



H628 – OAKLEY FARM, PRIORS ROAD, CHELTENHAM

FILE NOTE DEALING WITH FURTHER HIGHWAY RESPONSE FROM GCC DATED 10 FEBRUARY 2021 (PLANNING APPLICATION: 20/01069/OUT)

- 1.1. This file note has been produced by PFA Consulting in response to GCC's letter to the planning case officer dated 10 February 2021, in which they provided their response to the submitted TA Addendum (H628-DOC04). A copy of GCC's response is provided at **Appendix A**.

2031 Future Year Assessment

- 1.2. GCC has requested that a 2031 future year assessment be undertaken reflecting the Joint Core Strategy (JCS) development timeframe. As previously stated, the 2024 future year assessment year was agreed as part of the scoping study, however, in order to move matters on we propose to undertake a further assessment for 2031 reflecting the JCS growth as a "sensitivity test".
- 1.3. As suggested by GCC in their previous response, this would be best undertaken using GCC's 2031 Central Severn Vale (CSV) SATURN strategic highway model which includes the JCS planned growth. If GCC can advise the appropriate model to use for this assessment and the process that would need to be followed to gain access to the model or commission the work, the modelling can be progressed.
- 1.4. It is proposed that scenarios both 'with' and 'without' development be undertaken for the weekday AM and PM peak hours to establish the traffic impacts of the development in the 2031 forecast year.

Immediate Pedestrian / Cycle Access

- 1.5. The preliminary design of the proposed pedestrian/cycle linkages, shown on PFA drawing H628/06 Rev B, show how the proposed development connects with the existing footways on Priors Road and to the signed cycle route to the town centre on Whaddon Road.
- 1.6. The proposals show shared use facilities; these have been questioned by GCC with respect to the recent guidance set out in LTN 1/20 which advises that the conversion of a footway to shared use should be regarded as a last resort, with facilities which separates pedestrian and cyclists being preferred.
- 1.7. LTN 1/20 states at paragraph 6.5.6 that:

"Shared use may be appropriate in some situations, if well-designed and implemented. Some are listed below:

- 1. Alongside interurban and arterial roads where there are few pedestrians;**
- 2. At and around junctions where cyclists are generally moving at a slow speed (see Figure 6.27), including in association with Toucan facilities;**
- 3. In situations where a length of shared use may be acceptable to achieve continuity of a cycle route; and**
- 4. In situations where high cycle and high pedestrian flows occur at different times."**

- 1.8. Therefore, there are situations where shared surface provision can be appropriate.
- 1.9. In considering GCC's comments and the guidance set out in LTN 1/20 we have reviewed the preliminary design of the pedestrian/cycle linkages which for ease of reference can be split into two sections:
1. On-Site link to Priors Road
 2. Off-Site Route along Priors Road to Whaddon Road

On-Site Link to Priors Road

- 1.10. This section of the route has been shown as a 3m shared surface route. Table 6-3 of LTN 1/20 sets out that a 3.0m wide shared use route can accommodate up to 300 pedestrians and 300 cyclists per hour and section 8.2 goes on to provide further advice.
- 1.11. The Transport Assessment submitted in support of the planning application estimated the number of peak hour walking and cycling trips using the agreed TRICS data (*TA Tables 6.3 & 6.4*). This is summarised in **Table 1** below; we would however expect increases in these numbers as a consequence of the Travel Plan and sustainable transport measures.

Table 1: Estimated Two-Way Trips by Mode

	AM Peak Hour		PM Peak Hour	
	Walk	Cycle	Walk	Cycle
Two-Way Trips	38	5	26	7
Mode Share	16%	2%	12%	3%

- 1.12. Even allowing for an increase, this level of cycling and walking trips can be seen to be significantly less than the 300 cyclists and pedestrians per hour, which could be accommodated. Therefore, solely based on the level of pedestrian and cyclist flows a 3.0m shared use route could be considered appropriate.

Off-Site Route along Priors Road to Whaddon Road

- 1.13. Cyclist provision on Priors Road in the vicinity of the proposed pedestrian/cycle link is limited to shared surface routes in the vicinity of the Priors Road / Redmarley Road junction adjacent to Sainsbury's with associated staggered Toucan crossings. Currently there is no safe route for cyclists from the staggered Toucan crossing on the west side of Priors Road to Whaddon Road with cyclists having to dismount their bikes and walk along the footway to Whaddon Road. The provision of the proposed shared facility along Priors Road will address this shortcoming and "achieve continuity of the cycle route".
- 1.14. As set out at paragraph 6.5.6 of LTN 1/20 shared use may be appropriate "at and around junctions where cyclists are moving at slow speed, including in association with Toucan facilities" and "alongside interurban and arterial roads where there are few pedestrians". This can reasonably be applied to the proposed section of the route along Priors Road which also achieves the "continuity of a cycle route" providing connections to the signed route to the town centre on Whaddon Road.
- 1.15. As the planning application is in outline with all matters reserved, the detail of the pedestrian and cycle connections, whether it be shared surface or segregated, would be subject to Reserved Matters applications and technical approval should outline consent be granted. It is considered that suitable provision can be provided that will ensure safe and suitable access can be achieved for both pedestrians and cyclists.

Immediate Vehicle Access

- 1.16. The access proposals originally submitted were in accordance with Manual for Gloucestershire Street in terms of geometry. On the previous round of comments GCC requested tracking. To meet with the requirements of GCC tracking, the junction bellmouth has had to be significantly widened. The applicant has demonstrated that either option can be achieved, whether that be in the form of the wider junction arrangement, or the smaller with the principle of occasional over-running accepted. For the avoidance of doubt PFA believes that tighter junction radii, particularly in a location such as this, is the correct design solution. The detail of the junction is a subject for reserved matters application and it has been demonstrated that a safe and suitable access to the scheme can be achieved.
- 1.17. With respect to the concern raised relating to the gradient of the internal access road in not meeting the requirement published in Manual for Gloucestershire Streets which states that 1 in 12 should not exceed 30m in length, the applicant has sought legal advice and as a result wish to make it clear that the Gloucestershire Manual for Streets is guidance only and not a requirement. Furthermore, local guidance should not be more onerous than national guidance.
- 1.18. In our previous response we asked for justification and evidence base as to why the gradient was no longer acceptable to GCC, when multiple schemes in the county have been designed, built and are now operational using such gradients, with no detriment to the residents. No justification or evidence has been provided. As previously highlighted, 1 in 12.5 is acceptable within national guidance such as Building Regulations and Manual for Streets 2. As noted above, local guidance cannot be more onerous than national guidance and Manual for Streets 2 clearly states that 1 in 12.5 is acceptable:

“8.4.2 - In hilly areas steeper gradients will frequently be required but a gradient of 8% should be regarded as the practical maximum unless there are particular local difficulties. This is also the maximum gradient that a manual wheelchair user can negotiate.”

- 1.19. The submitted details therefore satisfy national guidance.
- 1.20. In addition, it should be noted, that whilst there are sections of road at 1 in 12.5 (8%), there are also sections running with the contours, that will enable flatter gradients to be utilised at the detailed design stage to ensure suitable platforms for rest or for additional support for the less mobile. The footway routes through the POS areas also offer multiple opportunities to grade these paths at shallower gradients to offer alternative routes to those alongside the site access road. The key desire route from the housing will be towards Priors Road (bus stops, shops, schools etc.) with the routes up to Harp Hill likely to have minimal use. This link to Priors Road is proposed in the masterplan and offers a route at easily manageable grades which is the most direct route to key facilities.

