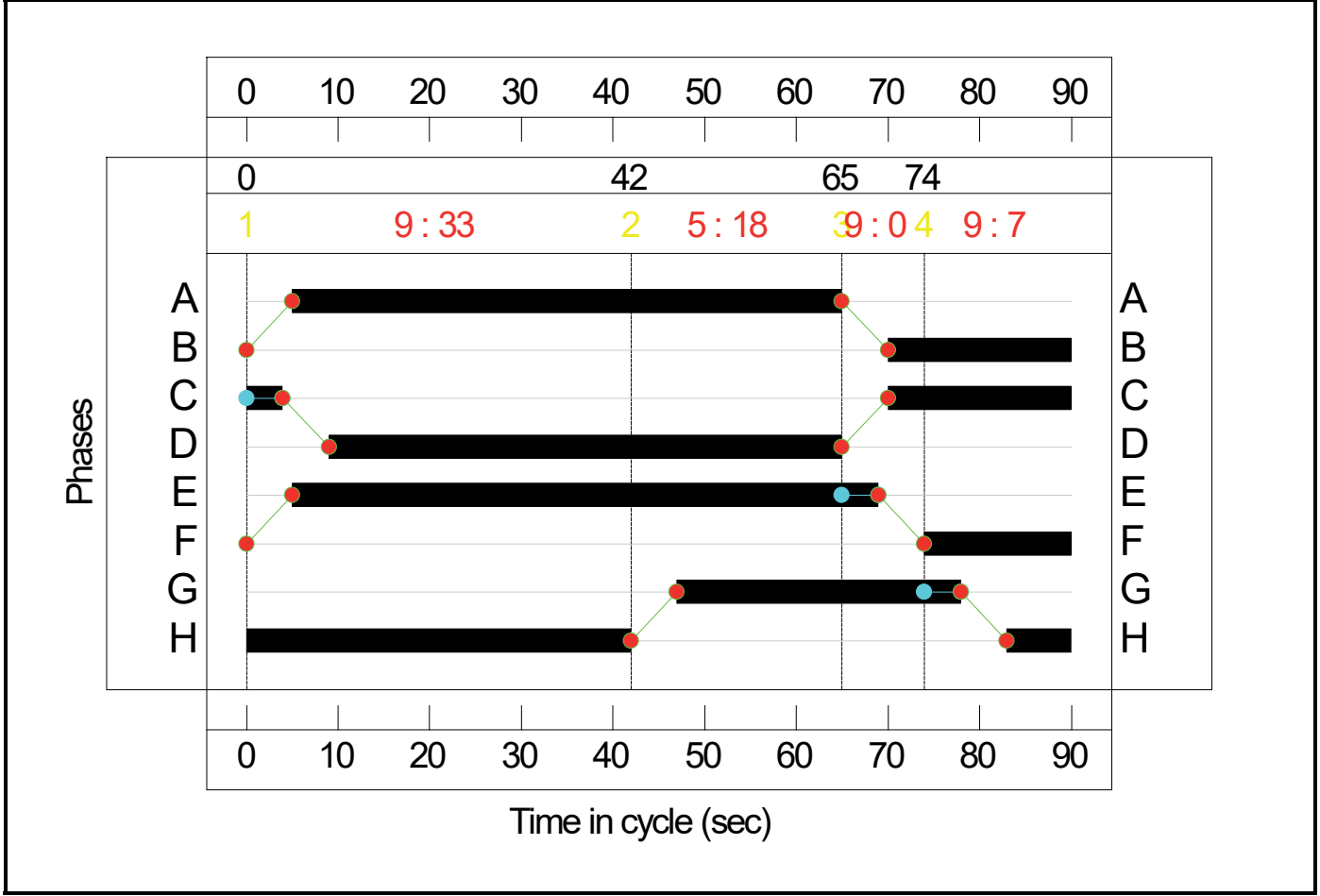
Stage	1	2	3	4
Duration	33	18	0	7
Change Point	0	42	65	74

Stage Sequence Diagram

Stage Stream: 1



Signal Timings Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Land at Brandon Stadium, Coventry	-	-	-		-	-	-	-	-	-	90.7%	0	0	0	77.8	-	-
Oak Farm, Binley	-	-	-		-	-	-	-	-	-	90.7%	0	0	0	77.8	-	-
1/1	A46 Ahead Ahead2	U	D		1	56	-	1161	2021	1280	90.7%	-	-	-	9.1	28.3	29.4
1/2	A46 Ahead	U	D		1	56	-	1154	2021	1280	90.2%	-	-	-	8.8	27.5	28.7
1/3	A46 Ahead	U	D		1	56	-	317	2021	1280	24.8%	-	-	-	0.8	9.0	3.6
2/1	A46 SB Circulatory Ahead	U	E		1	64	-	1217	2155	1556	78.2%	-	-	-	2.6	7.8	8.1
2/2	A46 SB Circulatory Ahead	U	E		1	64	-	1268	2155	1556	81.5%	-	-	-	2.9	8.3	6.7
2/3	A46 SB Circulatory Right	U	E		1	64	-	317	2155	1556	20.4%	-	-	-	0.3	3.1	0.7
4/1	A428 WB Ahead Ahead2	U	F		1	16	-	268	2021	382	70.2%	-	-	-	3.7	49.6	7.4
4/2	A428 WB Ahead	U	F		1	16	-	259	2021	382	67.8%	-	-	-	3.5	48.4	7.0
4/3	A428 WB Ahead	U	F		1	16	-	327	2021	382	85.7%	-	-	-	5.9	65.2	10.6
5/1	A428 WB Circulatory Ahead	U	G		1	31	-	405	2155	766	52.9%	-	-	-	3.7	33.2	9.4
5/2	A428 WB Circulatory Ahead	U	G		1	31	-	316	2155	766	41.2%	-	-	-	4.3	48.5	7.9
5/3	A428 WB Circulatory Right	U	G		1	31	-	327	2155	766	42.7%	-	-	-	4.9	54.5	8.5
7/1	A46 NB Left	U	H		1	49	-	453	1996	1109	40.9%	-	-	-	1.8	14.2	6.8

