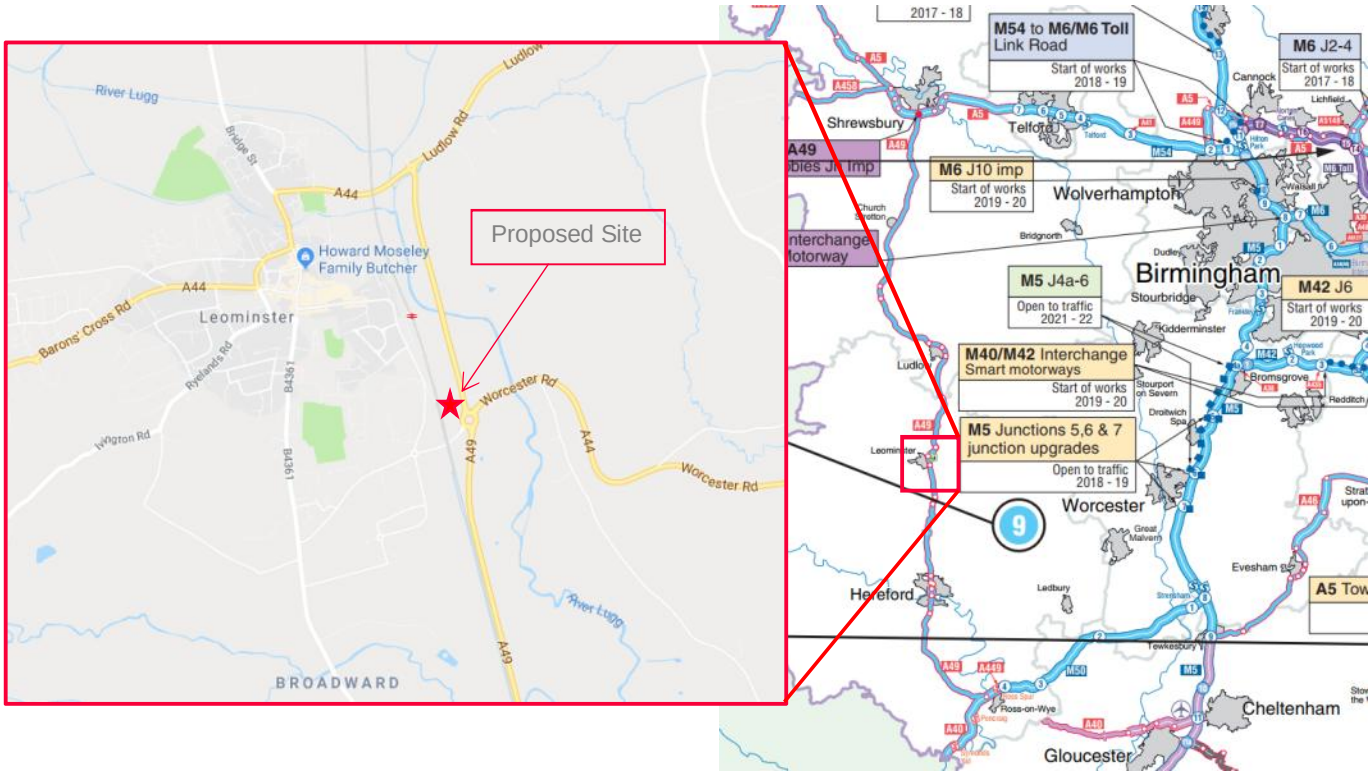
Proposed Travellers Temporary Stopping Site, A49 Leominster

Balfour Beatty Living Places

Contents

1.0 Background

Herefordshire Council are producing a Travellers Sites Development Plan document to identify and provide for the future demands for Traveller provision within the County. The document proposes that a site is allocated to the west of the A49, northwest of the A44/Southern Avenue (Worcester Road) roundabout for a temporary stopping site with capacity for 10 traveller pitches.



Strategic Road Network Extract and Site Location

Highways England (HE) are responsible for operating, maintaining and improving England's motorways and major A roads and as such have a statutory duty to maintain the safe use and operation of the network. As the A49 is part of the Strategic Road Network, they are a consultee in relation to any proposal that may impact upon the road's operation.

Through pre-planning discussions HE requested that a Safety Risk Assessment was required. Guidance for such an assessment is contained in the Design Manual for Roads and Bridges, Vol 0, Sec 2, Part 3 – GD 04/12.

Balfour Beatty Living Places (BBLP) on behalf of Herefordshire Council submitted a Scoping Study to outline the proposed methodology to be followed in preparing this Risk Assessment. This was agreed as appropriate by HE's advised by AECOM/Systra/Kier in their Technical Note dated 16/01/18 (**Appendix A**). In accordance with the DMRB Guidance the stages of assessment are as follows:

GD 04/12 Figure 2: Safety Risk Management Process

After receiving comments, an updated risk assessment was issued to HE in March 2018. This formed part of the submission of evidence to a Planning Hearing held on 23rd May 2018. This report reflects further points raised by Highways England subsequent to the March report, and observations of the Planning Inspector dated 24/05/18.

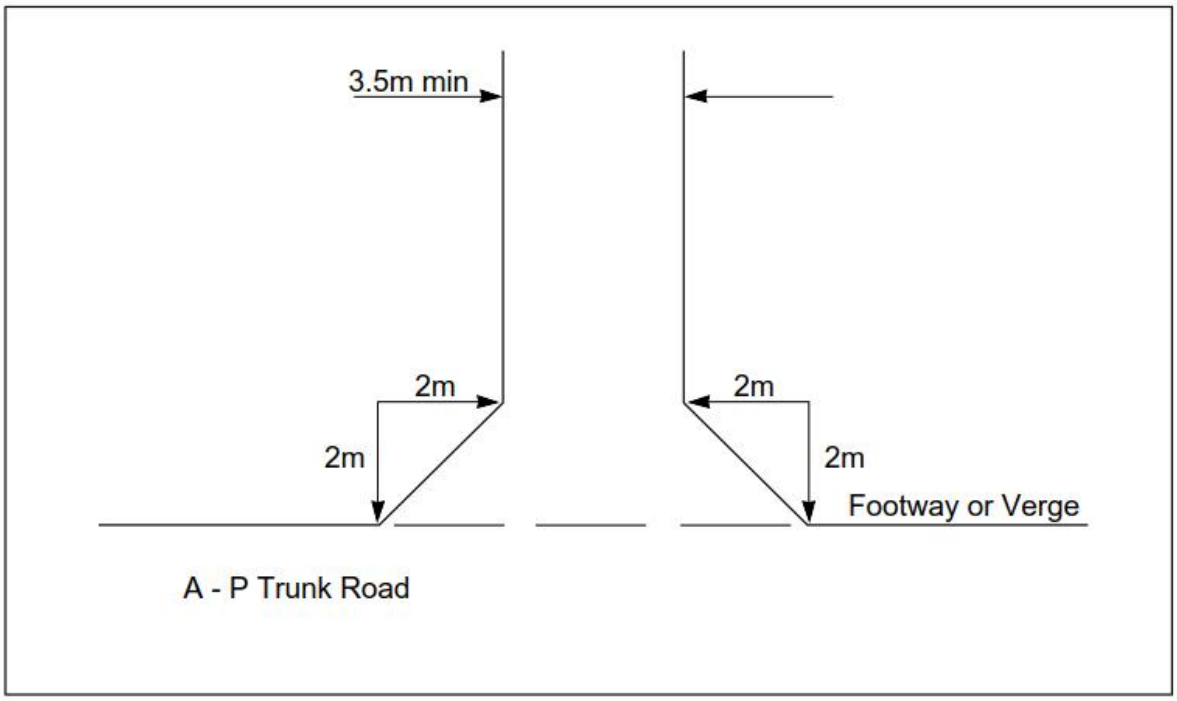
2.0 Stage 1: Determining the Scope

Location and Access

At this time the scheme is in its infancy in so far as it relates to the concept of the land use and detailed site design is to follow if it is allocated. It is expected that the findings of this risk assessment will inform subsequent planning and design decisions. This will include incorporating any requirements arising from the consultations held to date, appropriate to the scale and nature of the proposed use.

The site is accessed directly from the A49 Leominster Bypass, some 75m north of the A44 Worcester Road roundabout. The A49 is a single carriageway, All Purpose Trunk Road, with a national derestricted speed limit (60mph). It is 7.3m in width (S2) between the roundabout and field access, widening to include a 1m wide hard strip north of the toucan crossing. Based on junction types contained in TD 41/95 (Vehicular Access to All-Purpose Trunk Roads) the existing access does not fit any of the prescribed layouts, and is felt to be best described as a Field Access (Layout 1).

Layout 1 - Field Access
(Use by Large Vehicles)



Appendix C includes the extent of the adoption, ie the Highway Maintainable at Public Expense (Figure C1). Control is split between two parties, Herefordshire Council as the local Highway Authority have control of the cycleway to the north of the site boundary, whilst the A49 is under the management of Highways England. There are some anomalies, but these in part can be explained by the extent of land ownership (Figure C2) and the transfer of land as the road in conjunction with the Southern Avenue bridge construction.

The Proposal

The scheme is envisaged to provide a temporary stopping site with a maximum permitted stay of 14 days. A total of ten pitches for travellers are proposed. The nature of the expected demand is such that the site, whilst available 365 days a year, would not be fully occupied or used to this extent. The use is expected to reflect seasonal demands and the lifestyle of future users.

As there are no existing sites of this nature in the county, consideration as to the scale of demand has been gauged from consultation with Herefordshire Council's Travellers Team and records of illegal encampments. This is considered to be a reasonable and robust assumption.