Off-Site Vehicle Mitigation

Priors Road / Harp Hill / Hales Road / Hewlett Road junction

- 1.21. GCC has accepted that the Systra Paramics base year model of the Priors Road / Harp Hill / Hales Road / Hewlett Road junction has been constructed in a suitable manner. However, GCC has requested the traffic count and queue length survey data used in its development. This data, collected in September 2019, is provided at **Appendix B**.
- 1.22. The TA Addendum provided queue length outputs from the Paramics model for the 2024 assessment year both 'with' and 'without' the proposed development. Further outputs in respect of the extent of network delay has also been requested by GCC; these have been derived from the Paramics model and presented in **Tables 2 & 3** below for the weekday AM and PM peak periods for all scenarios assessed.

Table 2: Paramics Outputs – Network Statistics: AM Peak

	2019 Base	2024 Without Development	2024 With Development
Average Journey Time (s)	114	132	143
Average Trip Distance (m)	1104	1104	1107
Average Speed (mph)	21.7	18.7	17.3

Table 3: Paramics Outputs – Network Statistics: PM Peak

	2019 Base	2024 Without Development	2024 With Development
Average Journey Time (s)	107	110	114
Average Trip Distance (m)	1081	1081	1085
Average Speed (mph)	22.7	21.9	21.3

- 1.23. The TA Addendum considered that mitigation in the form of enhanced traffic calming measures along Greenways Lane could help reduce the level of “rat-running” traffic travelling between the A40 London Road and B4075 Priors Road via Greenways Lane and Harp Hill. This would assist the operation of the Priors Road / Harp Hill / Hales Road / Hewlett Road junction and help to mitigate the additional traffic from the proposed development. GCC has yet to confirm if traffic calming is something that they consider to be desirable.

Other Junctions

- 1.24. Further to the percentage impacts provided in the TA Addendum, an analysis of the junction capacity results has been carried out to establish those critical movements at the Priors Road / Bouncers Lane junction and the Prestbury Road / Tatchley Lane / Deep Street / Blacksmiths Lane / Bouncers Lane junction. **Table 4** shows the max queues and RFC values both with and without the proposed development for the critical movements along with the development traffic flows.

Table 4: Junction Capacity Analysis for Critical Movements

Junction	Critical Movement	2024 Without Development		2024 With Development		
		Max Queue	RFC	Development Traffic Flows	Max Queue	RFC
Priors Road / Bouncers Lane	Right Turn into Bouncers Lane (PM Peak)	21	0.97	9	30	1.00
Prestbury Road / Tatchley Lane / Deep Street / Blacksmiths Lane / Bouncers Lane	Bouncers Lane (AM Peak)	9	0.92	23	15	0.98

- 1.25. The additional queuing at the two junctions as a result of the proposed development traffic is not considered to be material to warrant improvements to increase capacity.
- 1.26. A review of the theoretical capacity results shows the A40 London Road / Old Bath Road / Hales Road junction to be operating over capacity in both the AM and PM peak hours both with and without development. Given the constraints there is limited scope for improvements to the junction; one potential is an upgrade to the signal control (GCC to confirm if the junction currently operates with MOVA control).

- 1.27. The effects of the COVID-19 pandemic with more employees working flexibly and from home are that the potential is for traffic flows to be significantly lower at peak times than those observed pre-Covid.

Travel Plan

- 1.28. The applicant accepts that in accordance with GCC's local guidance on Residential Travel Plans a contribution of £64,500 will be required towards implementing the Travel Plan which will be secured by a planning obligation.

Bus Services and Bus Stops

- 1.29. The public transport officer at GCC has commented that existing bus stops are located outside of the identified 400m walking distance. The bus stops on Priors Road are located in the immediate vicinity of the proposed pedestrian link to the site approximately 600m walk from the centre of the development. There are no waiting facilities at these stops, with the location of the stops demarked by a flagpole only. The Pulham Coaches services 'Q' and 'P' use these stops but do not currently provide a service during the morning and evening commuting hours.
- 1.30. More frequent services (every 12 minutes) which offer options for commuting are available from the 'Community Centre' bus stops on Whaddon Road located a further 150-200m walking distance. The eastbound bus stop benefits from a flagpole, shelter, bus information and bench. The westbound bus stop is demarked by a flagpole only.
- 1.31. Whilst the distances from the centre of the site are greater than 400m (some of the residential units in the north-west corner of the site fall within this threshold), the quality of the walking route itself and the level of service provision will be a key factor in what is an acceptable walking distance. The frequent services at the bus stops on Whaddon Road and the high-quality route for pedestrians will provide residents with the opportunity to use the bus, particularly for journeys to Cheltenham town centre which has bus journey time of approximately 12 minutes.
- 1.32. Discussions with GCC's public transport officer are welcome to see the scope for any improvements to the existing bus services and bus stops on Priors Road. Potentially some bike storage facility could be introduced at the Whaddon Road stops.

Appendices

Appendix A: *GCC's letter to the planning case officer dated 10 February 2021, in which they provided their response to the submitted TA Addendum*

Appendix B: *Priors Road / Harp Hill / Hales Road / Hewlett Road Junction Traffic Count and Queue Length Data (September 2019)*

Cheltenham Borough Council
P.O. Box 12
Municipal Offices
Promenade
Cheltenham Glos
GL50 1PP

Highways Development
Management
Economy Environment and
Infrastructure
Shire Hall
Westgate Street
Gloucester
GL1 2TG

10 February 2021
Your ref: 20/01069/OUT
Ask for: Stephen Hawley

Dear Lucy White

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

PROPOSAL: Development comprising of up to 250 residential dwellings including provision of associated infrastructure, ancillary facilities, open space and landscaping, demolition of existing buildings and formation of new vehicular access from Harp Hill. Approval sought for means of access to site from Harp Hill with all other matters reserved for future consideration

LOCATION: Oakley Farm Priors Road Cheltenham Gloucestershire
GL52 5AQ

APPLICANT: Robert Hitchins Limited

Gloucestershire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure)(England) Order, 2015 recommends that this application be **deferred**.

The justification for this decision is provided below.

The applicant has provided a TA Addendum (TAA) to which seeks to address the comments dated 17th August 2020. The Highway Authority remains concerned by this proposal and the addendum has not addressed the issues.

Tel: 01452 425830
Email: stephen.hawley@gloucestershire.gov.uk

The Highway Authority maintains the position that notwithstanding the TA scoping paper the fact that this is not a land allocation in the adopted Joint Core Strategy or Cheltenham Plan means that any development impacts have not been tested alongside the planned growth, therefore any proposal beyond that in the adopted plans must be tested over the cumulative impacts that are anticipated. At this time the JCS has a 2031 development timeframe, therefore this proposal must undertake an appraisal in a 2031 future year including the plan identified growth. The application proposes a 2024 appraisal and does not adequately account for that future growth. Therefore, the conclusions presented underestimate the impact on the highway network.

Response to specific points.