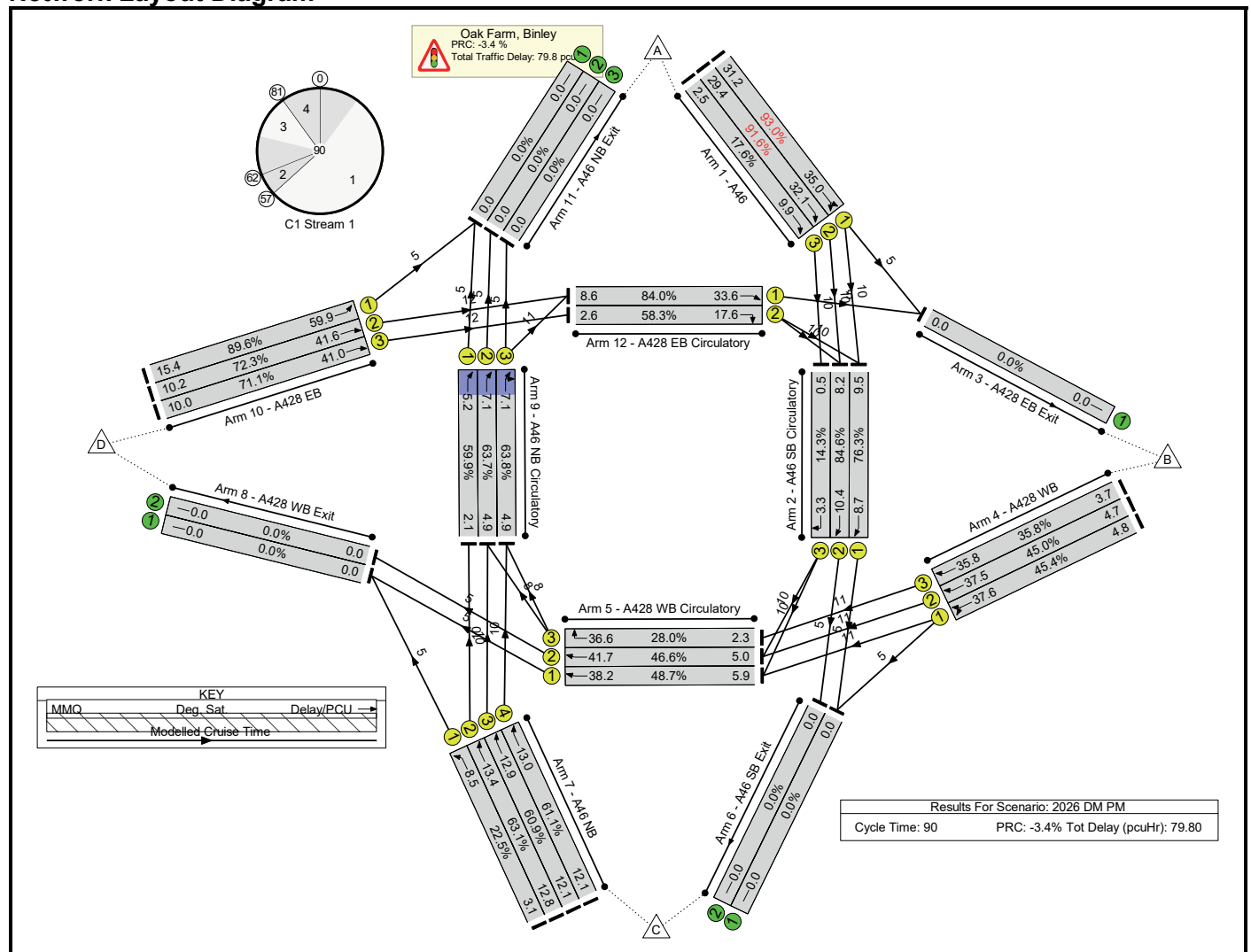
Table Results Summary																	
7/2	A46 NB Ahead	U	H		1	49	-	736	1996	1109	66.4%	-	-	-	3.9	18.9	13.9
7/3	A46 NB Ahead	U	H		1	49	-	671	1996	1109	60.5%	-	-	-	3.3	17.5	11.9
7/4	A46 NB Ahead	U	H		1	49	-	676	1996	1109	61.0%	-	-	-	3.3	17.6	12.0
9/1	A46 NB Circulatory Ahead	U	A		1	60	-	736	2105	1427	51.6%	-	-	-	0.7	3.2	2.6
9/2	A46 NB Circulatory Ahead	U	A		1	60	-	840	2105	1427	58.9%	-	-	-	1.3	5.4	12.0
9/3	A46 NB Circulatory Ahead Right	U	A		1	60	-	834	2105	1427	58.5%	-	-	-	1.2	5.3	11.5
10/1	A428 EB Ahead	U	B		1	20	-	275	2038	476	57.8%	-	-	-	3.0	39.5	6.7
10/2	A428 EB Ahead	U	B		1	20	-	218	2063	481	45.3%	-	-	-	2.2	36.4	5.1
10/3	A428 EB Ahead	U	B		1	20	-	301	2063	481	62.5%	-	-	-	3.4	40.9	7.5
12/1	A428 EB Circulatory Ahead	U	C		1	24	-	280	2155	599	46.8%	-	-	-	1.6	21.2	2.8
12/2	A428 EB Circulatory Right	U	C		1	24	-	301	2155	599	50.3%	-	-	-	1.5	18.4	2.0
		C1	Stream: 1 PRC for Signalled Lanes (%):				-0.8	Total Delay for Signalled Lanes (pcuHr):				77.77	Cycle Time (s):		90		
			PRC Over All Lanes (%):				-0.8	Total Delay Over All Lanes (pcuHr):				77.77					

C1	Stream: 1 PRC for Signalled Lanes (%):	-0.8	Total Delay for Signalled Lanes (pcuHr):	77.77	Cycle Time (s): 90
	PRC Over All Lanes (%):	-0.8	Total Delay Over All Lanes (pcuHr):	77.77	

Basic Results Summary

Scenario 8: '2026 DM PM' (FG8: '2026 DM (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