- Groups of travellers will move onto the site as and when required and for varying lengths of stay but these will not exceed 14 days.
- The site is most likely to be used during the spring and summer months between April and September.
- During this period it is anticipated that on average there may be 2 -3 stays per month per pitch. Outside these months an average of one stay per month is considered reasonable although there may be no occupants at all through the winter months.
- It is anticipated that once caravans are towed on to the site that they will be unhitched and will only be moved when the occupants leave the site. However whilst the site is occupied it is anticipated that some of the occupants of the site may go off site and return 3-4 times a day.

Assessment of other permanent travellers sites using TRICS data and direct surveys indicate that a typical site would experience an average of 9 movements per day per pitch and hence supports the assumption on daily demand. These values are used later in the report to determine risk levels.

Reference	Location	Pitches	Residents	Survey Date	Type
HC-16-A-01	Hartfordbridge	20	82	05/01/89	Permanent
SC-16-A-01	Leatherhead	10	Not stated	04/02/10	Static
-	Pembrokeshire	21	51	13/06/17	Not known

Surveys of Gypsy Traveller Sites

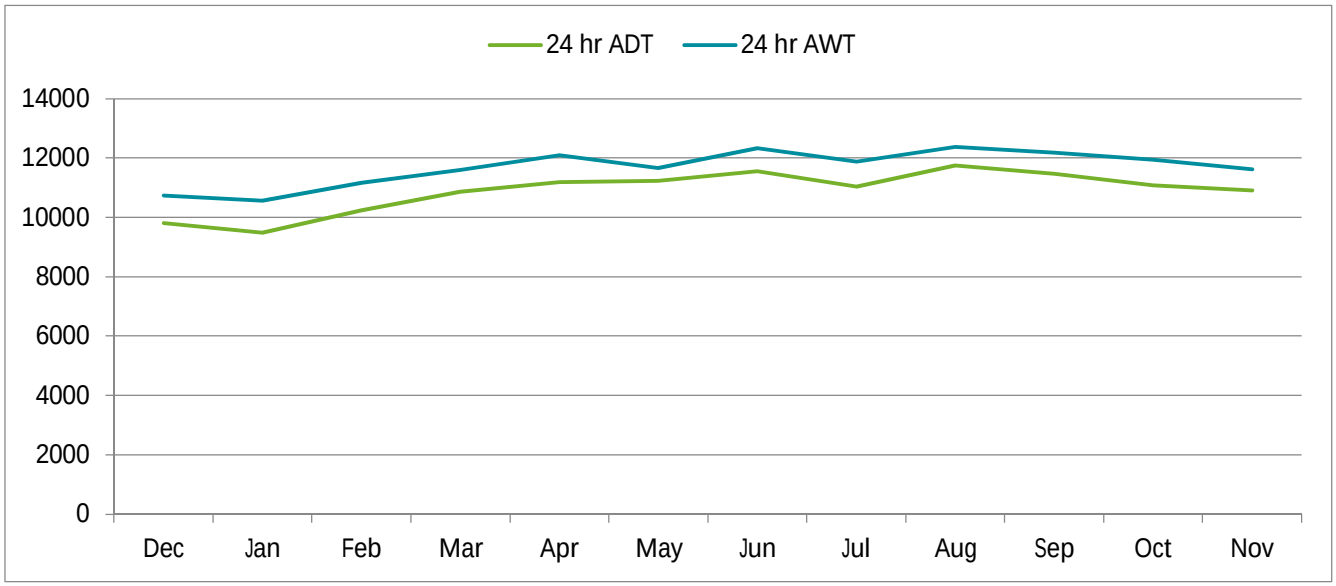
	Time	Location	Arrivals	Departures	Total (2 Way)
AM Peak	08:00-09:00	Hartfordbridge	0.15	0.2	0.35
	08:00-09:00	Leatherhead	**0.5**	**0.8**	**1.3**
	07:45-08:45	Pembrokeshire	0.4	0.7	1.1
PM Peak	17:00-18:00	Hartfordbridge	0.3	0.4	0.7
	17:00-18:00	Leatherhead	0.3	0.1	0.4
	16:45-17:45	Pembrokeshire	**1.4**	**0.9**	**2.3**
Full Survey	07:00-19:00	Hartfordbridge	**4.55**	**4.7**	**9.25**
	07:00-18:00	Leatherhead	4.6	4.6	9.2
	07:00-19:00	Pembrokeshire	4.33	4.76	9.10

Gypsy Traveller Site Traffic Generation – Trip Rates per Pitch

Baseline Conditions

To establish the current conditions and determine future changes that may arise and increase the potential for risk, traffic survey data and Personal Injury Accident data has been examined. Based on the nature of the proposal a study area has been agreed to encompass the A49 to the east of Leominster known as the Leominster Bypass.

A 12 hour junction count was undertaken to determine the pattern and scale of movements, along with the traffic composition. Due to the timetable for planning consideration the survey was undertaken on Thursday 11th January 2018. This is not considered a neutral month and as the chart below shows, traffic flows in January are 9.5% below the Annual Average Weekday Daily Traffic (AWT) flow. As this is the case a correction factor has been applied to scale the recorded traffic to represent the annual average. It should be noted that the current site is presently accessed on an irregular basis by agricultural traffic. It is estimated that this is no more than 20 times a year based on the current land use. The site can however be used more intensively under its permitted uses.



Monthly Variation on Average Traffic Flow (ADT- 7 day average, AWT – 5 day Average)

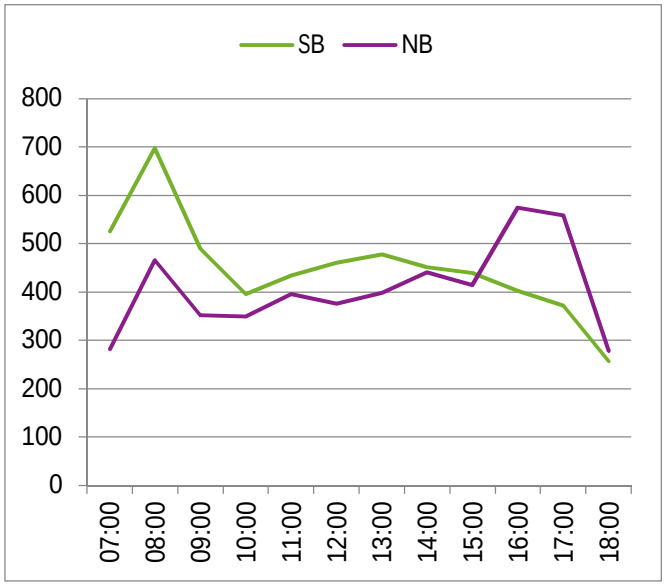
Month	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Monthly ADT	9801	9476	10247	10859	11188	11225	11545	11027	11740	11466	11086	10903
24 hr ADT	-9.9%	-12.9%	-5.8%	-0.2%	2.8%	3.2%	6.1%	1.3%	7.9%	5.4%	1.9%	0.2%
24 hr AWT	-8.2%	-9.5%	-4.3%	-0.8%	3.6%	-0.1%	5.6%	1.7%	6.0%	4.2%	2.2%	-0.5%

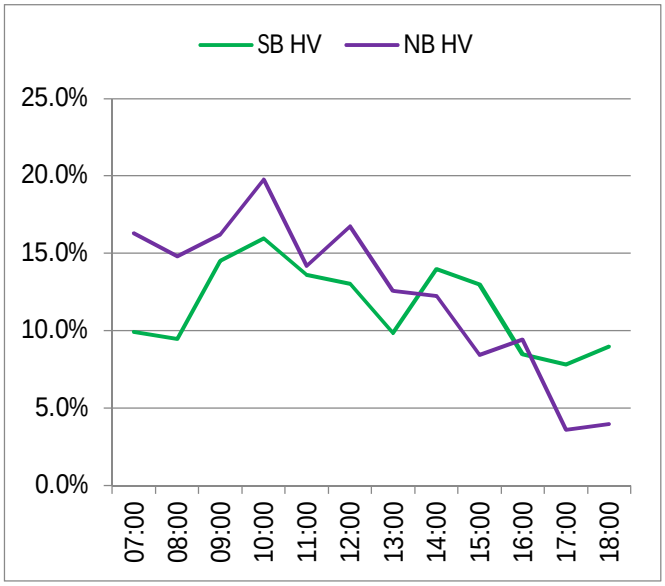
Monthly Variation on Average Daily Traffic Flow

On the day of the survey whilst there was a pronounced AM and PM peak period for northbound vehicles, southbound there was no PM peak. Traffic flows were shown to contain a high proportion of Heavy Good Vehicles in both directions.

	Peak	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	%HV
Northbound	08:00	306	90	29	37	3	1	0	466	14.8%
	16:00	453	67	21	33	0	0	0	574	9.4%
Southbound	08:00	549	81	36	27	3	0	1	697	9.5%
	16:00	289	78	7	25	2	1	0	402	8.5%

Peak Hour Flow and Vehicle Composition





Hourly Flow Variation All Vehicles *Hourly Flow Variation Heavy Vehicle Percentage*

A49 Leominster Bypass

Personal Injury Data

In the 5 year period from 1/12/12 till 30/11/17 there was a total of five slight injury collisions reported that gave rise to 5 slight casualties. Three of the incidents occurred at the southern roundabout (Worcester Road), and two at the northern roundabout (OK Diner). All five collisions were attributed to driver error/poor manoeuvre. Full details are included in **Appendix B**. It should be noted all these incidents occurred within a 9 month period between August 2014 and May 2015.