2. Immediate pedestrian / cycle access

The proposal shows shared use facilities but as the primary way in/out of the site and in the surrounding highway network. The application has also stated that it has considered LTN 1/20. The recent publication of LTN 1/20 (section 6.5) considers the use of shared use facilities. The LTN advises that shared use facilities should be regarded as a last resort and it details reasons why not least due to difficulties for visually impaired persons and the perception of safety for all users. Therefore, any proposal should account for this document and look to provide facilities which separate pedestrians from cyclists. The proposals on the existing highway network do not achieve this nor does the indicative connection within the site. The proposal therefore fails to provide safe and suitable infrastructure for all users.

3. Immediate Vehicle Access

The TAA provides additional tracking details. It remains the case that the design on the access is not suitable having large radii, excessive road widths and unacceptable gradient. The applicant has not had regard to how the design should reduce speed at entry, instead the proposal will result in a relatively high entry speed onto a setback pedestrian crossing point which would have little inter-visibility. The access does not conform with Manual for Gloucestershire Streets.

The gradient matter is to ensure that pedestrian, cyclists and particularly those with a disability do not have to endure long lengths of a steep slope. The applicant should note the requirement is published in Manual for Gloucestershire Streets as 1 in 12 should not exceed 30m in length, but there are varying guidance in documents such as MfS2, Inclusive Mobility and LTN 1/20. The application shows that there are gradients at the maximum permitted level on this site, it therefore is necessary for areas to be designed in to allow for less mobile people to rest or be provided with additional support. It is recognised that that the internal layout is a reserved matter but the information before us makes it a reasonable question to challenge if safe and suitable access can be provided for all users.

5 Off site vehicle mitigation

The applicant has provided further modelling to attempt to demonstrate that there is no severe impact at the junction of Priors Road/Harp Hill/Hales Road/Hewlett Road. The model has not been constructed in accordance with an agreed scope with the Highway Authority but a review suggested that the base model has been constructed in a suitable manner. However, the traffic count data and queue survey data has not been provided. It is also the case, as previously mentioned, that the assessment does not reflect the plan period and consequently nor does it address committed developments. Even with these omissions the outputs show that the development traffic resulted in increased queue lengths, this was an anticipated outcome and the

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same conclusion was shown in the junction 9 software. The applicant should also consider the extent of network delay as a result of this proposal as this data is not presented. This should all be provided for the 2031 future with and without any mitigation.

With regards to the other junctions referred to in tables 5.1 and 5.2, the addendum dismisses the impact on the basis of percentage impact and doesn't look at route choice through the junction, this is not considered to be a fair approach on a congested network and should provide their own junction analysis or microsimulation of the impacts.

6 Travel Plan

It is noted that the applicant has indicated that they wish to pay Gloucestershire County Council to implement and monitor the travel plan. This would need to occur over a longer time period given the likely build out rate of the site. As such a travel plan contribution of £64,500.00 would need to be paid through a planning obligation.

Additionally, the public transport officer has also commented that the site is outside the accepted 400m walking distance to bus stops identified as Priors Rd Oakley 'outside and opposite Sainsbury's' and Whaddon Road 'Community Centre'. These stops are of limited quality and lack shelters in some instances.

In terms of bus timetables, taking into account nearest bus stops, the Priors Rd P&Q timetables are extremely limited and not suitable for commuters. Service A 'Whaddon Road' is the more frequent route but appears residents have farther to walk in order to access. In conclusion for this site to be sustainable there would need to be a great deal of thought given towards bus service provision be that directly through the site or towards improving the existing Services P&Q with subsequent infrastructure improvements at the Sainsbury's stops.

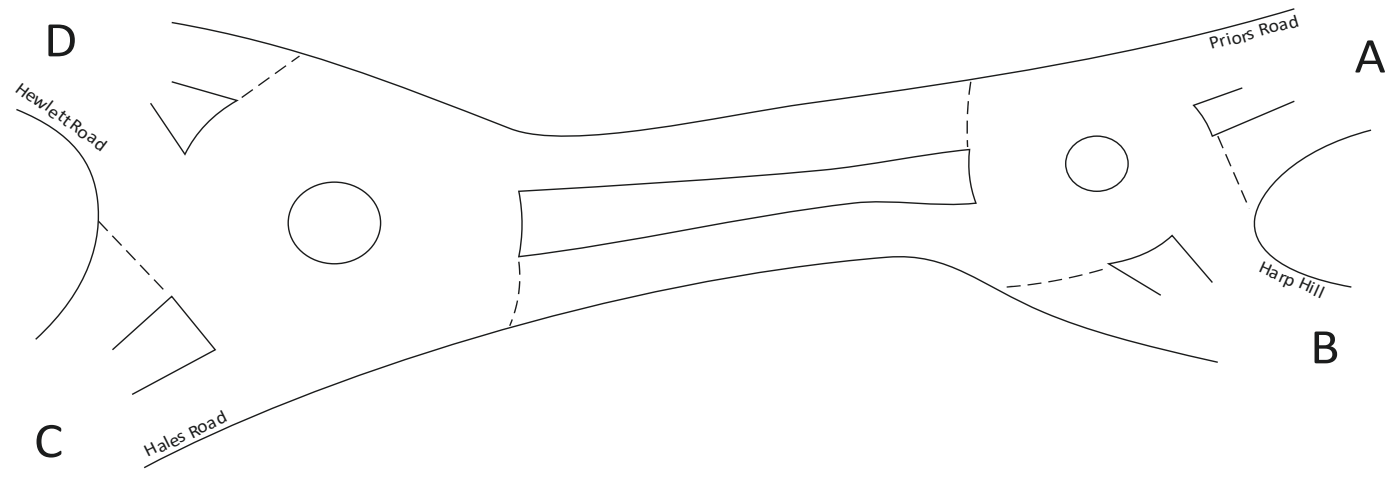
The TA Addendum has not addressed the implications of the site on the transport network and fails to provide a suitable sustainable access strategy. Matters of gradient could potentially be addressed through more significant earthworks but at this time it is not clear that this the case and the gradients are excessive and consequently prohibitive to development. The applicant should provide a comprehensive addendum that addresses the above matters.

The Highway Authority therefore submits a response of deferral until the required information has been provided and considered.

Yours Sincerely

Stephen Hawley
Highway Development Management Team Leader

Tel: 01452 425830
Email: stephen.hawley@gloucestershire.gov.uk



AXIOM
Traffic Limited

For and on behalf of:



CHELTENHAM

Thursday 26 September 2019

0700-1000
1600-1900

Drawing N°: 24362 - 01

Site: 1

Location: Priors Road /
Harp Hill /
Hales Road /
Hewlett Road

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	A - A FROM PRIORS ROAD TO PRIORS ROAD								A - D FROM PRIORS ROAD TO HEWLETT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	24	3	1	0	0	0	3	31
07:15	0	0	0	0	0	0	0	0	26	4	0	0	0	0	0	30
07:30	0	0	0	0	0	0	0	0	52	4	3	0	0	0	2	61
07:45	2	0	0	0	0	0	0	2	48	7	0	0	0	0	3	58
H/TOT	4	0	0	0	0	0	0	4	150	18	4	0	0	0	8	180
08:00	0	0	0	0	0	0	0	0	67	5	1	0	0	2	4	79
08:15	0	0	0	0	0	0	0	0	51	2	3	0	0	1	2	59
08:30	0	0	0	0	0	0	0	0	54	3	0	0	0	0	2	59
08:45	0	0	0	0	0	0	0	0	39	1	2	0	0	0	3	45
H/TOT	0	0	0	0	0	0	0	0	211	11	6	0	0	3	11	242
09:00	1	0	0	0	0	0	0	1	35	1	1	0	0	0	1	38
09:15	0	0	0	0	0	0	0	0	35	3	2	0	0	0	1	41
09:30	0	0	0	0	0	0	0	0	17	1	0	0	0	0	3	21
09:45	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30
H/TOT	1	0	0	0	0	0	0	1	116	6	3	0	0	0	5	130
P/TOT	5	0	0	0	0	0	0	5	477	35	13	0	0	3	24	552