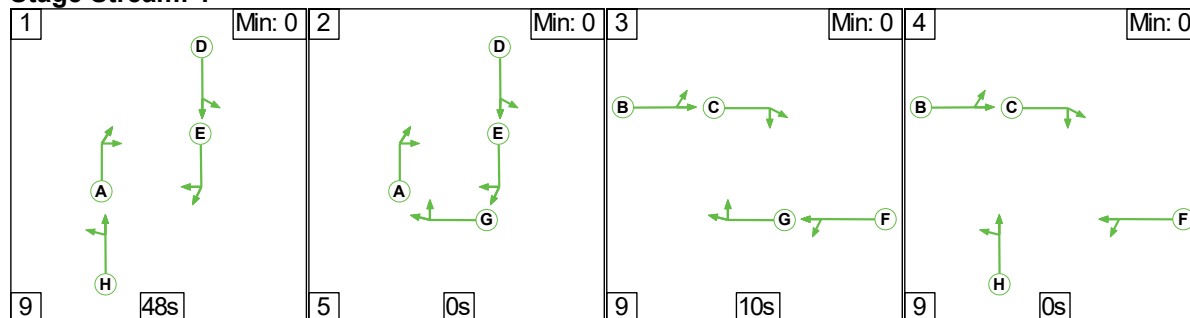
Stage Timings

Stage Stream: 1

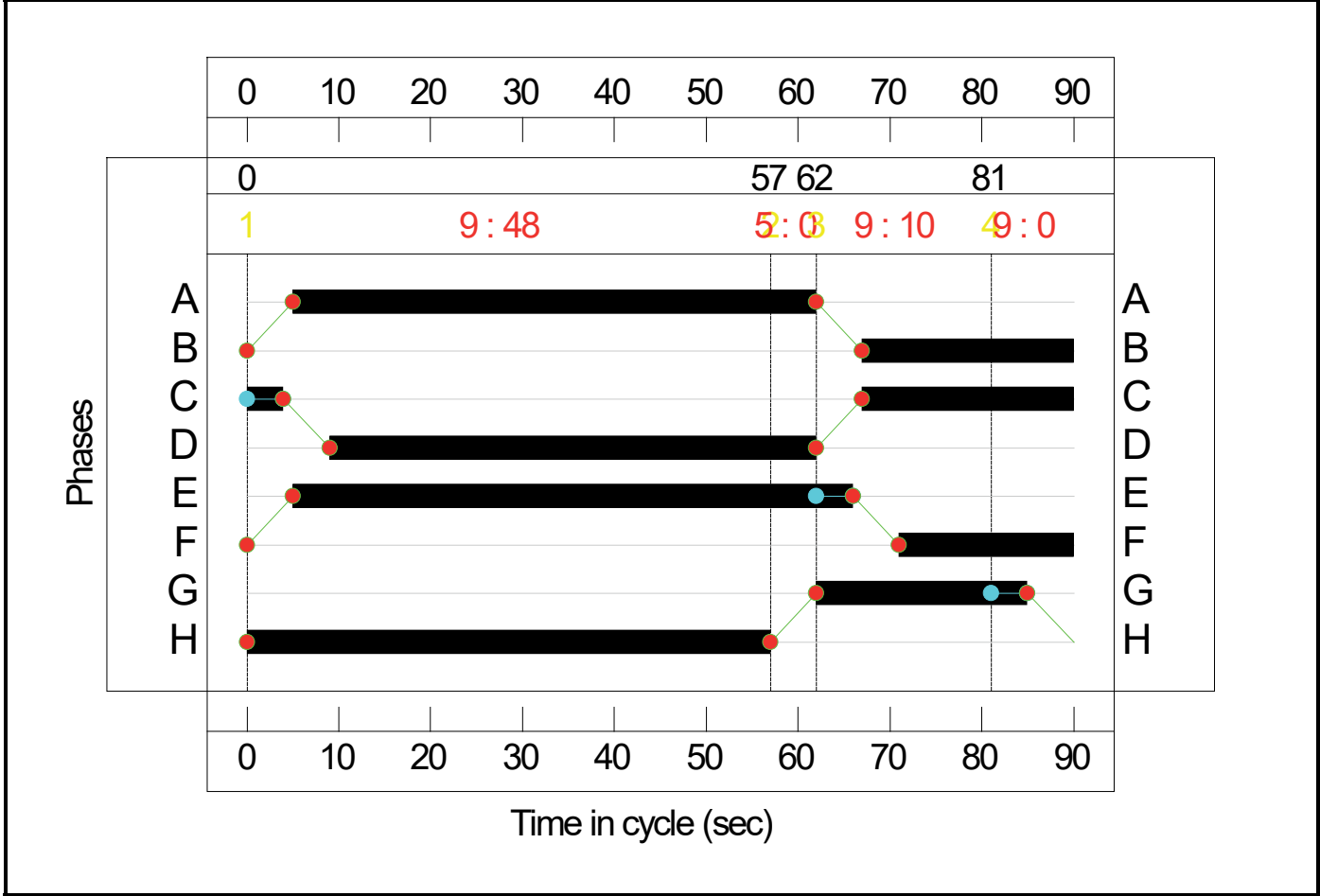
Stage	1	2	3	4
Duration	48	0	10	0
Change Point	0	57	62	81

Stage Sequence Diagram

Stage Stream: 1



Signal Timings Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Land at Brandon Stadium, Coventry	-	-	-		-	-	-	-	-	-	93.0%	0	0	0	79.8	-	-
Oak Farm, Binley	-	-	-		-	-	-	-	-	-	93.0%	0	0	0	79.8	-	-
1/1	A46 Ahead Ahead2	U	D		1	53	-	1128	2021	1213	93.0%	-	-	-	11.0	35.0	31.2
1/2	A46 Ahead	U	D		1	53	-	1111	2021	1213	91.6%	-	-	-	9.9	32.1	29.4
1/3	A46 Ahead	U	D		1	53	-	213	2021	1213	17.6%	-	-	-	0.6	9.9	2.5
2/1	A46 SB Circulatory Ahead	U	E		1	61	-	1133	2155	1485	76.3%	-	-	-	2.7	8.7	9.5
2/2	A46 SB Circulatory Ahead	U	E		1	61	-	1256	2155	1485	84.6%	-	-	-	3.6	10.4	8.2
2/3	A46 SB Circulatory Right	U	E		1	61	-	213	2155	1485	14.3%	-	-	-	0.2	3.3	0.5
4/1	A428 WB Ahead Ahead2	U	F		1	19	-	204	2021	449	45.4%	-	-	-	2.1	37.6	4.8
4/2	A428 WB Ahead	U	F		1	19	-	202	2021	449	45.0%	-	-	-	2.1	37.5	4.7
4/3	A428 WB Ahead	U	F		1	19	-	161	2021	449	35.8%	-	-	-	1.6	35.8	3.7
5/1	A428 WB Circulatory Ahead	U	G		1	23	-	280	2155	575	48.7%	-	-	-	3.0	38.2	5.9
5/2	A428 WB Circulatory Ahead	U	G		1	23	-	268	2155	575	46.6%	-	-	-	3.1	41.7	5.0
5/3	A428 WB Circulatory Right	U	G		1	23	-	161	2155	575	28.0%	-	-	-	1.6	36.6	2.3
7/1	A46 NB Left	U	H		1	57	-	290	1996	1286	22.5%	-	-	-	0.7	8.5	3.1