	2013	2014	2015	2016	2017
Slight Collision	0	3	2	0	0

A49/A44 Bromyard Road/Southern Avenue Roundabout

- Driver on entering the roundabout from Leominster intending to travel northbound, veered off the carriageway with no external factors.
- Driver on entering the roundabout travelling southbound veered off the carriageway with no external factors.
- Driver on exiting the roundabout travelling northbound, driver believed they clipped the central reserve island, and in taking evasive action swerved off the carriageway.

A49/A44 Ludlow Road/Eaton Roundabout

- Driver on entering the roundabout lost control and in over correcting veered off the carriageway with no external factors.
- Driver proceeded to drive forward when in queuing traffic to enter the roundabout, but vehicle ahead had not moved off (rear shunt).

Based on the length of road and annual traffic volume within the 5 year period there has been an average of 1 casualty per annum. The bypass length (1.3km) and the AADT (10,977) give rise to a total of 5,200,000 vehicle kilometres per annum. The A49 bypass is therefore seen as having a good collision rate compared to the RCGB average of one slight collision every 2,500,000 million kilometres.

Identified Populations

As part of the Scope it is necessary to identify the Populations at Risk. In accordance with the Guidance Document, Table 1, four possible populations have been identified.

Group	Description	Identified Populations
Pop 1	Direct Workers	· HE Staff
Pop 2	Contractual workers	· Kier Managing Agent, Area 9
Pop 3	SRN Road users	· Passing motorised traffic · Police and emergency services · Cyclists & pedestrians using adjacent crossing · Future visitors/travellers' to the proposed site
Pop 4	Third parties	· Herefordshire Council – site owner and future operator of the proposed travellers' site.

Table 1: Populations at Risk

3.0 Stage2: Identify the Hazards

Stage 2 of the Risk Assessment is to identify the associated Hazards. Those identified are listed as follows and their likelihood of their impact upon each of the identified populations noted. Each of the risks is further explored in turn.

	HE Staff	Kier Managing Agent, Area 9	Passing motorised traffic	Police/emergency services	NMUs	Visitors/ travellers' to the site	Herefordshire Council
Increased localized movements impacting traffic flow close to the roundabout	ü	ü	ü	ü	ü		
Safe access and egress to the site			ü	ü	ü	ü	ü
Safe use of the crossing	ü	ü	ü	ü	ü	ü	ü
Vulnerable users next to SRN (eg children at the site)	ü	ü	ü		ü	ü	
Potential for animals to stray onto SRN eg horses/dogs	ü	ü	ü	ü	ü	ü	ü
Distraction of site use to users			ü		ü		

Increased localized movements impacting traffic flow close to the roundabout

At present movements are infrequent based on the site not being actively in use for agriculture or any other related purpose. Based on the expected use outlined above, the table below provides an expected occupancy and associated daily movements. This is presented as a proportion of the existing traffic flow on the A49 Leominster Bypass. This shows an increase of less than 0.6%. The increase in localised flow is not considered lead to any increased risk of collision and is indicative of local daily variations.

Month	Days occupied	Pitches Occupied	Equivalent Daily Movements	%age increase
Jan	5	6	8.7	0.09%
Feb	5	6	9.6	0.09%
Mar	10	8	23.2	0.21%
Apr	15	8	36.0	0.32%
May	22	9	57.5	0.51%
Jun	25	9	67.5	0.58%
Jul	25	9	65.3	0.59%
Aug	25	9	65.3	0.56%
Sep	15	8	36.0	0.31%
Oct	10	7	20.3	0.18%
Nov	5	6	9.0	0.08%
Dec	5	6	8.7	0.08%

Monthly estimate of Site Use

Safe access and egress to the site

The existing site access is agricultural in nature, but benefits from a wide entry (9m), and a long set back from the road that would allow vehicles room to pull off the carriageway (40m). The location of the access is in close proximity to the crossing (15m to the north) and this is addressed below.

Existing Site Access

Change in Flow

The preceding paragraphs indicated the likely increase in localised movements that the site could attract (two way movements). Of these caravan movements on and off the site represent the greatest risk due to the larger and slower moving nature of these vehicles. The volume of movements is shown to be extremely low and not to give rise to undue additional risks. What has been considered a risk is the nature of the vehicle type and the necessary braking required entering the site and consequential impact on following vehicles. This is explored in further detail below.

Month	No of Stays	Monthly Caravan Movements	%age of Average Monthly Flow
Jan	1	6	0.0020%
Feb	1	6	0.0021%
Mar	2	16	0.0048%
Apr	3	24	0.0072%
May	3	27	0.0078%
Jun	3	27	0.0078%
Jul	3	27	0.0079%
Aug	3	27	0.0074%
Sep	2	16	0.0047%
Oct	2	14	0.0041%
Nov	1	6	0.0018%
Dec	1	6	0.0020%

Monthly estimate of Caravan Movements

Visibility Splay

As evidenced from visiting the site at different times of year, verge-side growth can also impact visibility from the site. A regular schedule of cutting would manage this risk and should be in place as a matter of course. At present there is no active management as the site is not trafficked on a regular basis and hence no demand. Some alternative species planting could also aid in reducing the height of any growth. The growth within the visibility splay would need to be managed to ensure it does not become an impediment to vehicles emerging from the site. It would also appear that the earth bank could benefit from localised remodelling to increase the visibility of crossing users to any waiting vehicles.

Visibility to the left (Winter above, summer below)

Visibility to the right

TD 41/95 Outlines the following criteria for assessing visibility.

2.21 Normally, an "X" distance of 4.5m shall be provided for a direct access where use in the design year is forecast not to exceed 500 AADT. The choice of setback distance is related to the forecast traffic using the access. For lightly used accesses, for example those serving a single dwelling or a small cul-de-sac of a half a dozen dwellings, the set back "X" may be reduced to 2.4m. The 2.4m set back relates to normally only one vehicle wishing to join the trunk road at one time. The 4.5m covers the situation where two light vehicles may want to accept the same gap in the trunk road traffic. Where in the case of lightly used accesses the site conditions are particularly difficult, then the set back "X" may be reduced to 2.0m as a Relaxation.

The proposed use will be well below the 500 AADT threshold, and coupled with the part time use, the access demands are more akin to a small cul-de-sac. In the context of the land use, 2.4m is therefore seen as an acceptable X distance to adopt.

Visibility Splay to the Left

Drawing MN0130-003 (**Appendix C**) shows the present visibility that is achieved. The drawing indicates that alongside on site observation, there is the potential for the existing mileage sign to limit the visibility to the left. Measured to the nearside kerb, a Y distance of 206m is shown to be achievable. It is noted that this is to the nearside kerb where traffic is not travelling towards any vehicle pulling out. If the Y distance were to be measured a conservative 1m into the carriageway (this would allow for any overtaking vehicles to be seen) then the Y distance achievable increases to 236m. This compares favourably to the 215m required by the standard. Alternatively, with the low volume of use, if the X distance were to be measured from 2.0m, the sign would not interfere with the required 215m splay. Further consideration of this risk is contained in Stage 6.

Existing Distance Sign North of the Site

Visibility Splay to the right

To assess the visibility to the right, a different set of criteria are felt to apply based on the proximity to the roundabout. In line with TD 16/07, Geometric Design of Roundabouts, circulatory visibility should be for the size of junction 50m. This applies to the vehicle crosses the ICD at which the standards contained in TD 9/93 apply. The planting and landscaping around the proximity of the roundabout help to reduce traffic speeds to allow for vehicles to respond to other drivers entering, leaving and circulating the junction.

If the TD9/93 standard was applied to the proposed access point (215m), this vegetation would be cleared and increase the risk of faster moving vehicles encouraged by the clearer field of view, to the detriment of driver safety.

In practical terms the visibility from the junction should accord with vehicle speeds, and the exit speed from the roundabout is in the region of 30-40mph. In this context the necessary visibility splay would be 90m (TD 9/93, 60KPH) or 56m (Manual for Streets, 60kph). These are shown on the plan included in Appendix C. As the visibility splay of 56m aligns with the point of exiting the roundabout, and crosses land within which vegetation can be maintained to an appropriate height, this is seen as a robust measurement in accordance with the spirit of Manual for Streets and the character of the roundabout and desirable circulating vehicle speeds.

Visibility exiting the roundabout (northbound direction)

Visibility of the Access

A last component is the visibility of the site access for vehicles to enter the site. Those using it as a transit site would be aware of the location, but vehicles might be caught unaware and make a late manoeuvre, or following drivers caught unawares by a vehicle braking to turn into the site.

Visibility of the access (northbound direction)

The change in use will be accompanied by other works which will give a hint to the site's presence. Advanced Directional Signage will also be recommended and subject to discussion with Highways England as to the appropriate nature and location. These could for the most part be facilitated through amendments to the existing signage. However some new signs may be warranted and this is included as a risk item.

Northbound Entry (braking manoeuvre)

TD 50/04 (The Geometric Layout of Signal Controlled Junctions and Signalised Roundabouts) para 6.6 states "*When signal-controlled pedestrian crossing facilities are incorporated on the exit arms, designers should ensure that adequate storage length is provided to avoid traffic queuing back onto the circulatory carriageway*." In relation to visibility, the TD states that stopping distances should be in accordance with TD9 and the appropriate design speed. The provision of the crossing therefore indicates due to the forward visibility afforded, a design speed exiting the roundabout of 60kph. This aligns with Highways England's observation that "*it is assumed that the crossing is in a place complaint with standards*".