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	A - A FROM PRIORS ROAD TO PRIORS ROAD								A - D FROM PRIORS ROAD TO HEWLETT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	31	3	1	0	0	0	0	35
16:15	0	0	0	0	0	0	0	0	28	0	1	0	0	0	0	29
16:30	0	0	0	0	0	0	0	0	17	1	2	0	0	0	0	20
16:45	0	0	0	0	0	0	0	0	30	2	0	0	0	1	0	33
H/TOT	0	0	0	0	0	0	0	0	106	6	4	0	0	1	0	117
17:00	1	0	0	0	0	0	0	1	22	4	0	0	0	0	1	27
17:15	0	1	0	0	0	0	0	1	22	1	0	0	0	0	0	23
17:30	0	0	0	0	0	0	0	0	27	3	1	0	0	1	0	32
17:45	1	0	0	0	0	0	0	1	40	1	0	0	0	1	1	43
H/TOT	2	1	0	0	0	0	0	3	111	9	1	0	0	2	2	125
18:00	0	0	0	0	0	0	0	0	32	2	1	0	0	0	0	35
18:15	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	33
18:30	0	0	0	0	0	0	0	0	33	3	0	0	0	0	0	36
18:45	0	0	0	0	0	0	0	0	23	3	0	0	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	121	8	1	0	0	0	0	130
P/TOT	2	1	0	0	0	0	0	3	338	23	6	0	0	3	2	372

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	A - C FROM PRIORS ROAD TO HALES ROAD								A - B FROM PRIORS ROAD TO HARP HILL							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	80	23	4	0	0	0	1	108	5	1	0	0	0	0	0	6
07:15	102	16	0	0	0	0	2	120	12	0	0	0	0	0	0	12
07:30	119	18	1	1	0	2	1	142	29	3	1	0	0	0	0	33
07:45	129	18	4	1	0	1	2	155	39	1	0	0	0	0	0	40
H/TOT	430	75	9	2	0	3	6	525	85	5	1	0	0	0	0	91
08:00	134	6	4	0	0	1	2	147	21	1	0	0	0	0	0	22
08:15	114	12	3	1	0	0	3	133	49	1	0	0	0	0	1	51
08:30	81	6	1	0	0	1	4	93	27	0	2	0	0	0	0	29
08:45	119	9	8	2	0	0	3	141	16	0	0	0	0	0	0	16
H/TOT	448	33	16	3	0	2	12	514	113	2	2	0	0	0	1	118
09:00	93	12	1	1	0	0	0	107	13	3	0	0	0	0	1	17
09:15	79	9	1	2	0	0	1	92	6	0	0	0	0	0	0	6
09:30	75	3	6	3	0	0	0	87	5	0	1	0	0	0	0	6
09:45	71	2	1	1	0	0	1	76	14	4	2	0	0	0	0	20
H/TOT	318	26	9	7	0	0	2	362	38	7	3	0	0	0	1	49
P/TOT	1196	134	34	12	0	5	20	1401	236	14	6	0	0	0	2	258

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	A - C FROM PRIORS ROAD TO HALES ROAD								A - B FROM PRIORS ROAD TO HARP HILL							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	88	16	2	0	0	0	1	107	21	0	0	0	0	0	0	21
16:15	64	8	5	0	0	1	0	78	13	1	0	0	0	0	0	14
16:30	54	7	4	0	0	3	0	68	13	1	1	0	0	0	0	15
16:45	89	7	4	0	0	0	1	101	23	1	1	0	0	0	0	25
H/TOT	295	38	15	0	0	4	2	354	70	3	2	0	0	0	0	75
17:00	72	8	2	0	0	0	0	82	23	2	2	0	0	0	0	27
17:15	82	6	2	0	0	0	1	91	29	3	1	0	0	0	0	33
17:30	75	8	5	0	1	1	0	90	22	2	0	0	0	0	0	24
17:45	92	4	0	0	0	0	0	96	19	4	2	0	0	0	0	25
H/TOT	321	26	9	0	1	1	1	359	93	11	5	0	0	0	0	109
18:00	97	8	1	0	0	0	2	108	10	2	1	0	0	0	0	13
18:15	87	2	3	0	0	0	1	93	17	0	0	0	0	0	0	17
18:30	75	5	0	0	0	1	1	82	20	1	0	0	0	0	0	21
18:45	73	2	0	0	0	1	4	80	10	0	0	0	0	0	0	10
H/TOT	332	17	4	0	0	2	8	363	57	3	1	0	0	0	0	61
P/TOT	948	81	28	0	1	7	11	1076	220	17	8	0	0	0	0	245

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	B - B FROM HARP HILL TO HARP HILL								B - A FROM HARP HILL TO PRIORS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	3	0	0	0	1	0	6
07:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
07:30	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
07:45	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	24
H/TOT	0	0	0	0	0	0	0	0	41	7	0	0	0	1	0	49
08:00	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	24
08:15	0	0	0	0	0	0	0	0	33	2	0	0	0	0	0	35
08:30	0	0	0	0	0	0	0	0	34	4	0	0	0	0	1	39
08:45	0	0	0	0	0	0	0	0	27	4	0	0	0	0	0	31
H/TOT	0	0	0	0	0	0	0	0	115	13	0	0	0	0	1	129
09:00	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28
09:15	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
09:30	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
09:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	65	4	0	0	0	0	0	69
P/TOT	0	0	0	0	0	0	0	0	221	24	0	0	0	1	1	247

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	B - B FROM HARP HILL TO HARP HILL								B - A FROM HARP HILL TO PRIORS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25
16:15	0	0	0	0	0	0	0	0	30	6	1	0	0	0	1	38
16:30	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28
16:45	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	22
H/TOT	0	0	0	0	0	0	0	0	100	11	1	0	0	0	1	113
17:00	0	0	0	0	0	0	0	0	31	9	0	0	0	0	0	40
17:15	0	0	0	0	0	0	0	0	42	7	0	0	0	0	0	49
17:30	0	0	0	0	0	0	0	0	34	3	0	0	0	0	0	37
17:45	1	0	0	0	0	0	0	1	34	2	0	0	0	0	0	36
H/TOT	1	0	0	0	0	0	0	1	141	21	0	0	0	0	0	162
18:00	0	0	0	0	0	0	0	0	32	2	0	0	0	0	0	34
18:15	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	28
18:30	0	0	0	0	0	0	0	0	13	1	1	0	0	0	0	15
18:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	83	4	1	0	0	0	0	88
P/TOT	1	0	0	0	0	0	0	1	324	36	2	0	0	0	1	363