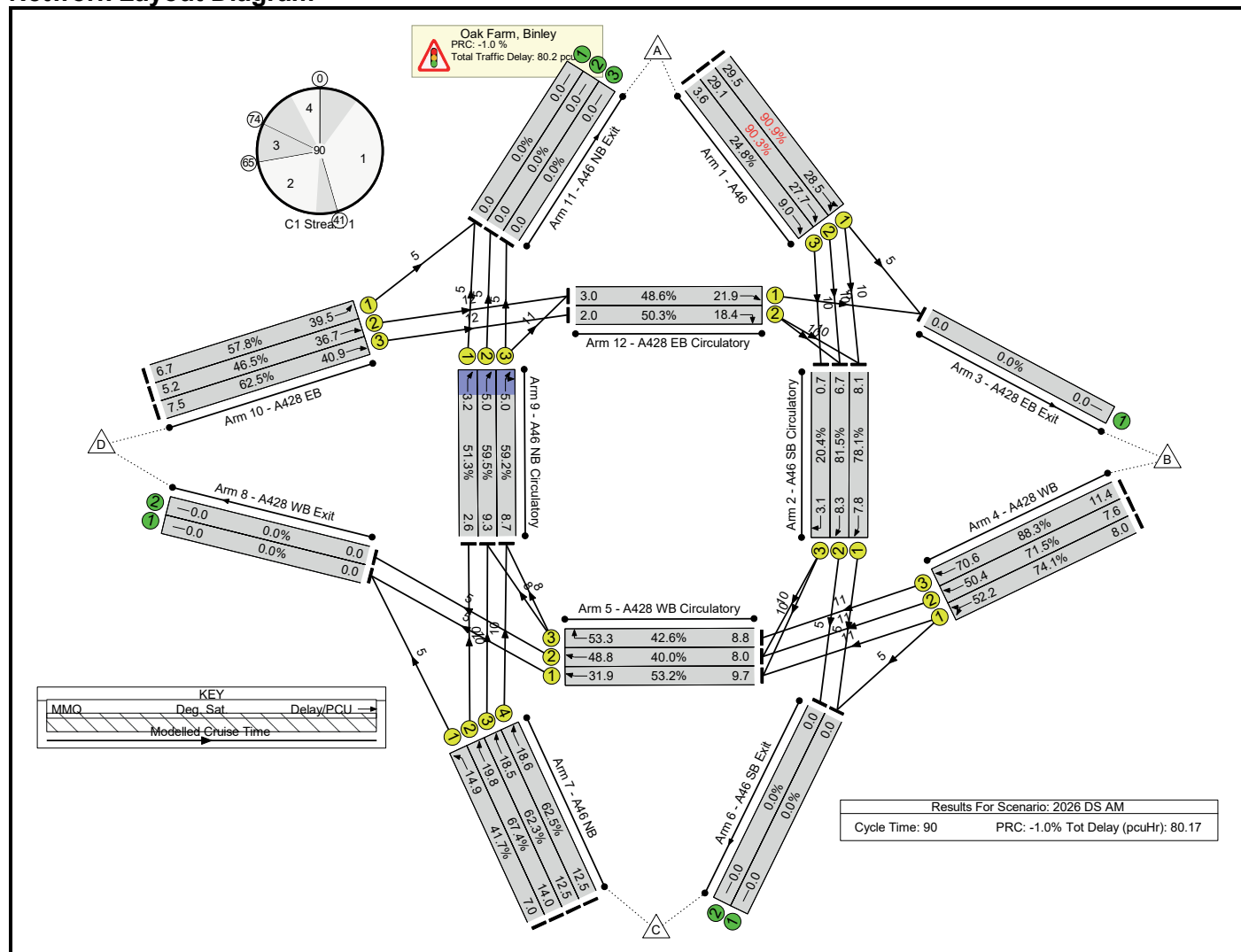
7/2	A46 NB Ahead	U	H		1	57	-	812	1996	1286	63.1%	-	-	-	3.0	13.4	12.8
7/3	A46 NB Ahead	U	H		1	57	-	783	1996	1286	60.9%	-	-	-	2.8	12.9	12.1
7/4	A46 NB Ahead	U	H		1	57	-	786	1996	1286	61.1%	-	-	-	2.8	13.0	12.1
9/1	A46 NB Circulatory Ahead	U	A		1	57	-	812	2105	1357	59.9%	-	-	-	1.2	5.2	2.1
9/2	A46 NB Circulatory Ahead	U	A		1	57	-	864	2105	1357	63.7%	-	-	-	1.7	7.1	4.9
9/3	A46 NB Circulatory Ahead Right	U	A		1	57	-	866	2105	1357	63.8%	-	-	-	1.7	7.1	4.9
10/1	A428 EB Ahead	U	B		1	23	-	487	2038	543	89.6%	-	-	-	8.1	59.9	15.4
10/2	A428 EB Ahead	U	B		1	23	-	398	2063	550	72.3%	-	-	-	4.6	41.6	10.2
10/3	A428 EB Ahead	U	B		1	23	-	391	2063	550	71.1%	-	-	-	4.5	41.0	10.0
12/1	A428 EB Circulatory Ahead	U	C		1	27	-	563	2155	670	84.0%	-	-	-	5.3	33.6	8.6
12/2	A428 EB Circulatory Right	U	C		1	27	-	391	2155	670	58.3%	-	-	-	1.9	17.6	2.6
		C1	Stream: 1 PRC for Signalled Lanes (%):					-3.4	Total Delay for Signalled Lanes (pcuHr):				79.80	Cycle Time (s):		90	
			PRC Over All Lanes (%):					-3.4	Total Delay Over All Lanes(pcuHr):				79.80				

C1	Stream: 1 PRC for Signalled Lanes (%):	-3.4	Total Delay for Signalled Lanes (pcuHr):	79.80	Cycle Time (s): 90
	PRC Over All Lanes (%):	-3.4	Total Delay Over All Lanes (pcuHr):	79.80	

Basic Results Summary

Scenario 9: '2026 DS AM' (FG9: '2026 DS (AM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