Based on the site stopping distances the braking required to either stop for the crossing (be this behind another queuing vehicle, or as the first to the stop line) or to slow behind a turning vehicle are therefore seen as complimentary and do not give rise to additional conflicting risk.

Junction Form

The existing junction form is noted as not directly aligning with any of the access layouts contained within TD41/95. A Swept Path/Track Plot of a long towing vehicle is included in Appendix C and demonstrates that within the context of the existing tarmacked area vehicles can adequately turn into the site. If the site was to be developed some refinement of the access path would be beneficial to enhance junction visibility (see above) and to better accord with the standards established in TD41/95. This would involve negotiation with Highways England as the land is under mixed control and ownership.

Safe use of the crossing

The survey of the existing crossing indicated that it is infrequently used. The daily total indicates that 23 people used the facility on the day of the survey (note some of these may have crossed together and does not indicate that the crossing was called 23 times).

Hour:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Total
EB	0	1	1	0	3	0	0	0	4	0	0	3	12
WB	0	0	1	0	1	0	0	2	0	5	0	2	11

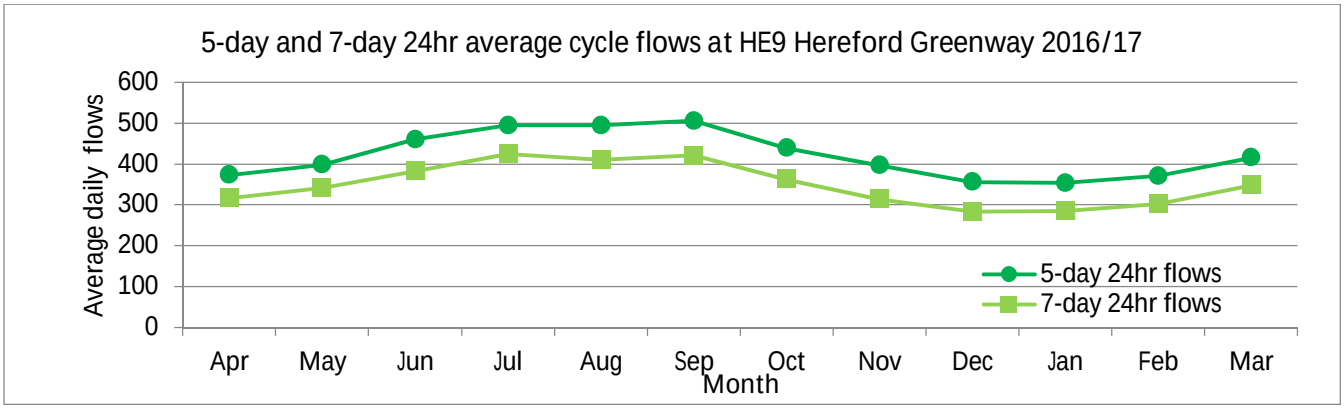
Pedestrians Crossing the A49

Pedestrian Crossing of the A49

It is acknowledged that higher use could be expected in warmer months of the year when active travel could be seen as more attractive. As a proxy the flows on the Greenway Cycle Route in Hereford are shown to demonstrate the seasonal shift and changes in cyclist numbers and that 20% fewer cyclists were recorded in January against the yearly average.

Year	2016									2017		
Month	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**
7-day 24hr flows	317	342	383	424	410	421	362	314	283	285	303	348
Variation on 16/17 Average	-9.3%	-2.1%	9.6%	21.4%	17.4%	20.5%	3.6%	-10.1%	-19.0%	-18.4%	-13.3%	-0.4%

7-day 24hr flows (2016/17)



It is considered that the highest risk to crossing users could be when vehicles are emerging from the site and are considering traffic as opposed to the risk of pedestrians crossing. Pedestrians from the site itself would be chiefly expected to be attracted towards the town centre and not make regular use of the crossing.

Overall based on the crossing demand and vehicle demand from the site, such movements arising at the same time are infrequent. Site users will still need to obey the Highway Code and take due regard to the crossing.

Vulnerable users next to SRN (eg children at the site)

At present the site is not occupied but the change of use would lead to an increase in resident population adjacent to the SRN. The site topography being lower than the surrounding ground would help dissuade children from wandering onto the road. The site will need to be securely fenced to ensure appropriate privacy and security for occupants.

Potential for animals to stray onto SRN eg horses/dogs

As above the site's topography would help dissuade animals wandering onto the road. The site will need to be securely fenced to ensure appropriate privacy and security for occupants. It will be necessary for

occupants to safely secure animals which would be particularly expected with regard to horses which are a valuable asset for Travellers.

Distraction of site use to users

The site is sheltered from passing views by existing established vegetation to the boundary. The site is also lower than the adjoining roads and it is felt that few would know the nature of the activities occurring on site. This is therefore not considered a particular risk.

4.0 Stage 3: Criteria for the Populations

Stage 3 of the Guidance seeks to establish the safety risk on the population and the risk tolerance for each of the populations. In accordance with the HSEs TOR model the following thresholds are identified in terms of a fatality.

Group	Description	Unacceptable	Tolerable	Broadly Acceptable
Pop 1	Workers	Less than 1 in 1,000	Greater than 1 in 1,000	Greater than 1 in 1,000,000
Pop 2				
Pop 3	SRN Road users	Less than 1 in 10,000	Greater than 1 in 10,000	Greater than 1 in 1,000,000
Pop 4	Third parties			

5.0 Stage 4: Existing Risk Exposure

Based on the collision analysis undertaken in Stage 1, the current risk of a **slight** collision is 1 in 4,000,000 (5 collisions / 365*10,977 AADT in 5 years). This is therefore much better than the broadly acceptable rate for a fatality of 1 in a million.

Systra commented that the existing risk exposure should be calculated as follows

$$\text{Equivalent Fatal and Weighted Injuries Risk Fraction per year} = \frac{1}{(((k+(l/10) + (m/100))/b)/n)}$$

b = collision data collection period (in years) = 5
k = number of fatal casualties = Nil
l = number of serious casualties = Nil
m = number of slight casualties = 5
n = 2-way AADT traffic flow = 10,880

This is therefore 1 in 1,088,025 ie broadly acceptable.

6.0 Stage 5: Safety Risk Analysis, Assessment and Evaluation

In accordance with the HSE's TOR model risks are expressed as being Broadly acceptable, Tolerable or Unacceptable. Each of the risks against the identified populations is summarised as follows, using a RAG colour coding (Red Unacceptable, Amber Tolerable, Green Broadly acceptable). This is based on the assessment of the consequences of the risk and the likelihood of any injury occurring.

The risk of a collision is felt to be greatest if vehicles turning into/from the site. The frequency of movement is 1 in 13,500 vehicles for a caravan, which indicates a risk of collision of 1 in 54,000,000,000. This is infrequent and based on the number of vehicle movements, volume of trips on the A49 and gap acceptance/possibility of conflict is therefore extremely very low and there is no evidence to suggest that additional slight collisions would arise.

There is no readily available basis upon which to judge whether large vehicles would arrive at the site from the north of the south, but if the increase in movements were to result in one additional collision, the change in FWI would fall to one in 906,687. This would fall into the tolerable range. Mitigation is therefore warranted to ensure no increase in recorded collisions occurs (Stage 6).

	HE Staff	Kier Managing Agent, Area 9	Passing motorised traffic	Police/emergency services	NMUs	Visitors/travellers' to the site	Herefordshire Council
Increased localized movements impacting traffic flow close to the roundabout							
Safe access and egress to the site							
Visibility Left							
Visibility Right							
New Signage (visibility of the access)							
Safe use of the crossing							
Vulnerable users next to SRN							
Potential for animals to stray onto SRN							
Distraction of site use to users							

7.0 Stage 6: Risk Control Decisions

Based on the assessment, the primary risk to be addressed is the consequence of vehicles either blocking back across the crossing when turning right into the site, or the impact on visibility of the existing advanced directional sign some 75 metres north of the junction. There is adequate scope to increase the sign height to provide visibility underneath the sign to the left for exiting vehicles. This will require consideration of the sign foundations and their construction to meet appropriate standards and the agreement of Highways England but is not considered a barrier to the proposed development.

Alternatively as it is noted that the sign has been hit in its current location; this is most likely due to agricultural vehicles entering the field access immediately to the south of the sign location. If the sign were to be mounted 200mm further west, the visibility available would exceed 215m at the 2.4m set back distance.

From the picture of the reverse of the sign, it can be seen that there is opportunity to mount the sign further to the west on the existing posts. This will increase the visibility and would result in negligible changes to the loading of the existing posts and would also reduce the likelihood of the sign being impacted by agricultural vehicles entering the field access.

Alternatively the sign could be repositioned further north along the A49. This is within highway verge and in land under control of HE. To gain the required 215m visibility at 2.4m setback the sign would need to be moved north by less than 10m, so the adjustment to the mounting is seen as more pragmatic. .

As outlined above the site will need to be securely fenced to reduce the risk children or stray animals entering the highway, but this is not an unduly significant requirement and is appropriate for the development and will be allowed for within the planning and design. The fence line will consider any boundary and landscape issues to ensure it does not introduce any additional element of risk.
To assist turning manoeuvres it is suggested that larger vehicles are encouraged to enter only from the south (left turn in) thereby negating the risk of blocking back across the pedestrian crossing. This is suggested to be part of a voluntary traffic management plan (soft measure) and not require physical measures or a traffic regulation order to enforce. Such a measure can be added to the existing Advanced Directional Signage to advise those entering the site that this is the preferable means of access.