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	B - D FROM HARP HILL TO HEWLETT ROAD								B - C FROM HARP HILL TO HALES ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3
07:15	11	1	0	0	0	0	1	13	6	1	0	0	0	0	0	7
07:30	20	0	0	0	0	0	1	21	4	1	0	0	0	0	0	5
07:45	23	4	0	0	0	0	0	27	7	1	0	0	0	0	0	8
H/TOT	60	6	0	0	0	0	2	68	20	3	0	0	0	0	0	23
08:00	37	1	0	1	0	0	1	40	4	0	0	0	0	0	0	4
08:15	31	2	1	2	0	0	0	36	9	1	0	0	0	0	0	10
08:30	34	2	0	0	0	0	1	37	6	2	1	0	0	0	1	10
08:45	26	0	0	0	0	0	0	26	6	0	0	0	0	0	0	6
H/TOT	128	5	1	3	0	0	2	139	25	3	1	0	0	0	1	30
09:00	26	0	0	0	0	0	0	26	4	3	0	1	0	0	0	8
09:15	7	1	0	1	0	0	0	9	1	0	0	0	0	0	0	1
09:30	13	0	1	2	0	0	1	17	2	5	1	0	0	0	0	8
09:45	15	1	0	0	0	0	0	16	5	0	0	0	0	0	0	5
H/TOT	61	2	1	3	0	0	1	68	12	8	1	1	0	0	0	22
P/TOT	249	13	2	6	0	0	5	275	57	14	2	1	0	0	1	75

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	B - D FROM HARP HILL TO HEWLETT ROAD								B - C FROM HARP HILL TO HALES ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	5	2	0	0	0	0	0	7	2	2	0	0	0	0	0	4
16:15	18	7	1	0	0	0	0	26	7	0	0	0	0	0	0	7
16:30	7	8	2	0	0	0	0	17	6	5	0	0	0	0	0	11
16:45	13	7	1	0	0	0	0	21	4	1	0	0	0	0	0	5
H/TOT	43	24	4	0	0	0	0	71	19	8	0	0	0	0	0	27
17:00	17	3	1	0	0	0	0	21	2	1	0	0	0	0	0	3
17:15	24	3	0	0	0	0	0	27	9	1	0	0	0	0	0	10
17:30	16	3	0	0	0	0	0	19	1	0	0	0	0	0	0	1
17:45	25	3	0	0	0	0	0	28	6	1	0	0	0	0	0	7
H/TOT	82	12	1	0	0	0	0	95	18	3	0	0	0	0	0	21
18:00	17	3	0	0	0	0	1	21	6	0	0	0	0	0	0	6
18:15	11	1	0	0	0	0	0	12	4	1	0	0	0	0	1	6
18:30	18	3	0	0	0	0	0	21	7	0	0	0	0	0	0	7
18:45	8	0	0	0	0	0	0	8	2	1	0	0	0	0	0	3
H/TOT	54	7	0	0	0	0	1	62	19	2	0	0	0	0	1	22
P/TOT	179	43	5	0	0	0	1	228	56	13	0	0	0	0	1	70

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	C - C FROM HALES ROAD TO HALES ROAD								C - B FROM HALES ROAD TO HARP HILL							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12
07:45	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	16	6	0	1	0	0	0	23
08:00	0	0	0	0	0	0	0	0	5	3	2	0	0	0	0	10
08:15	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8
08:30	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
08:45	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	25	6	3	1	0	0	0	35
09:00	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
09:15	2	0	0	0	0	0	0	2	3	0	1	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	2	0	0	0	0	0	0	2	5	3	3	0	0	0	0	11
P/TOT	2	0	0	0	0	0	0	2	46	15	6	2	0	0	0	69

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	C - C FROM HALES ROAD TO HALES ROAD								C - B FROM HALES ROAD TO HARP HILL							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:15	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
16:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	0	1	14	2	0	0	0	0	0	16
17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
17:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	1	0	0	0	0	0	0	1	10	3	1	0	0	0	0	14
18:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
18:45	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8
H/TOT	1	0	0	0	0	0	0	1	20	2	0	0	0	0	0	22
P/TOT	3	0	0	0	0	0	0	3	44	7	1	0	0	0	0	52

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	C - A FROM HALES ROAD TO PRIORS ROAD								C - D FROM HALES ROAD TO HEWLETT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	42	11	2	0	0	0	0	55	18	0	0	0	0	0	0	18
07:15	56	5	3	0	0	1	2	67	17	1	1	0	1	0	0	20
07:30	64	7	2	0	0	0	1	74	19	4	2	0	0	0	1	26
07:45	56	24	7	0	0	1	3	91	26	4	1	0	0	0	0	31
H/TOT	218	47	14	0	0	2	6	287	80	9	4	0	1	0	1	95
08:00	71	5	3	0	0	0	2	81	43	5	2	0	0	0	1	51
08:15	76	11	3	3	0	0	2	95	34	2	1	1	0	0	1	39
08:30	82	10	7	1	0	0	1	101	33	3	2	0	0	0	0	38
08:45	92	13	4	1	0	0	0	110	31	1	1	0	0	0	2	35
H/TOT	321	39	17	5	0	0	5	387	141	11	6	1	0	0	4	163
09:00	61	7	4	1	0	1	0	74	25	2	0	0	0	0	0	27
09:15	66	6	9	2	0	0	0	83	26	2	0	0	0	0	0	28
09:30	64	8	5	1	0	0	0	78	18	2	0	0	0	0	1	21
09:45	75	13	5	1	0	0	0	94	15	10	0	0	0	0	0	25
H/TOT	266	34	23	5	0	1	0	329	84	16	0	0	0	0	1	101
P/TOT	805	120	54	10	0	3	11	1003	305	36	10	1	1	0	6	359

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	C - A FROM HALES ROAD TO PRIORS ROAD								C - D FROM HALES ROAD TO HEWLETT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	96	11	4	0	1	1	0	113	13	6	0	0	2	1	0	22
16:15	111	18	1	0	0	0	0	130	16	7	1	0	1	0	3	28
16:30	101	12	1	0	1	1	1	117	24	3	0	0	0	0	1	28
16:45	118	15	0	0	0	1	3	137	30	1	0	0	0	0	1	32
H/TOT	426	56	6	0	2	3	4	497	83	17	1	0	3	1	5	110
17:00	118	17	1	0	0	0	1	137	18	5	1	0	0	0	3	27
17:15	123	9	1	0	0	0	1	134	34	3	0	0	0	0	0	37
17:30	104	7	0	0	0	0	1	112	35	3	0	0	0	0	0	38
17:45	125	5	3	0	0	1	0	134	27	2	0	0	0	0	0	29
H/TOT	470	38	5	0	0	1	3	517	114	13	1	0	0	0	3	131
18:00	136	15	0	0	0	3	0	154	26	2	0	0	0	1	1	30
18:15	127	9	0	0	0	0	1	137	29	4	0	0	0	0	1	34
18:30	112	7	0	0	0	1	2	122	34	3	0	0	0	0	0	37
18:45	91	9	1	1	0	4	1	107	29	2	0	0	0	0	0	31
H/TOT	466	40	1	1	0	8	4	520	118	11	0	0	0	1	2	132
P/TOT	1362	134	12	1	2	12	11	1534	315	41	2	0	3	2	10	373