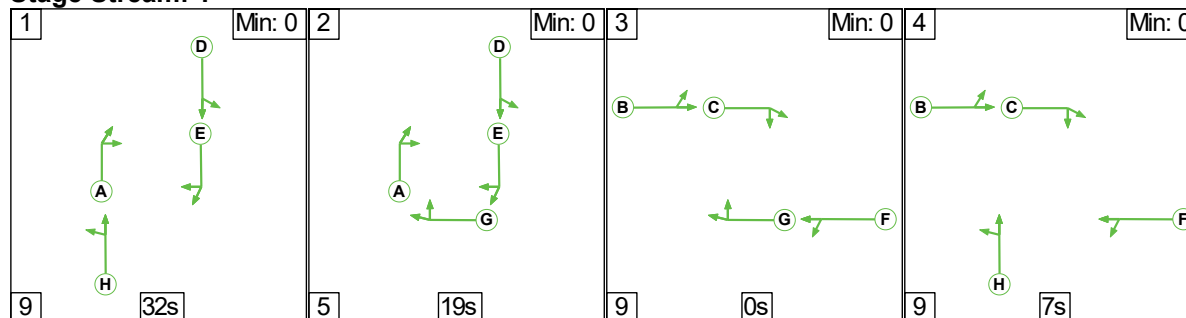
Stage Timings

Stage Stream: 1

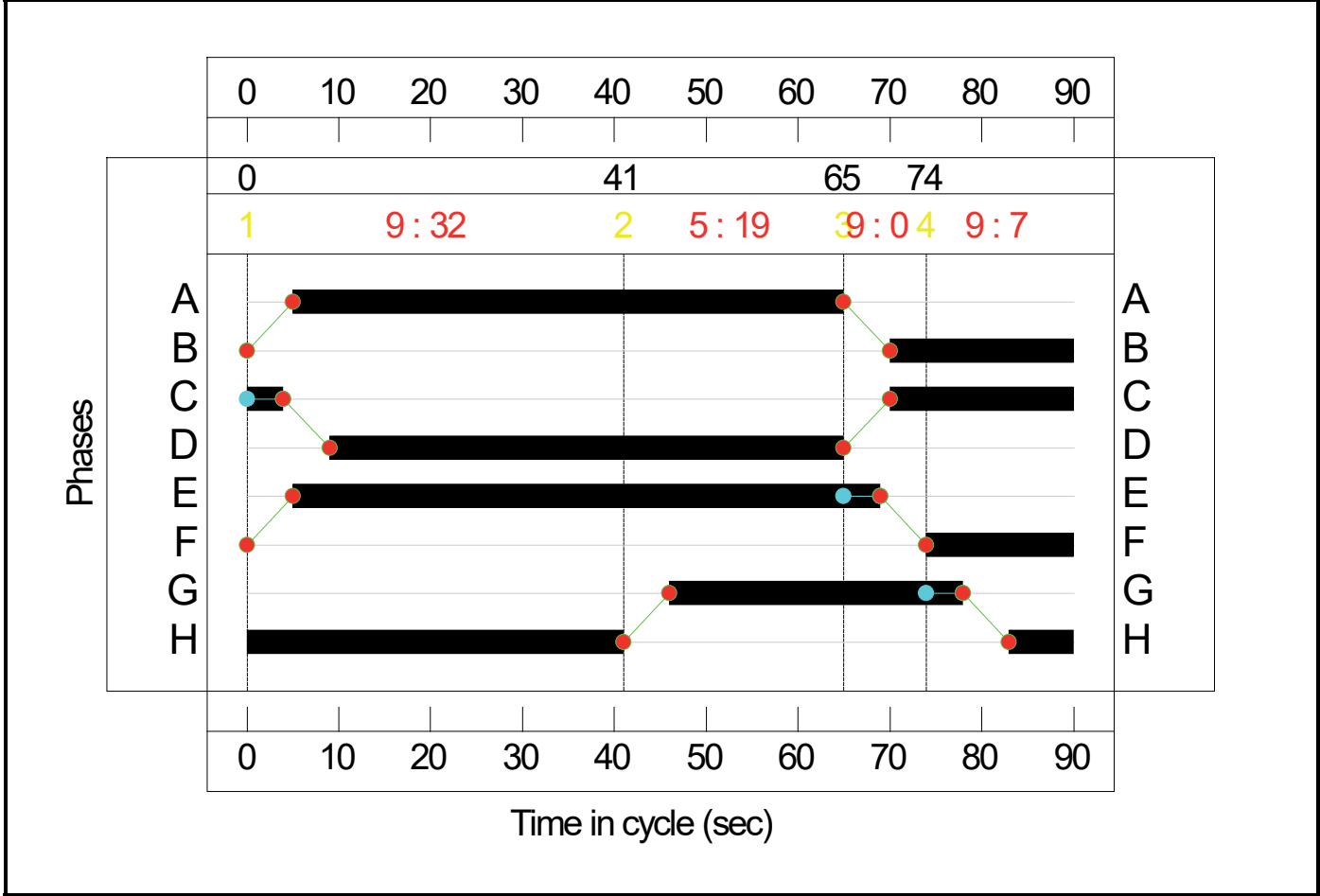
Stage	1	2	3	4
Duration	32	19	0	7
Change Point	0	41	65	74

Stage Sequence Diagram

Stage Stream: 1



Signal Timings Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Land at Brandon Stadium, Coventry	-	-	-		-	-	-	-	-	-	90.9%	0	0	0	80.2	-	-
Oak Farm, Binley	-	-	-		-	-	-	-	-	-	90.9%	0	0	0	80.2	-	-
1/1	A46 Ahead Ahead2	U	D		1	56	-	1163	2021	1280	90.9%	-	-	-	9.2	28.5	29.5
1/2	A46 Ahead	U	D		1	56	-	1156	2021	1280	90.3%	-	-	-	8.9	27.7	29.1
1/3	A46 Ahead	U	D		1	56	-	317	2021	1280	24.8%	-	-	-	0.8	9.0	3.6
2/1	A46 SB Circulatory Ahead	U	E		1	64	-	1216	2155	1556	78.1%	-	-	-	2.6	7.8	8.1
2/2	A46 SB Circulatory Ahead	U	E		1	64	-	1269	2155	1556	81.5%	-	-	-	2.9	8.3	6.7
2/3	A46 SB Circulatory Right	U	E		1	64	-	317	2155	1556	20.4%	-	-	-	0.3	3.1	0.7
4/1	A428 WB Ahead Ahead2	U	F		1	16	-	283	2021	382	74.1%	-	-	-	4.1	52.2	8.0
4/2	A428 WB Ahead	U	F		1	16	-	273	2021	382	71.5%	-	-	-	3.8	50.4	7.6
4/3	A428 WB Ahead	U	F		1	16	-	337	2021	382	88.3%	-	-	-	6.6	70.6	11.4
5/1	A428 WB Circulatory Ahead	U	G		1	32	-	420	2155	790	53.2%	-	-	-	3.7	31.9	9.7
5/2	A428 WB Circulatory Ahead	U	G		1	32	-	316	2155	790	40.0%	-	-	-	4.3	48.8	8.0
5/3	A428 WB Circulatory Right	U	G		1	32	-	337	2155	790	42.6%	-	-	-	5.0	53.3	8.8
7/1	A46 NB Left	U	H		1	48	-	453	1996	1087	41.7%	-	-	-	1.9	14.9	7.0