A permanent TRO could be used to regulate such a manoeuvre; however the enforcement might not be supported by the police. If physical measures to stop such a turn were used, this would have the potential to increase hazards to passing vehicles by the introduction of kerbing and thereby increasing the risk of an incident. It is for these reasons a voluntary agreement is proposed and is felt adequate against the backdrop of vehicle movements.

8.0 Stage 7: Documenting the Decision

The report has been prepared for consideration by Highways England operatives. The decision has to be considered in light of the decision making pyramid where schemes are classed as Type A, B or C as per the DMRB Guidance. In this instance the scheme is seen primarily Type A.

Features	Type A Specialist Technical/ Coordinator Roles	Type B Professional Safety Advisors	Type C Professional Roles
What is the size of the decision impact? (geographically and in impact terms; extent of the network, number of 'Users'/'Workers')	Local, low density	Local, high density or national, low density	National, high density
What are the cost implications of the decision for the Agency?	Low	Medium	High
What is the lifetime of the decision? (how long will the Agency be affected by the decision)	Rest of the day	Months to a few years	Decades
What is the level of safety risk or uncertainty associated with the decision?	Low	Medium	High
What is the policy or stakeholder interest level? (how sensitive is it?)	Low	Medium	High

Note: Stakeholder could be many bodies, e.g. user, worker, another road authority MP etc.

Table 2 – Characterising Decision Features

- Scheme size- local in nature (A).
- Cost implications – low to nil for Highways England (A)
- Decision lifetime – the site if permitted for this use would be for many years coming (C).
- Level of safety risk – shown to be low (A)
- Policy interest – perceived to be low due to the scale and intensity of use (A).

9.0 Stage 8 through 10

At this time the report is used to inform the consideration of the site's allocation for a Temporary Stopping site for Travellers. Stages 8 to 10 take the report forward through to the operator, updating the report in light of any proposals, and monitoring the situation after implementation.

These stages will be for the future implementation of any works on site if the proposal is approved and construction is undertaken.

10.0 Conclusions

In support of Herefordshire Council's proposed Travellers Sites Development Plan Document, Highways England requested a risk assessment in accordance with GD 04/12.

The risk assessment considers the safety consequences on the Strategic Highway Network (A49 Leominster Bypass) of the proposal and the impact on workers, road users and third parties.

Six primary hazards have been identified and due to the low volume of movements and incidental use of the site, no risk of a fatality at a rate greater than 1 in a million has been identified making the site proposal broadly acceptable.

Some works will be necessary to enhance the site's safety and further reduce risk namely:

- Consideration of the existing directional sign north of the site access and signage for the site to raise driver awareness;
- Site fencing;
- Management of kerbside vegetation; and
- A traffic management plan to reduce the number of turning movements into the site across other traffic streams.

APPENDIX A:

CONSULTATION

HEREFORDSHIRE COUNCIL
Examination of Travellers Sites Development Plan Document

Inspector: David Smith BA(Hons) DMS MRTPI

Programme Officer: Tracy Pearson

Tel: 07792 880908
Email: Programme.Officer@herefordshire.gov.uk
Address: c/o Plough Lane Offices, Hereford, HR4 0LE
Webpage: Travellers' Sites Document examination

INSPECTOR'S CLOSING COMMENTS

1. This note sets out the main matters that I covered in my closing comments at the hearing. The purpose of them was to give some indication of the next steps in the process and the likely timescales and an opportunity to deal with any procedural questions that the Council may have had. Nothing should be taken as pre-judging the contents of the final report which will take into account all relevant matters and representations.

2. There are various strands that can proceed concurrently during this part of the examination.

3. Firstly, the Council and its consultants undertook to respond to the Outstanding Matters raised by Highways England in Annex 1 to its letter of 21 May 2018 (PS12). This is concerned with access arrangements for proposed allocation TS3 – temporary stopping place at Leominster. Some further informal dialogue is also likely to be required with Highways England to ensure their concerns are fully understood. In addition, the Council undertook to give further consideration to matters I raised regarding visibility to the south and potential conflict with traffic leaving the roundabout. It is expected that an updated risk assessment to PS8 should be completed by Friday 1 June and forwarded to Highways England for further comment. In turn, these should be made within 40 working days. The Council should keep me informed of progress in this regard and publish any further documents on the webpage.

4. At the same time I will need to give further consideration to the points that emerged during the discussion relating to the scope and purpose of the plan, whether the assessment of need for traveller pitches is justified and whether future supply would be adequate. These substantive points may require my input at this stage to indicate whether there is potential unsoundness, to suggest any revisions that might ensure soundness or to identify any further work that is required to this end. This advice will give the Council an opportunity to consider what further changes, if any, should be put forward and is intended to be helpful. However, it is ultimately for the Council to decide if it wishes to take any further action and to review the available alternatives. This advice to the Council should be completed by **Friday 15 June**. This letter will be publicly available and published in the normal way.

5. The Council has prepared schedules of proposed minor changes as A17 and PS9. Further matters were identified during the hearing which the Council

will give further consideration to. As part of this process the Council will need to distinguish between Main and Additional Modifications. Additional Modifications are those that (taken together) do not materially affect the policies of the Plan and Main Modifications can be taken to be those that do materially affect the policies. They will therefore generally comprise any changes to the policies themselves or to the supporting text which has a significant bearing on the interpretation of that policy. In due course any proposed Main Modifications to the Plan would need to be the subject of consultation for a minimum of 6 weeks.

6. However, whilst the Council could progress this schedule now, my advice is that this is deferred until after my letter referred to in paragraph 4 has been received. At that stage, if necessary, I will give further guidance about progressing proposed Main Modifications.

7. More generally my report will only be finalised after I have given consideration to any responses to any Main Modification consultation. At the moment it is difficult to be definite about when this will be produced but I expect it would be about 6-8 weeks after the close of the consultation period. A firmer date will be given nearer the time.

8. To conclude can I thank the Council and others who attended for their verbal and written contributions to the examination. Also to record my personal appreciation for the very efficient work that Tracy Pearson has done as Programme Officer.

David Smith

INSPECTOR

24 May 2018

Tracy Pearson
Programme Officer
C/O Herefordshire Council
Plough Lane
Hereford
HR4 0LE
Via Email: programme.officer@herefordshire.gov.uk

Heather Wilcox
Asset Manager
Operations Directorate

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Birmingham
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FAO Mr David Smith – Planning Inspector

21 May 2018

Dear Sir,

Town and Country Planning (Local Planning) (England) Regulations 2012, Regulation 24, Examination of Travellers' Sites Development Plan Document,

Proposed allocation of site to the west of the A49/A44 Worcester Road Roundabout, Leominster, Herefordshire

We have been notified by Herefordshire Council of the above referenced Examination in Public (EiP); please consider this to be Highways England's representation.

Highways England is responsible for the operation and maintenance of the strategic road network (SRN) in England. The network includes all major motorways and trunk roads. The SRN in the vicinity of the proposed site allocation is the A49 trunk road.

Background

Herefordshire Council has consulted Highways England in three consultations leading up to the current EiP:

- Issues and Options – Aug/Oct 2014
- Preferred Options – July/Sept 2016
- Pre-Submission Draft – Nov 2017

Highways England has provided advice on those sites in the vicinity of the A49/A44 Worcester Road Roundabout at Leominster that Herefordshire Council were considering for the purpose of a Transit Travellers Site. Following wider technical assessment on all of the sites, Herefordshire Council identified that their preferred option, in this locality, was the site to the west of the A49/A44 Worcester Road Roundabout.

Site Context

The eastern boundary of the site lies immediately adjacent to the A49 trunk road boundary with its existing point of access being located on the A49, 50 metres to the north of the A49 / Worcester Road roundabout and 15 metres to the south of an existing Toucan crossing point. The A49 is subject to a 60mph speed limit at this location. It is agreed that the existing access is agricultural in nature but benefits from a wide entry, and a long set back from the road that would allow vehicles room to pull off the carriageway.

Current Position

At this stage of the DPD process we can confirm:

1. That in our view the plan has been prepared in accordance with the relevant regulations; and
2. That the allocation of this specific site by the Council was an appropriate policy choice for the Council to have made based on the evidence available at the time of the plan's development.

Highways England has consistently expressed safety risk concerns, discussion of which is fully set out in the annex to this letter, about the use of the site to the west of the A49/A44 Worcester Road Roundabout with the current proposed access arrangements.

Highways England requested that to assist in the evaluation of the potential for the site in coming forward, that a Safety Risk Assessment be undertaken to consider the suitability for the existing point of access to the site which presently comprises a field access onto the A49. Guidance for such an assessment is contained in the Design Manual for Roads and Bridges (DMRB) Vol 0, Sec 2, Part 3 – GD 04/12. The detail of this assessment, its interim findings and subsequent further assessments is summarised in the annex.

Next Steps

At this stage, Highways England cannot fully conclude that the proposed allocation of land west of the A49/A44 Worcester Road Roundabout with the currently proposed access arrangements is achievable. Alternative access arrangements and the findings of the Safety Risk Assessment work currently underway may in due course negate this concern.

Constructive work has been undertaken by Herefordshire Council to determine the significance of the highways impacts and the potential scope of mitigation which could potentially make the development acceptable in planning terms through the planning application process.

Highways England will continue to work closely with Herefordshire Council to conclude the GD04/12 Safety Risk Assessment report for the site to the west of the A49/A44

Worcester Road Roundabout for use as a Transit Travellers Site. In the event, that this site is allocated then it could be expected that this work would inform any recommendation by Highways England in relation to any future planning application for this site.