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	D - D FROM HEWLETT ROAD TO HEWLETT ROAD								D - C FROM HEWLETT ROAD TO HALES ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21
07:15	0	0	0	0	0	0	0	0	20	5	0	0	1	0	1	27
07:30	0	0	0	0	0	0	0	0	15	5	1	0	3	0	0	24
07:45	0	0	0	0	0	0	0	0	17	4	2	0	0	0	0	23
H/TOT	0	0	0	0	0	0	0	0	72	15	3	0	4	0	1	95
08:00	0	0	0	0	0	0	0	0	36	4	0	0	1	0	1	42
08:15	0	0	0	0	0	0	0	0	27	4	0	0	0	0	0	31
08:30	0	0	0	0	0	0	0	0	29	4	0	0	0	0	1	34
08:45	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29
H/TOT	0	0	0	0	0	0	0	0	120	13	0	0	1	0	2	136
09:00	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	21
09:15	0	0	0	0	0	0	0	0	20	3	1	0	0	0	0	24
09:30	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	14
09:45	1	0	0	0	0	0	0	1	16	4	1	0	0	0	0	21
H/TOT	1	0	0	0	0	0	0	1	63	15	2	0	0	0	0	80
P/TOT	1	0	0	0	0	0	0	1	255	43	5	0	5	0	3	311

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	D - D FROM HEWLETT ROAD TO HEWLETT ROAD								D - C FROM HEWLETT ROAD TO HALES ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19
16:15	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	23
16:30	3	0	0	0	0	0	0	3	19	2	0	0	0	0	0	21
16:45	1	0	0	0	0	0	0	1	23	2	0	0	0	0	0	25
H/TOT	4	0	0	0	0	0	0	4	77	11	0	0	0	0	0	88
17:00	1	0	0	0	0	0	0	1	26	2	0	0	0	0	0	28
17:15	0	0	0	0	0	0	0	0	36	1	0	0	0	0	0	37
17:30	0	0	0	0	0	0	0	0	22	4	0	0	0	0	1	27
17:45	0	0	0	0	0	0	0	0	31	4	0	0	0	0	0	35
H/TOT	1	0	0	0	0	0	0	1	115	11	0	0	0	0	1	127
18:00	0	0	0	0	0	0	0	0	21	0	0	0	0	1	1	23
18:15	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
18:30	1	0	0	0	0	0	0	1	22	0	0	0	0	3	0	25
18:45	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28
H/TOT	1	0	0	0	0	0	0	1	84	0	0	0	0	4	1	89
P/TOT	6	0	0	0	0	0	0	6	276	22	0	0	0	4	2	304

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	D - B FROM HEWLETT ROAD TO HARP HILL								D - A FROM HEWLETT ROAD TO PRIORS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	5	0	0	0	0	0	9	15	6	0	0	0	0	0	21
07:15	10	2	0	0	0	1	0	13	12	6	0	0	0	0	0	18
07:30	19	6	0	2	0	0	0	27	13	5	1	0	0	0	0	19
07:45	16	4	0	0	0	0	0	20	21	5	0	0	0	0	2	28
H/TOT	49	17	0	2	0	1	0	69	61	22	1	0	0	0	2	86
08:00	15	2	1	0	0	0	0	18	25	6	1	0	0	0	0	32
08:15	18	1	0	0	0	0	1	20	17	3	0	0	0	0	0	20
08:30	25	6	0	0	0	0	0	31	38	9	1	0	0	0	0	48
08:45	10	1	0	1	0	0	1	13	30	6	0	0	0	0	0	36
H/TOT	68	10	1	1	0	0	2	82	110	24	2	0	0	0	0	136
09:00	6	3	1	1	0	0	0	11	23	4	0	0	0	0	0	27
09:15	2	3	1	2	0	0	0	8	27	5	0	0	0	0	0	32
09:30	8	2	0	0	0	0	0	10	22	5	0	0	0	0	0	27
09:45	5	0	0	0	0	0	2	7	28	4	0	0	0	0	0	32
H/TOT	21	8	2	3	0	0	2	36	100	18	0	0	0	0	0	118
P/TOT	138	35	3	6	0	1	4	187	271	64	3	0	0	0	2	340

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	D - B FROM HEWLETT ROAD TO HARP HILL								D - A FROM HEWLETT ROAD TO PRIORS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	1	0	0	0	0	0	12	39	3	0	0	0	0	0	42
16:15	13	3	0	0	0	0	1	17	57	7	0	0	0	0	0	64
16:30	9	1	0	0	0	0	0	10	54	5	0	0	0	0	0	59
16:45	17	3	0	0	0	0	0	20	64	10	0	0	0	1	0	75
H/TOT	50	8	0	0	0	0	1	59	214	25	0	0	0	1	0	240
17:00	20	4	0	0	0	0	0	24	59	7	1	0	0	0	2	69
17:15	16	0	0	0	0	0	0	16	74	7	1	0	0	0	2	84
17:30	16	1	0	0	0	0	1	18	61	7	1	0	0	0	2	71
17:45	18	0	0	0	0	0	0	18	70	5	0	0	0	0	1	76
H/TOT	70	5	0	0	0	0	1	76	264	26	3	0	0	0	7	300
18:00	19	2	0	0	0	0	0	21	65	2	0	0	0	1	1	69
18:15	17	0	0	0	0	0	0	17	61	7	0	0	0	0	0	68
18:30	12	0	1	0	0	0	0	13	50	6	0	0	0	0	1	57
18:45	16	1	0	0	0	0	1	18	40	4	1	0	0	1	1	47
H/TOT	64	3	1	0	0	0	1	69	216	19	1	0	0	2	3	241
P/TOT	184	16	1	0	0	0	3	204	694	70	4	0	0	3	10	781

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	TO ARM A PRIORS ROAD								FROM ARM A PRIORS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	61	20	2	0	0	1	0	84	111	27	5	0	0	0	4	147
07:15	74	11	3	0	0	1	2	91	140	20	0	0	0	0	2	162
07:30	89	13	3	0	0	0	1	106	200	25	5	1	0	2	3	236
07:45	100	32	7	0	0	1	5	145	218	26	4	1	0	1	5	255
H/TOT	324	76	15	0	0	3	8	426	669	98	14	2	0	3	14	800
08:00	117	14	4	0	0	0	2	137	222	12	5	0	0	3	6	248
08:15	126	16	3	3	0	0	2	150	214	15	6	1	0	1	6	243
08:30	154	23	8	1	0	0	2	188	162	9	3	0	0	1	6	181
08:45	149	23	4	1	0	0	0	177	174	10	10	2	0	0	6	202
H/TOT	546	76	19	5	0	0	6	652	772	46	24	3	0	5	24	874
09:00	113	11	4	1	0	1	0	130	142	16	2	1	0	0	2	163
09:15	107	12	9	2	0	0	0	130	120	12	3	2	0	0	2	139
09:30	98	15	5	1	0	0	0	119	97	4	7	3	0	0	3	114
09:45	114	18	5	1	0	0	0	138	114	7	3	1	0	0	1	126
H/TOT	432	56	23	5	0	1	0	517	473	39	15	7	0	0	8	542
P/TOT	1302	208	57	10	0	4	14	1595	1914	183	53	12	0	8	46	2216