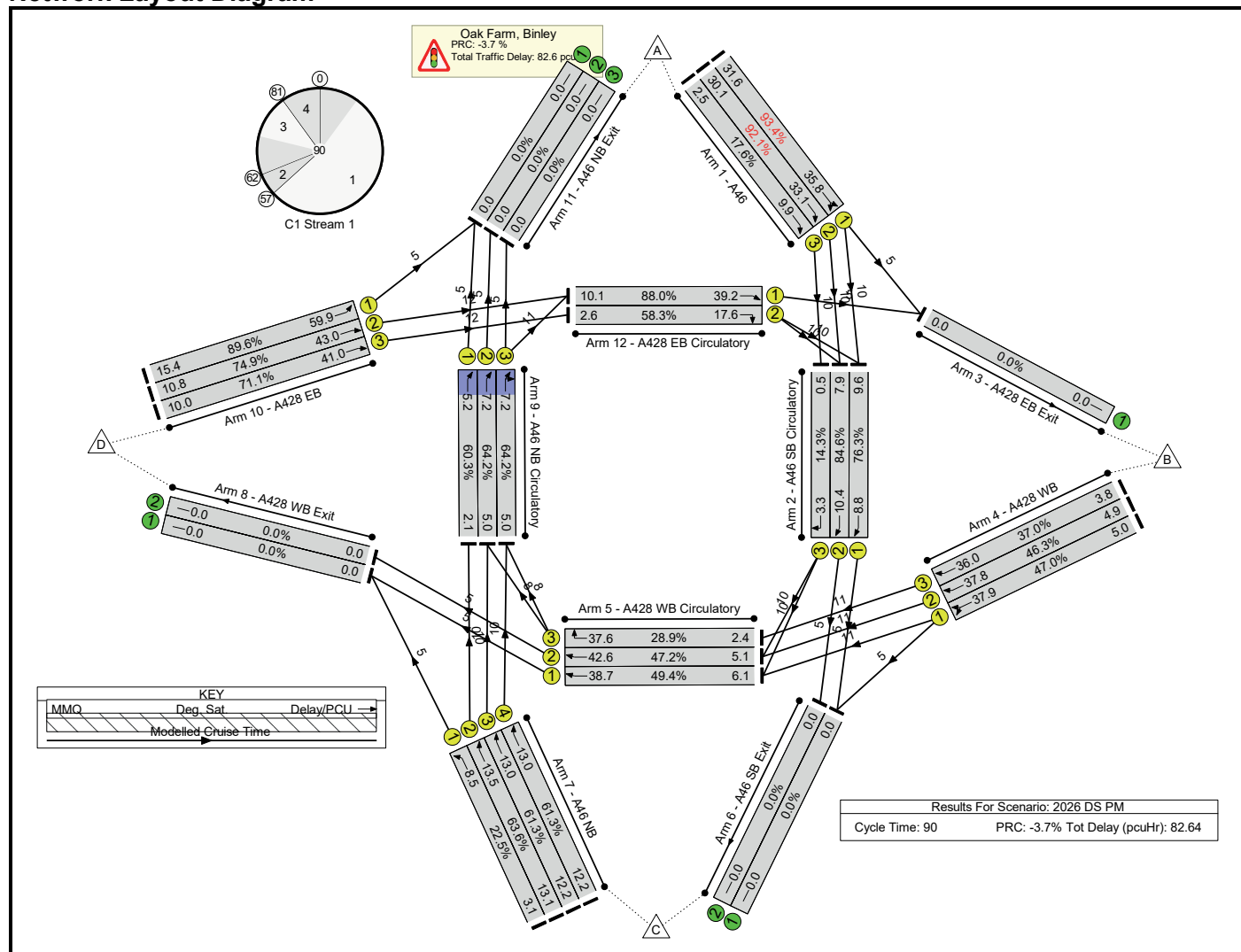
Phase Results Summary																	
7/2	A46 NB Ahead	U	H		1	48	-	732	1996	1087	67.4%	-	-	-	4.0	19.8	14.0
7/3	A46 NB Ahead	U	H		1	48	-	677	1996	1087	62.3%	-	-	-	3.5	18.5	12.5
7/4	A46 NB Ahead	U	H		1	48	-	679	1996	1087	62.5%	-	-	-	3.5	18.6	12.5
9/1	A46 NB Circulatory Ahead	U	A		1	60	-	732	2105	1427	51.3%	-	-	-	0.6	3.2	2.6
9/2	A46 NB Circulatory Ahead	U	A		1	60	-	849	2105	1427	59.5%	-	-	-	1.2	5.0	9.3
9/3	A46 NB Circulatory Ahead Right	U	A		1	60	-	844	2105	1427	59.2%	-	-	-	1.2	5.0	8.7
10/1	A428 EB Ahead	U	B		1	20	-	275	2038	476	57.8%	-	-	-	3.0	39.5	6.7
10/2	A428 EB Ahead	U	B		1	20	-	224	2063	481	46.5%	-	-	-	2.3	36.7	5.2
10/3	A428 EB Ahead	U	B		1	20	-	301	2063	481	62.5%	-	-	-	3.4	40.9	7.5
12/1	A428 EB Circulatory Ahead	U	C		1	24	-	291	2155	599	48.6%	-	-	-	1.8	21.9	3.0
12/2	A428 EB Circulatory Right	U	C		1	24	-	301	2155	599	50.3%	-	-	-	1.5	18.4	2.0
		C1	Stream: 1 PRC for Signalled Lanes (%):				-1.0	Total Delay for Signalled Lanes (pcuHr):				80.17	Cycle Time (s):		90		
			PRC Over All Lanes (%):				-1.0	Total Delay Over All Lanes (pcuHr):				80.17					

C1	Stream: 1 PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):	80.17	Cycle Time (s): 90
	PRC Over All Lanes (%):	-1.0	Total Delay Over All Lanes (pcuHr):	80.17	

Basic Results Summary

Scenario 10: '2026 DS PM' (FG10: '2026 DS (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