We ask that you consider this late submission due to its direct relevance to your consideration of the DPD. Highways England intends to rely on these written submissions for the purpose of the Examination in Public and does not intend to participate in the hearing. Please do not hesitate to contact me if you require any more information or clarification.

Yours sincerely

Heather Wilcox
OD Midlands
Email: Heather.Wilcox@highwaysengland.co.uk

Cc: Angela Newey/Kevin Singleton – Herefordshire CC
James Carroll - Kier

Annex 1 – Safety Assessment

Balfour Beatty provided a Safety Risk Assessment Scoping Note for the proposed Travellers Site to Highways England on 12 December 2017 to address the requirements for a GD04/12 Safety Risk Assessment. Highways England responded to the scoping note and Balfour Beatty provided a full GD04/12 Safety Risk Assessment for review on 15 February 2018.

Site Context

The eastern boundary of the site lies immediately adjacent to the A49 trunk road boundary with its existing point of access being located on the A49, 50 metres to the north of the A49 / Worcester Road roundabout and 15 metres to the south of an existing Toucan crossing point. The A49 is subject to a 60mph speed limit at this location. It is agreed that the existing access is agricultural in nature but benefits from a wide entry, and a long set back from the road that would allow vehicles room to pull off the carriageway.

Conformity to Policy

The relevant starting point for the consideration of potential development impacts on the SRN is *DfT Circular 02/2013: Strategic road network and the delivery of sustainable development (**the Circular**)* this should be read in conjunction with: *The strategic road network: Planning for the future. A guide to working with Highways England on planning matters.*

This policy and guidance sets out that Highways England will engage with authorities in the preparation of development plans so that development "*is planned in a manner which will not compromise the fulfilment of the primary purpose of the SRN*" (paragraph 14 of the Circular).

In terms of any individual proposals this includes the consideration of whether proposals are likely to be capable of being accommodated within the affected link or junction. The principles related to any Environmental or Physical impacts of development on the SRN are further outline within the Circular.

Safety Risk Assessment

The GD04/12 Safety Risk Assessment methodology adopted is the standard for Safety Risk Assessment for the SRN and has been undertaken to assess risks associated with the proposed use of the site. Under the DMRB, this assessment is subject to a formal approval process by Highways England.

The assessment identifies potential hazards associated with the highway including the implications for different road users, particularly vulnerable users such as children at the site. The hazards identified within the assessment comprise:

- Increased localised movements impacting traffic flow close to the roundabout
- Safe access and egress to the site
- Safe use of the pedestrian crossing

- Vulnerable users next to SRN (eg children at the site)
- Potential for animals to stray onto SRN eg. horses/dogs
- Distraction of site use to road users

These risks have been considered in turn and a number of risks have been identified to require mitigation in order to address concerns arising from the assessment.

With regard to intensification of traffic from the site, the baseline traffic conditions and forecast traffic associated with the proposed use have been agreed and are recorded within the Safety Risk Assessment. The present traffic baseline estimates demonstrate that there is only infrequent use of the site access (no more than 20 times a year) however the proposed use, which may see up to 68 vehicles a day during summer months, is still a relatively low volume of traffic movements for a trunk road access.

The suitability of the existing access to accommodate the higher levels of traffic flow has been considered in accordance with DMRB TD 41/95, in particular this has considered the suitability of the identified setback and visibility requirements for the junction. This demonstrates that visibility from the access point is restricted by the location of an existing road sign on the A49. While it is anticipated that this sign would require relocation to enable the junction to operate safely, Highways England has in principle no objections to the relocation of the sign. This would however need to be considered fully as part of more detailed design measures at the appropriate point in time.

Matters of site fencing and security have been identified to be important to the protection of vulnerable users and prevention of animals straying onto the A49. The detail of these measures are agreed to be appropriate for consideration at the point any planning application is made but do not need to be considered at this time.

The assessment currently concludes that, following a quantification of any residual risks associated with collisions on the A49 that it will be necessary for minor improvements to be made to the A49 in mitigation. These are necessary to improve visibility of the access and should be accompanied by a Traffic Management Plan, intended to reduce the number of turning movements into the site. The proviso of adequate site fencing is also required, however no other measures of control have been identified as being necessary at this time.

Safety Risk Assessment – Outstanding Matters

The comments below are based on a review of the GD04/12 Safety Risk Assessment provided by Balfour Beatty on 15 February 2018. The comments from this review were provided to Balfour Beatty and Herefordshire Council on 16 May 2018. The purpose of providing these comments is to allow Herefordshire Council to further develop the GD04/12 Safety Risk Assessment and reconsider the conclusions, however it is understood that this can occur beyond the timescale for the Examination in Public (EiP).

Highways England's main concerns that have arisen from this review are related to safety, visibility and non-compliance with the Design Manual for Roads and Bridges (DMRB) TD 42/95 with regard to the existing local road joining the A49.

On the whole the assessment provided by Balfour Beatty, on behalf of the Herefordshire Council, does appear to be in in line with GD04/12 standards in terms of approach. However, three points were raised by an independent reviewer from Highways England's Safety & Engineering Standards (SES) Division.

The first issue is in regard to there being no clear reference to the speed limit. There is currently no speed limit signage along this section of the A49, but after further research the speed limit was found to be 60mph. It is considered that this should be made clearer within the report.

The second issue regards site access and egress. There is discussion of other X and Y distances for sightlines on minor to major junctions, with reference made in close alignment with the requirements of TD 42/95. However, it seems that some of the other relevant elements of the same standard have not been analysed in the same way, an example being when the report states that 'the site benefits from a wide entry…', with no further information provided to what that means and how it relates to TD42/95 standards, and any issues that may arise as a result. Justification of the decision to not alter the access must be given in accordance to DMRB TD 41/95 Paragraph 2.8 (Mandatory Section) New or Altered Direct Accesses:

"The geometric layout of new and altered direct vehicular accesses on to existing all-purpose trunk roads shall be determined in TD 9 (DMRB 6.1.1) and the size of vehicles using the access. The access shall be designed for the largest vehicle expected to use it. The selection access layout will be dependent upon carriageway widths, geometric constraints, local traffic flows, other site specific features, and environmental considerations."

Finally there is no information on the impact for those entering the site and other road users approaching from the roundabout in terms of visibility of the oncoming traffic and pedestrian crossing. It is assumed that the crossing is in a place compliant with standards, but the road and time to react to vehicles preparing to enter the site have been reduced. The correct Visibility distance is a mandatory requirement as set out in DMRB TD 9/93, both the forward and backwards visibility for a 60 mph carriageway should be 215m. Whilst Herefordshire are not altering visibility from the roundabout or intending to alter the existing field access, this point is important due to the intended change of use of the access and the consideration of the resultant design must align with DMRB TD 41/95 Paragraph 2.10 (Mandatory Section):

"Any application which results in a material increase in the volume of traffic or a material change in the type of traffic entering or leaving a trunk road shall be carefully considered. Generally, a material increase is considered to be if the turning traffic flows, as a result of the new development, would increase by 5% or more, although there may be cases when it is important to consider smaller increases. For England, this is discussed more fully in Annex B of Planning Policy Guidance Note 13 (1994), and for Wales in Appendix A of Planning Policy Guidance Note 13 (1988)."

Therefore further analysis of the issues stated above is required within the GD04/12 Safety Risk Assessment report, with reference made to the likelihood of vehicles reaching 60mph just after the roundabout, potential for conflict with slow moving vehicles wishing to enter the site etc. and a comparison made with the existing use of the field access in order to qualify/quantify the risk and the acceptability (or otherwise) of this proposed allocation.

Spatial Planning Framework Commission – Technical Note

Prepared by SYSTRA as named Sub-Consultant to AECOM under the Highways England 2016 SPA

Job No.	**GB01T17D46 67**						
Job Title	Proposed Travellers Temporary stopping Site, A49 Roundabout Leominster						
To	Patrick Thomas	**cc**					
Topic	Review of SRN Safety Risk Assessment						
Prepared	Nick Oram	**Date**	01/03/2018	**Checked**	Lee White	**Date**	01/03/2018
Approved	Lee White	**Date**	01/03/2018	**Verified**	Aoife O'Toole	**Date**	01/03/2018

INTRODUCTION

1. SYSTRA and Kier have been instructed by Highways England to review a Strategic Road Network (SRN) Safety Risk Assessment (SRA), prepared by Balfour Beatty, for a proposed Travellers Temporary Stopping Site near Leominster.

BACKGROUND

2. Further to feedback from Highways England in November 2017, Balfour Beatty provided a Safety Risk Assessment Scoping Note for the proposed Travellers Site to Highways England on 12 December 2017 to address the requirements for a GD 04/12 Safety Risk Assessment.

3. The scoping note was produced on behalf of Herefordshire Council as part of their Travellers Sites Development Plan which will, once adopted, form part of the Herefordshire Local Plan.

4. Highways England responded to the scoping note and Balfour Beatty provided a full SRA for review on 15 February 2018.

5. There is an identified need for a Temporary Stopping site within the County. The proposed site, located approximately 1 mile east of Leominster, adjacent to the A49/A44 Worcester Road Roundabout, has been identified for this purpose (10 pitches).

PROPOSED SRA STRUCTURE

6. Highways England are pleased that Balfour Beatty have referenced the Vol 0 Section 2 GD 04/12 Standard for Safety Risk Assessment on the Strategic Road Network as well as the DMRB guidance for the stages of assessment.