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	TO ARM A PRIORS ROAD								FROM ARM A PRIORS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	159	15	4	0	1	1	0	180	140	19	3	0	0	0	1	163
16:15	198	31	2	0	0	0	1	232	105	9	6	0	0	1	0	121
16:30	183	17	1	0	1	1	1	204	84	9	7	0	0	3	0	103
16:45	200	29	0	0	0	2	3	234	142	10	5	0	0	1	1	159
H/TOT	740	92	7	0	2	4	5	850	471	47	21	0	0	5	2	546
17:00	209	33	2	0	0	0	3	247	118	14	4	0	0	0	1	137
17:15	239	24	2	0	0	0	3	268	133	11	3	0	0	0	1	148
17:30	199	17	1	0	0	0	3	220	124	13	6	0	1	2	0	146
17:45	230	12	3	0	0	1	1	247	152	9	2	0	0	1	1	165
H/TOT	877	86	8	0	0	1	10	982	527	47	15	0	1	3	3	596
18:00	233	19	0	0	0	4	1	257	139	12	3	0	0	0	2	156
18:15	215	17	0	0	0	0	1	233	137	2	3	0	0	0	1	143
18:30	175	14	1	0	0	1	3	194	128	9	0	0	0	1	1	139
18:45	142	13	2	1	0	5	2	165	106	5	0	0	0	1	4	116
H/TOT	765	63	3	1	0	10	7	849	510	28	6	0	0	2	8	554
P/TOT	2382	241	18	1	2	15	22	2681	1508	122	42	0	1	10	13	1696

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	TO ARM B HARP HILL								FROM ARM B HARP HILL							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	8	0	0	0	0	0	18	11	4	0	0	0	1	0	16
07:15	23	3	0	0	0	1	0	27	23	2	0	0	0	0	1	26
07:30	57	12	1	2	0	0	0	72	36	2	0	0	0	0	1	39
07:45	60	5	0	1	0	0	0	66	51	8	0	0	0	0	0	59
H/TOT	150	28	1	3	0	1	0	183	121	16	0	0	0	1	2	140
08:00	41	6	3	0	0	0	0	50	62	4	0	1	0	0	1	68
08:15	73	3	1	0	0	0	2	79	73	5	1	2	0	0	0	81
08:30	64	8	2	0	0	0	0	74	74	8	1	0	0	0	3	86
08:45	28	1	0	2	0	0	1	32	59	4	0	0	0	0	0	63
H/TOT	206	18	6	2	0	0	3	235	268	21	2	3	0	0	4	298
09:00	20	8	2	1	0	0	1	32	58	3	0	1	0	0	0	62
09:15	11	3	2	2	0	0	0	18	22	2	0	1	0	0	0	25
09:30	13	2	2	0	0	0	0	17	27	7	2	2	0	0	1	39
09:45	20	5	2	0	0	0	2	29	31	2	0	0	0	0	0	33
H/TOT	64	18	8	3	0	0	3	96	138	14	2	4	0	0	1	159
P/TOT	420	64	15	8	0	1	6	514	527	51	4	7	0	1	7	597

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	TO ARM B HARP HILL								FROM ARM B HARP HILL							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	33	2	0	0	0	0	0	35	31	5	0	0	0	0	0	36
16:15	33	4	0	0	0	0	1	38	55	13	2	0	0	0	1	71
16:30	26	3	1	0	0	0	0	30	41	13	2	0	0	0	0	56
16:45	42	4	1	0	0	0	0	47	35	12	1	0	0	0	0	48
H/TOT	134	13	2	0	0	0	1	150	162	43	5	0	0	0	1	211
17:00	46	6	2	0	0	0	0	54	50	13	1	0	0	0	0	64
17:15	47	4	1	0	0	0	0	52	75	11	0	0	0	0	0	86
17:30	39	5	1	0	0	0	1	46	51	6	0	0	0	0	0	57
17:45	42	4	2	0	0	0	0	48	66	6	0	0	0	0	0	72
H/TOT	174	19	6	0	0	0	1	200	242	36	1	0	0	0	0	279
18:00	33	5	1	0	0	0	0	39	55	5	0	0	0	0	1	61
18:15	38	0	0	0	0	0	0	38	42	3	0	0	0	0	1	46
18:30	36	2	1	0	0	0	0	39	38	4	1	0	0	0	0	43
18:45	34	1	0	0	0	0	1	36	21	1	0	0	0	0	0	22
H/TOT	141	8	2	0	0	0	1	152	156	13	1	0	0	0	2	172
P/TOT	449	40	10	0	0	0	3	502	560	92	7	0	0	0	3	662

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	TO ARM C HALES ROAD								FROM ARM C HALES ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	103	24	4	0	0	0	1	132	61	13	2	0	0	0	0	76
07:15	128	22	0	0	1	0	3	154	74	7	4	0	1	1	2	89
07:30	138	24	2	1	3	2	1	171	92	14	4	0	0	0	2	112
07:45	153	23	6	1	0	1	2	186	87	28	8	1	0	1	3	128
H/TOT	522	93	12	2	4	3	7	643	314	62	18	1	1	2	7	405
08:00	174	10	4	0	1	1	3	193	119	13	7	0	0	0	3	142
08:15	150	17	3	1	0	0	3	174	116	14	5	4	0	0	3	142
08:30	116	12	2	0	0	1	6	137	127	15	9	1	0	0	1	153
08:45	153	10	8	2	0	0	3	176	125	14	5	2	0	0	2	148
H/TOT	593	49	17	3	1	2	15	680	487	56	26	7	0	0	9	585
09:00	114	19	1	2	0	0	0	136	87	11	5	1	0	1	0	105
09:15	102	12	2	2	0	0	1	119	97	8	10	2	0	0	0	117
09:30	87	12	7	3	0	0	0	109	82	10	6	1	0	0	1	100
09:45	92	6	2	1	0	0	1	102	91	24	5	1	0	0	0	121
H/TOT	395	49	12	8	0	0	2	466	357	53	26	5	0	1	1	443
P/TOT	1510	191	41	13	5	5	24	1789	1158	171	70	13	1	3	17	1433

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	TO ARM C HALES ROAD								FROM ARM C HALES ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	106	21	2	0	0	0	1	130	110	18	4	0	3	2	0	137
16:15	91	12	5	0	0	1	0	109	135	25	2	0	1	0	3	166
16:30	79	14	4	0	0	3	0	100	129	16	1	0	1	1	2	150
16:45	116	10	4	0	0	0	1	131	150	16	0	0	0	1	4	171
H/TOT	392	57	15	0	0	4	2	470	524	75	7	0	5	4	9	624
17:00	100	11	2	0	0	0	0	113	139	22	2	0	0	0	4	167
17:15	127	8	2	0	0	0	1	138	159	13	1	0	0	0	1	174
17:30	98	12	5	0	1	1	1	118	140	12	1	0	0	0	1	154
17:45	130	9	0	0	0	0	0	139	157	7	3	0	0	1	0	168
H/TOT	455	40	9	0	1	1	2	508	595	54	7	0	0	1	6	663
18:00	124	8	1	0	0	1	3	137	166	18	0	0	0	4	1	189
18:15	104	3	3	0	0	0	2	112	160	13	0	0	0	0	2	175
18:30	104	5	0	0	0	4	1	114	150	11	0	0	0	1	2	164
18:45	104	3	0	0	0	1	4	112	129	11	1	1	0	4	1	147
H/TOT	436	19	4	0	0	6	10	475	605	53	1	1	0	9	6	675
P/TOT	1283	116	28	0	1	11	14	1453	1724	182	15	1	5	14	21	1962