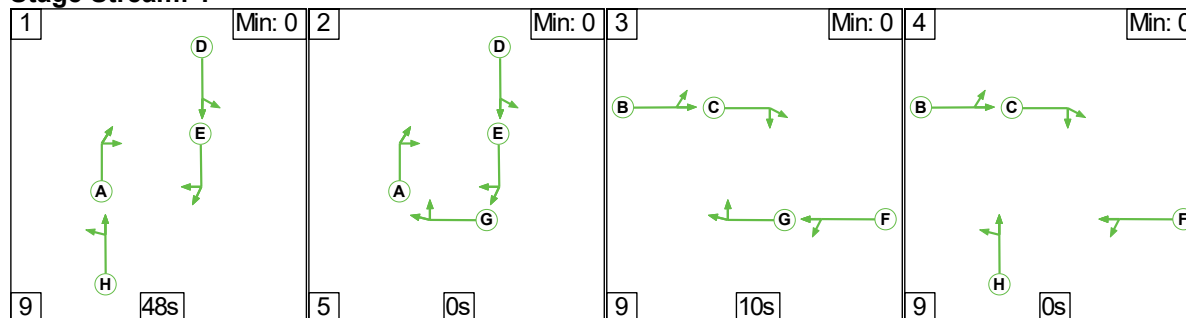
Stage Timings

Stage Stream: 1

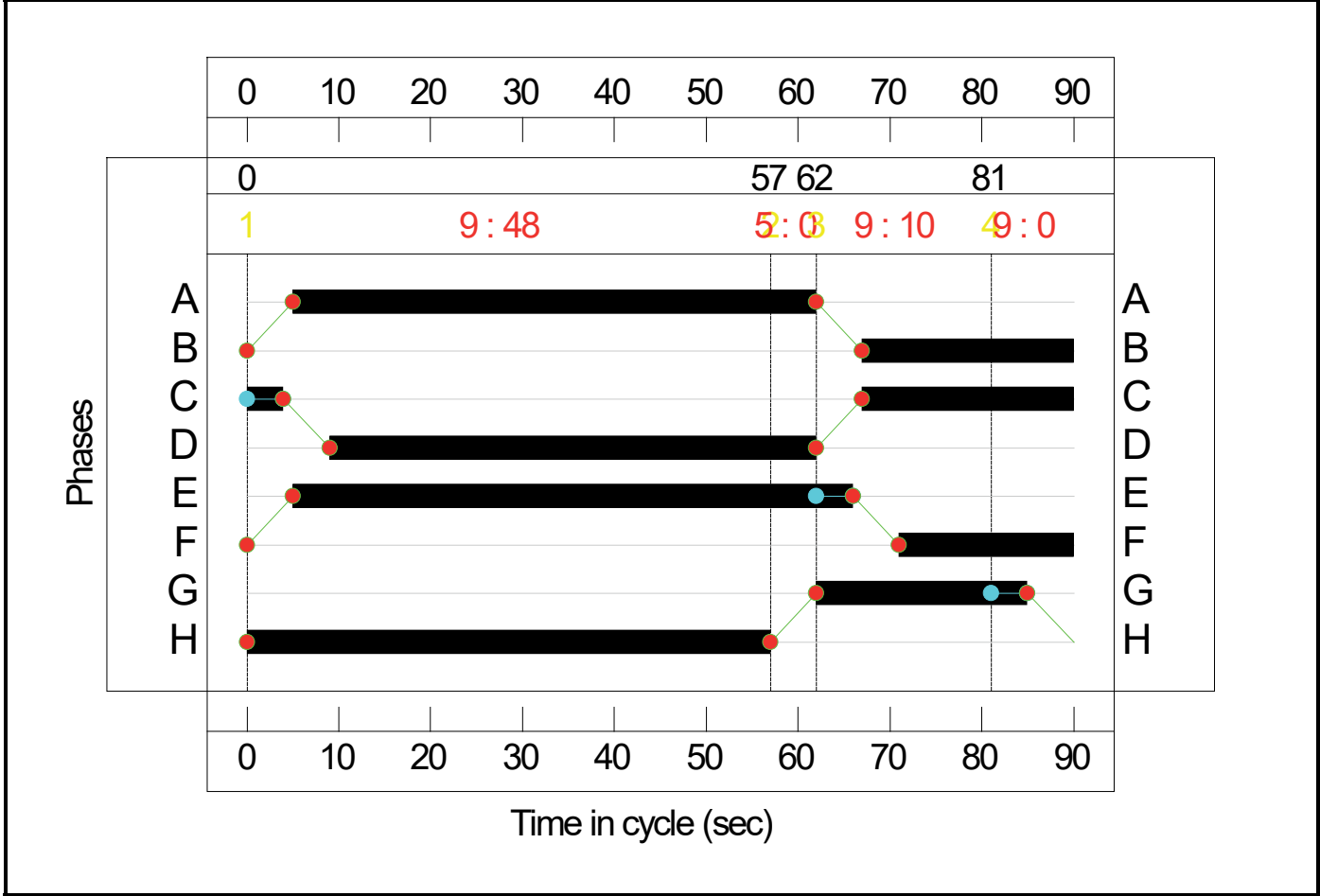
Stage	1	2	3	4
Duration	48	0	10	0
Change Point	0	57	62	81

Stage Sequence Diagram

Stage Stream: 1



Signal Timings Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Land at Brandon Stadium, Coventry	-	-	-		-	-	-	-	-	-	93.4%	0	0	0	82.6	-	-
Oak Farm, Binley	-	-	-		-	-	-	-	-	-	93.4%	0	0	0	82.6	-	-
1/1	A46 Ahead Ahead2	U	D		1	53	-	1132	2021	1213	93.4%	-	-	-	11.2	35.8	31.6
1/2	A46 Ahead	U	D		1	53	-	1117	2021	1213	92.1%	-	-	-	10.3	33.1	30.1
1/3	A46 Ahead	U	D		1	53	-	213	2021	1213	17.6%	-	-	-	0.6	9.9	2.5
2/1	A46 SB Circulatory Ahead	U	E		1	61	-	1133	2155	1485	76.3%	-	-	-	2.8	8.8	9.6
2/2	A46 SB Circulatory Ahead	U	E		1	61	-	1256	2155	1485	84.6%	-	-	-	3.6	10.4	7.9
2/3	A46 SB Circulatory Right	U	E		1	61	-	213	2155	1485	14.3%	-	-	-	0.2	3.3	0.5
4/1	A428 WB Ahead Ahead2	U	F		1	19	-	211	2021	449	47.0%	-	-	-	2.2	37.9	5.0
4/2	A428 WB Ahead	U	F		1	19	-	208	2021	449	46.3%	-	-	-	2.2	37.8	4.9
4/3	A428 WB Ahead	U	F		1	19	-	166	2021	449	37.0%	-	-	-	1.7	36.0	3.8
5/1	A428 WB Circulatory Ahead	U	G		1	23	-	284	2155	575	49.4%	-	-	-	3.1	38.7	6.1
5/2	A428 WB Circulatory Ahead	U	G		1	23	-	271	2155	575	47.2%	-	-	-	3.2	42.6	5.1
5/3	A428 WB Circulatory Right	U	G		1	23	-	166	2155	575	28.9%	-	-	-	1.7	37.6	2.4
7/1	A46 NB Left	U	H		1	57	-	290	1996	1286	22.5%	-	-	-	0.7	8.5	3.1