KIER COMMENTS

7. As Highways England's Area 9 Asset Support Contractor, Kier have provided the following comments with regard to the effects of the development:

The GD 04/12 Risk Assessment has been reviewed with the following comments.

P.2, 1.0 Background, final para. – the scoping report was approved by HE, advised by AECOM/SYSTRA/KIER in their Technical Note dated 16/01/18.

P. 5, 2.0, Stage 1: Determining the Scope – in establishing baseline conditions, there is no consideration given to the current use of the access in order to understand the potential increase in movement with the development and the effect this has upon risk (see comments below).

P.9, 3.0, Stage 2: Identifying the Risks, final para. – the report notes that visibility to the left is affected by the location of an existing site to the north of the site access; however the extent of impact is not quantified against DMRB requirements.

P.12, 5.0, Stage 4: Existing Risk Exposure – the basis of risk tolerance is determined by the likelihood of an Individual Safety Risk of Death in a given year as per the HSE TOR model. As such the personal injury collision data collected within the geographical extent of the risk assessment needs to be converted to the Equivalent Fatal and Weighted Injuries (FWI) Risk Fraction per year using the following equation:

Equivalent FWI Risk Fraction per year = 1/(((k + (l/10) + (m/100))/b)/n)

Where:

b = collision data collection period (in years)

k = number of fatal casualties

l = number of serious casualties

m = number of slight casualties

n = 2-way AADT traffic flow

Accordingly, the Equivalent FWI Risk Fraction per year from the information provided is 1 in 1,097,707 i.e. 'Broadly Acceptable' following the HSE TOR model.

P.12, 6.0 Stage 5: Safety Risk Analysis, Assessment and Evaluation – further to the above comments, the ratio of proposed to existing turning movements for the hazards identified (i.e. restricted visibility to the left of the access and large vehicles turning right into the site) needs to be determined and new risk exposures quantified and compared to the HSE TOR model. Is there an increase or decrease in the likelihood of an Individual Safety Risk of Death? Does the change in risk require mitigation measures to manage the risk level down as is reasonably required?

P.13, 7.0 Stage 6: Risk Control Measures, third para. – the proposed 'soft measure' to discourage large right turning vehicles into the site is unlikely to be adhered to and raises the issue of how the voluntary traffic management plan would be implemented and communicated to Travellers. If such a measure is required it would be better to secure a turning ban by means of a permanent traffic regulation order (PTRO) and appropriate signing, which would apparent to all users if approaching the site from the north.

P.13, 8.0 Stage 7: Documenting the Decision – the risk type has been determined as 'Type A' which appears appropriate in this case. With reference DMRB GD 04/12, acceptance of the Risk Assessment is required from a Specialist/Technical Coordinator Role within Highways England.

SUMMARY AND RECOMMENDATION

8. A Safety Risk Assessment (SRA) prepared by Balfour Beatty has been submitted to Highways England in respect of a proposed Travellers Temporary Stopping Site near Leominster.

9. The Safety Risk Assessment (SRA) has been reviewed with comments summarised below:

   i. In establishing baseline conditions, there is no consideration given to the current use of the access in order to understand the potential increase in movement with the development and the effect this has upon risk
   ii. The report notes that visibility to the left is affected by the location of an existing site to the north of the site access; however the extent of impact is not quantified against DMRB requirements.
   iii. The personal injury collision data collected within the geographical extent of the risk assessment needs to be converted to the Equivalent Fatal and Weighted Injuries (FWI) Risk Fraction per year.
   iv. The ratio of proposed to existing turning movements for the hazards identified (i.e. restricted visibility to the left of the access and large vehicles turning right into the site) needs to be determined and new risk exposures quantified and compared to the HSE TOR model.
   v. The proposed 'soft measure' to discourage large right turning vehicles into the site is unlikely to be adhered to and raises the issue of how the voluntary traffic management plan would be implemented and communicated to Travellers. If such a measure is required it would be better to secure a turning ban by means of a Permanent Traffic Regulation Order (PTRO) and appropriate signing, which would apparent to all users if approaching the site from the north.
   vi. With reference DMRB GD 04/12, acceptance of the Risk Assessment is required from a Specialist/Technical Coordinator Role within Highways England.

10. We therefore recommend that the above comments be addressed and the applicant continues to engage with Highways England as the proposals progress in order to avoid any undue delay in Highways England forming its position on a formal planning application.

APPENDIX B:

COLLISISON AND TRAFFIC DATA

Tracsis plc
Traffic and Data Services

Project Details
Site 1 Data

Site 1 - Worcester Road / A49 (S) / A49 (SSW) / Leominster Bypass
07:00 - 19:00

3406-MID A49 - Leominster
Junction Turning Count
11/01/2018

Site 1

Start/End Time
07:00 19:00

Origin Arm ALL

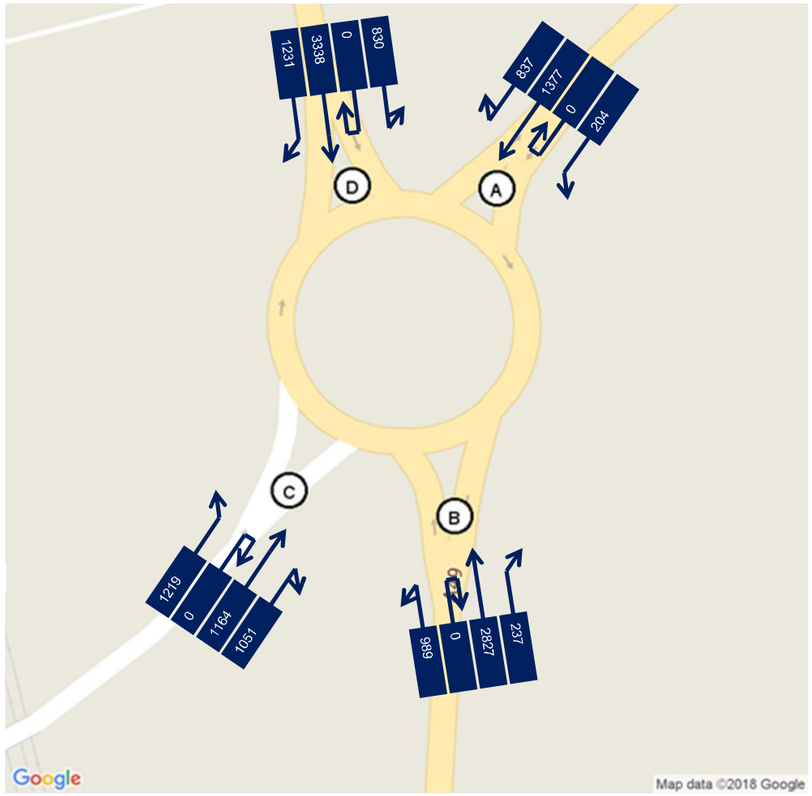
Dest Arm ALL

Class Selection
Car LGV OGV1
OGV2 PSV MC
PC

Vehicles
PCU
Values

Network Peak
AM IP PM ALL

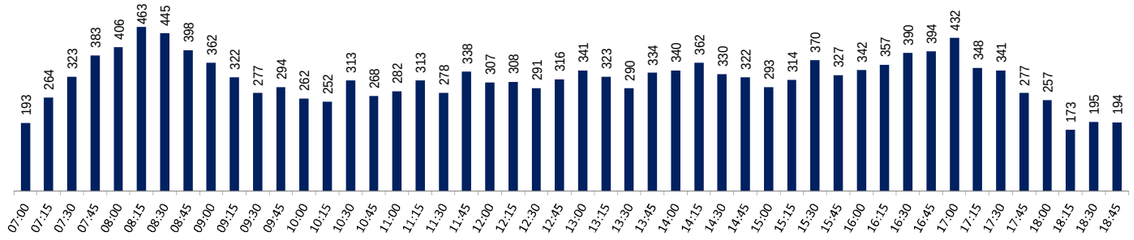
Display
Sites Show Flows
Overview



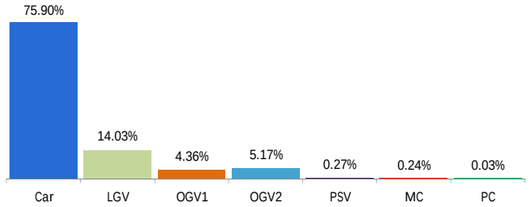
Arm

		Location	Observations
A	Worcester Road	52.22071	
B	A49 (S)	-2.72598	
C	A49 (SSW)		
D	Leominster Bypass		