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	TO ARM D HEWLETT ROAD								FROM ARM D HEWLETT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	48	4	1	0	0	0	3	56	39	12	0	0	0	0	0	51
07:15	54	6	1	0	1	0	1	63	42	13	0	0	1	1	1	58
07:30	91	8	5	0	0	0	4	108	47	16	2	2	3	0	0	70
07:45	97	15	1	0	0	0	3	116	54	13	2	0	0	0	2	71
H/TOT	290	33	8	0	1	0	11	343	182	54	4	2	4	1	3	250
08:00	147	11	3	1	0	2	6	170	76	12	2	0	1	0	1	92
08:15	116	6	5	3	0	1	3	134	62	8	0	0	0	0	1	71
08:30	121	8	2	0	0	0	3	134	92	19	1	0	0	0	1	113
08:45	96	2	3	0	0	0	5	106	68	8	0	1	0	0	1	78
H/TOT	480	27	13	4	0	3	17	544	298	47	3	1	1	0	4	354
09:00	86	3	1	0	0	0	1	91	46	11	1	1	0	0	0	59
09:15	68	6	2	1	0	0	1	78	49	11	2	2	0	0	0	64
09:30	48	3	1	2	0	0	5	59	40	11	0	0	0	0	0	51
09:45	60	12	0	0	0	0	0	72	50	8	1	0	0	0	2	61
H/TOT	262	24	4	3	0	0	7	300	185	41	4	3	0	0	2	235
P/TOT	1032	84	25	7	1	3	35	1187	665	142	11	6	5	1	9	839

MANUAL CLASSIFIED COUNTS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DATE: 26/09/2019

DAY: THURSDAY

TIME	TO ARM D HEWLETT ROAD								FROM ARM D HEWLETT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	49	11	1	0	2	1	0	64	66	7	0	0	0	0	0	73
16:15	62	14	3	0	1	0	3	83	89	14	0	0	0	0	1	104
16:30	51	12	4	0	0	0	1	68	85	8	0	0	0	0	0	93
16:45	74	10	1	0	0	1	1	87	105	15	0	0	0	1	0	121
H/TOT	236	47	9	0	3	2	5	302	345	44	0	0	0	1	1	391
17:00	58	12	2	0	0	0	4	76	106	13	1	0	0	0	2	122
17:15	80	7	0	0	0	0	0	87	126	8	1	0	0	0	2	137
17:30	78	9	1	0	0	1	0	89	99	12	1	0	0	0	4	116
17:45	92	6	0	0	0	1	1	100	119	9	0	0	0	0	1	129
H/TOT	308	34	3	0	0	2	5	352	450	42	3	0	0	0	9	504
18:00	75	7	1	0	0	1	2	86	105	4	0	0	0	2	2	113
18:15	73	5	0	0	0	0	1	79	91	7	0	0	0	0	0	98
18:30	86	9	0	0	0	0	0	95	85	6	1	0	0	3	1	96
18:45	60	5	0	0	0	0	0	65	84	5	1	0	0	1	2	93
H/TOT	294	26	1	0	0	1	3	325	365	22	2	0	0	6	5	400
P/TOT	838	107	13	0	3	5	13	979	1160	108	5	0	0	7	15	1295

QUEUE LENGTHS



JOB REF: 24362

JOB NAME: CHELTENHAM

SITE: 1

DATE: 26/09/2019

LOCATION: PRIORS ROAD / HARP HILL / HALES ROAD / HEWLETT ROAD

DAY: THURSDAY

NOTE: Queue Lengths recorded by the largest number of vehicles queuing in each 5-minute interval, by lane

TIME	ARM A		ARM B	ARM C	ARM D		TIME	ARM A		ARM B	ARM C	ARM D	
	PRIORS RD		HARP HILL	HALES RD	HEWLETT RD			PRIORS RD		HARP HILL	HALES RD	HEWLETT RD	
	LANE A1	LANE A2	LANE 1	LANE 1	LANE D1	LANE D2		LANE A1	LANE A2	LANE 1	LANE 1	LANE D1	LANE D2
07:00	0	1	1	2	2	0	16:00	2	0	0	5	5	0
07:05	0	0	1	3	4	0	16:05	4	1	3	4	4	0
07:10	3	1	2	4	1	0	16:10	17	2	7	3	10	2
07:15	3	1	1	0	2	0	16:15	5	2	3	6	10	4
07:20	1	2	1	5	4	0	16:20	0	4	3	5	8	6
07:25	3	1	1	2	3	0	16:25	6	1	3	4	6	6
07:30	8	3	2	6	4	0	16:30	4	1	4	5	6	5
07:35	6	4	2	5	3	0	16:35	5	1	5	3	4	0
07:40	15	2	1	5	5	3	16:40	4	2	3	5	7	3
07:45	8	3	2	3	10	0	16:45	5	2	6	5	5	8
07:50	11	3	4	5	6	0	16:50	6	1	2	6	6	7
07:55	12	4	5	4	8	1	16:55	4	4	5	6	8	6
08:00	16	4	11	4	3	0	17:00	5	2	10	4	3	4
08:05	12	4	4	5	3	4	17:05	8	3	3	4	3	3
08:10	12	4	13	5	4	3	17:10	4	3	5	6	13	5
08:15	13	3	7	5	4	3	17:15	5	5	10	6	11	6
08:20	16	3	5	5	3	5	17:20	3	4	4	3	9	6
08:25	9	4	14	5	6	3	17:25	6	3	5	4	9	9
08:30	9	2	7	5	6	4	17:30	4	2	3	5	8	4
08:35	4	2	6	5	3	2	17:35	12	2	5	5	5	7
08:40	5	3	4	5	4	1	17:40	0	3	7	6	5	6
08:45	9	4	6	3	3	2	17:45	11	4	3	5	10	8
08:50	10	2	4	3	4	5	17:50	17	4	3	6	5	8
08:55	13	3	10	3	1	0	17:55	6	4	6	6	6	6
09:00	4	2	6	5	3	2	18:00	5	4	3	5	5	3
09:05	2	2	4	4	1	0	18:05	9	3	3	4	6	4
09:10	2	2	4	3	3	2	18:10	11	1	4	6	5	6
09:15	0	3	1	1	3	0	18:15	5	1	2	3	6	6
09:20	10	1	2	5	2	3	18:20	10	0	3	3	4	7
09:25	3	2	3	2	3	3	18:25	7	2	2	2	3	0
09:30	0	3	3	3	2	0	18:30	3	1	3	3	6	1
09:35	12	0	5	2	0	2	18:35	3	3	6	4	4	2
09:40	2	0	1	2	2	0	18:40	2	2	2	4	5	0
09:45	8	3	2	2	1	2	18:45	7	0	2	5	5	6
09:50	8	2	2	3	4	2	18:50	2	2	1	2	3	0
09:55	2	1	1	4	4	2	18:55	3	1	1	6	2	0