Table Results Summary																	
7/2	A46 NB Ahead	U	H		1	57	-	818	1996	1286	63.6%	-	-	-	3.1	13.5	13.1
7/3	A46 NB Ahead	U	H		1	57	-	788	1996	1286	61.3%	-	-	-	2.8	13.0	12.2
7/4	A46 NB Ahead	U	H		1	57	-	788	1996	1286	61.3%	-	-	-	2.8	13.0	12.2
9/1	A46 NB Circulatory Ahead	U	A		1	57	-	818	2105	1357	60.3%	-	-	-	1.2	5.2	2.1
9/2	A46 NB Circulatory Ahead	U	A		1	57	-	871	2105	1357	64.2%	-	-	-	1.7	7.2	5.0
9/3	A46 NB Circulatory Ahead Right	U	A		1	57	-	871	2105	1357	64.2%	-	-	-	1.7	7.2	5.0
10/1	A428 EB Ahead	U	B		1	23	-	487	2038	543	89.6%	-	-	-	8.1	59.9	15.4
10/2	A428 EB Ahead	U	B		1	23	-	412	2063	550	74.9%	-	-	-	4.9	43.0	10.8
10/3	A428 EB Ahead	U	B		1	23	-	391	2063	550	71.1%	-	-	-	4.5	41.0	10.0
12/1	A428 EB Circulatory Ahead	U	C		1	27	-	590	2155	670	88.0%	-	-	-	6.4	39.2	10.1
12/2	A428 EB Circulatory Right	U	C		1	27	-	391	2155	670	58.3%	-	-	-	1.9	17.6	2.6
		C1	Stream: 1 PRC for Signalled Lanes (%):				-3.7	Total Delay for Signalled Lanes (pcuHr):				82.64	Cycle Time (s):		90		
			PRC Over All Lanes (%):				-3.7	Total Delay Over All Lanes (pcuHr):				82.64					

C1	Stream: 1 PRC for Signalled Lanes (%):	-3.7	Total Delay for Signalled Lanes (pcuHr):	82.64	Cycle Time (s):	90
	PRC Over All Lanes (%):	-3.7	Total Delay Over All Lanes (pcuHr):	82.64		

Appendix I

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Proposed Site Access.j9

Path: P:\16000's\16115\Picady

Report generation date: 29/08/2017 15:14:53

»(Default Analysis Set) - 2026, AM

»(Default Analysis Set) - 2026, PM

Summary of junction performance

	AM				PM			
	Q (Veh)	Delay (s)	RFC	LOS	Q (Veh)	Delay (s)	RFC	LOS
A1 - 2026								
Stream B-AC	0.2	15.41	0.20	C	0.1	14.69	0.09	B
Stream C-AB	0.0	4.07	0.01	A	0.1	4.27	0.04	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	Vehicle Access
Location	Binley Woods, Coventry
Site number	
Date	15/08/2017
Version	
Status	preliminary
Identifier	
Client	
Jobnumber	16115
Enumerator	
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		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)
D3	2026	AM	ONE HOUR	07:45	09:15	15
D4	2026	PM	ONE HOUR	16:45	18:15	15



Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	(Default Analysis Set)	100.000

(Default Analysis Set) - 2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A428 West (Rugby Road)		Major
B	Site Access, North		Minor
C	A428 East (Rugby Road)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			163.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	25	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	486	0.083	0.211	0.133	0.301
1	B-C	624	0.090	0.228	-	-
1	C-B	668	0.244	0.244	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	546	100.000
B		✓	52	100.000
C		✓	643	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	15	531
	B	40	0	12
	C	639	4	0

Vehicle Mix

HV %s

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (Veh)	Max LOS
B-AC	0.20	15.41	0.2	C
C-AB	0.01	4.07	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	39	362	0.108	39	0.1	11.108	B
C-AB	7	891	0.007	7	0.0	4.070	A
C-A	478			478			
A-B	11			11			
A-C	400			400			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	333	0.141	47	0.2	12.580	B
C-AB	9	941	0.010	9	0.0	3.861	A
C-A	569			569			
A-B	13			13			
A-C	477			477			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	57	291	0.197	57	0.2	15.370	C
C-AB	14	1013	0.014	14	0.0	3.600	A
C-A	694			694			
A-B	17			17			
A-C	585			585			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	57	291	0.197	57	0.2	15.411	C
C-AB	14	1013	0.014	14	0.0	3.604	A
C-A	693			693			
A-B	17			17			
A-C	585			585			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	333	0.141	47	0.2	12.624	B
C-AB	9	941	0.010	9	0.0	3.869	A
C-A	569			569			
A-B	13			13			
A-C	477			477			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	39	362	0.108	39	0.1	11.150	B
C-AB	7	891	0.007	7	0.0	4.074	A
C-A	478			478			
A-B	11			11			
A-C	400			400			

(Default Analysis Set) - 2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2026	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		✓	669	100.000
B		✓	22	100.000
C		✓	617	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	37	632
	B	17	0	5
	C	606	11	0

Vehicle Mix

HV %s

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (Veh)	Max LOS
B-AC	0.09	14.69	0.1	B
C-AB	0.04	4.27	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	17	348	0.048	16	0.0	10.860	B
C-AB	18	861	0.020	18	0.0	4.270	A
C-A	447			447			
A-B	28			28			
A-C	476			476			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	20	315	0.063	20	0.1	12.188	B
C-AB	25	905	0.028	25	0.0	4.087	A
C-A	530			530			
A-B	33			33			
A-C	568			568			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	24	269	0.090	24	0.1	14.674	B
C-AB	39	971	0.040	39	0.1	3.859	A
C-A	641			641			
A-B	41			41			
A-C	696			696			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	24	269	0.090	24	0.1	14.689	B
C-AB	39	971	0.040	39	0.1	3.861	A
C-A	640			640			
A-B	41			41			
A-C	696			696			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	20	315	0.063	20	0.1	12.204	B
C-AB	25	905	0.028	25	0.0	4.091	A
C-A	530			530			
A-B	33			33			
A-C	568			568			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	17	348	0.048	17	0.1	10.879	B
C-AB	18	861	0.021	18	0.0	4.274	A
C-A	447			447			
A-B	28			28			
A-C	476			476			



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