Total Number of Vehicles per Interval



Percentage of Classed Vehicles



	A	B	C	D
A	0	204	1377	837
B	237	0	989	2827
C	1164	1051	0	1219
D	830	3338	1231	0

Tracsis plc
Traffic and Data Services

Return To Dashboard

Convert to PCU

3406-MID A49 - Leominster
Junction Turning Count
11/01/2018

Site 1 - Worcester Road / A49 (S) / A49 (SSW) / Leominster Bypass

Origin : Arm A Worcester Road

	Destination : Arm A Worcester Road								**Destination :** Arm B A49(S)								**Destination :** Arm C A49(SSW)								**Destination :** Arm D Leominster Bypass								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5	2	0	0	0	0	0	7	1	4	0	0	0	0	0	5	15
07:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	5	3	0	0	0	0	0	8	7	5	2	1	0	0	0	15	29
07:30	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	9	25	2	1	0	0	0	0	28	6	7	1	2	0	0	0	16	53
07:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	24	3	0	0	0	0	0	27	8	1	0	1	0	0	0	10	39
1 Hr	0	0	0	0	0	0	0	0	17	1	1	0	1	0	0	20	59	10	1	0	0	0	0	70	22	17	3	4	0	0	0	46	136
08:00	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	30	3	1	2	0	0	0	36	6	5	0	0	0	0	0	11	56
08:15	0	0	0	0	0	0	0	0	9	0	0	1	0	1	0	11	41	5	0	0	0	0	0	46	13	6	2	4	0	0	0	25	82
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	29	1	1	1	0	0	0	32	12	5	1	3	0	0	0	21	57
08:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	45	2	1	0	2	0	0	50	20	2	1	4	0	0	0	27	81
1 Hr	0	0	0	0	0	0	0	0	24	2	0	1	0	1	0	28	145	11	3	3	2	0	0	164	51	18	4	11	0	0	0	84	276
09:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	26	1	0	0	0	0	0	27	5	3	1	2	0	1	0	12	41
09:15	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5	34	4	1	0	0	0	0	39	8	4	2	4	0	0	0	18	62
09:30	0	0	0	0	0	0	0	0	6	0	1	1	1	0	0	9	20	5	1	0	0	0	0	26	5	1	1	2	0	1	0	10	45
09:45	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	20	2	0	0	0	0	0	22	12	4	1	2	0	0	0	19	45
1 Hr	0	0	0	0	0	0	0	0	13	0	5	1	1	0	0	20	100	12	2	0	0	0	0	114	30	12	5	10	0	2	0	59	193
10:00	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5	18	3	2	0	0	0	0	23	14	2	2	1	0	0	0	19	47
10:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	22	4	1	2	0	0	0	29	5	6	1	1	0	0	0	13	44
10:30	0	0	0	0	0	0	0	0	7	0	0	1	0	0	0	8	16	8	1	0	0	0	0	25	8	4	2	1	0	0	0	15	48
10:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	16	4	2	1	0	0	0	23	13	5	3	2	0	0	0	23	47
1 Hr	0	0	0	0	0	0	0	0	14	0	0	2	0	0	0	16	72	19	6	3	0	0	0	100	40	17	8	5	0	0	0	70	186
11:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	19	5	0	0	0	0	0	24	9	6	0	3	0	0	0	18	45
11:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	20	1	2	1	0	0	0	24	10	2	2	7	0	0	0	21	48
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	18	6	0	0	0	0	0	24	9	1	3	1	0	0	0	14	39
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	25	4	1	1	0	0	0	31	15	2	0	1	0	0	0	18	50
1 Hr	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	82	16	3	2	0	0	0	103	43	11	5	12	0	0	0	71	182
12:00	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	5	22	3	1	0	0	0	0	26	4	4	0	1	0	0	0	9	40
12:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	28	4	1	0	0	0	0	33	10	5	2	2	0	0	0	19	53
12:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	17	1	0	0	0	0	0	18	6	5	0	2	0	0	0	13	32
12:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	19	5	3	0	0	0	0	27	13	3	0	1	0	2	0	19	49
1 Hr	0	0	0	0	0	0	0	0	7	0	2	1	0	0	0	10	86	13	5	0	0	0	0	104	33	17	2	6	0	2	0	60	174
13:00	0	0	0	0	0	0	0	0	4	3	1	0	0	0	0	8	18	0	1	0	0	0	0	19	10	0	0	4	0	0	0	14	41
13:15	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	4	24	1	0	0	0	0	0	25	17	2	3	3	0	0	0	25	54
13:30	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	20	1	1	0	0	0	0	22	8	2	0	2	0	0	0	12	37
13:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	29	7	0	1	0	0	0	37	11	3	0	3	0	1	0	18	56
1 Hr	0	0	0	0	0	0	0	0	7	6	1	1	0	1	0	16	91	9	2	1	0	0	0	103	46	7	3	12	0	1	0	69	188
14:00	0	0	0	0	0	0	0	0	1	2	0	1	0	6	0	10	26	3	2	0	0	0	0	31	11	4	0	0	0	0	0	15	56
14:15	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5	35	7	0	0	0	0	0	42	9	3	0	1	0	0	0	13	60
14:30	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	33	5	2	1	0	0	0	41	12	2	2	4	0	0	0	20	65
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	25	6	1	1	0	0	0	33	9	0	2	2	0	0	0	13	47
1 Hr	0	0	0	0	0	0	0	0	7	2	3	2	0	6	0	20	119	21	5	2	0	0	0	147	41	9	4	7	0	0	0	61	228
15:00	0	0	0	0	0	0	0	0	3	8	0	0	0	0	0	11	27	5	2	3	0	0	0	37	19	3	0	2	0	0	0	24	72
15:15	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	34	4	0	0	0	0	0	38	19	1	0	0	0	0	0	20	62
15:30	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	5	25	5	0	0	0	0	0	30	17	3	0	0	0	0	0	20	55
15:45	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	4	21	7	0	1	0	0	0	29	13	4	0	0	0	0	0	17	50
1 Hr	0	0	0	0	0	0	0	0	6	12	4	1	1	0	0	24	107	21	2	4	0	0	0	134	68	11	0	2	0	0	0	81	239
16:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	23	6	1	0	0	0	0	30	20	2	2	2	0	0	0	26	59
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	25	1	1	0	0	0	0	27	14	3	0	1	0	0	0	18	48
16:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	30	6	0	0	0	1	0	37	20	4	2	2	0	0	0	28	69
16:45	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	27	9	0	0	0	0	0	36	10	8	1	1	0	0	0	20	66
1 Hr	0	0	0	0	0	0	0	0	15	5	0	0	0	0	0	20	105	22	2	0	0	1	0	130	64	17	5	6	0	0	0	92	242
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	24	5	0	0	0	0	0	29	18	5	0	0	0	0	0	23	53
17:15	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	40	2	1	0	0	0	0	43	26	3	0	0	0	0	0	29	76
17:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	27	4	0	0	0	0	0	31	18	3	1	0	0	0	0	22	55
17:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	19	3	0	0	0	0	0	22	15	1	0	2	0	0	0	18	42
1 Hr	0	0	0	0	0	0	0	0	6	2	1	0	0	0	0	9	110	14	1	0	0	0	0	125	77	12	1	2	0	0	0	92	226
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	21	2	0	0	0	0	0	23	13	2	1	0	0	0	0	16	43
18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	17	1	0	0	0	0	0	18	6	4	0	0	0	0	0	10	31
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	19	5	0	0	0	0	0	24	8	4	0	2	0	0	0	14	40
18:45	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4	16	2	0	0	0	0	0	18	12	0	0	0	0	0	0	12	34
1 Hr	0	0	0	0	0	0	0	0	12	0	0	1	0	0	0	13	73	10	0	0	0	0	0	83	39	10	1	2	0	0	0	52	148
Total	0	0	0	0	0	0	0	0	135	31	17	10	3	8	0	204	1149	178	32	15	2	1	0	1377	554	158	41	79	0	5	0	837	2418

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3406-MID A49 - Leominster
Junction Turning Count
11/01/2018

Site 1 - Worcester Road / A49 (S) / A49 (SSW) / Leominster Bypass

Origin : Arm B A49(S)

	Destination : Arm A Worcester Road								**Destination :** Arm B A49(S)								**Destination :** Arm C A49(SSW)								**Destination :** Arm D Leominster Bypass								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	2	1	0	0	0	0	13	25	7	2	6	1	0	0	41	55
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	5	0	0	0	0	0	14	33	11	3	5	0	0	0	52	66
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	22	6	1	1	0	0	0	30	37	10	2	4	0	0	0	53	84
07:45	3	1	0	1	1	0	0	6	0	0	0	0	0	0	0	0	21	5	1	0	0	0	0	27	20	12	4	6	0	0	0	42	75
1 Hr	5	1	0	1	1	0	0	8	0	0	0	0	0	0	0	0	62	18	3	1	0	0	0	84	115	40	11	21	1	0	0	188	280
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	22	6	1	0	0	0	1	30	59	17	6	7	0	1	0	90	121
08:15	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	28	10	2	0	0	0	0	40	53	12	6	5	0	0	0	76	121
08:30	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0	33	6	1	0	0	0	1	41	39	10	5	8	1	0	0	63	108
08:45	4	1	0	1	0	0	0	6	0	0	0	0	0	0	0	0	42	4	1	0	0	0	0	47	37	12	6	3	0	0	0	58	111
1 Hr	9	5	1	1	0	0	0	16	0	0	0	0	0	0	0	0	125	26	5	0	0	0	2	158	188	51	23	23	1	1	0	287	461
09:00	3	1	0	1	0	0	0	5	0	0	0	0	0	0	0	0	23	0	0	1	0	0	0	24	43	16	2	5	0	0	0	66	95
09:15	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	15	4	2	1	0	0	0	22	42	13	3	5	0	0	0	63	93
09:30	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	17	2	3	3	0	0	0	25	32	12	4	7	0	0	0	55	82
09:45	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	18	6	2	2	0	0	0	28	32	7	5	5	0	0	0	49	83
1 Hr	14	4	1	2	0	0	0	21	0	0	0	0	0	0	0	0	73	12	7	7	0	0	0	99	149	48	14	22	0	0	0	233	353
10:00	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13	25	3	1	10	0	0	0	39	56
10:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	17	2	2	1	0	0	0	22	32	5	6	7	0	0	0	50	73
10:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	12	6	1	0	0	0	0	19	50	9	1	5	0	0	0	65	87
10:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	11	5	0	0	0	0	0	16	28	3	6	10	0	0	0	47	67
1 Hr	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0	50	16	3	1	0	0	0	70	135	20	14	32	0	0	0	201	283
11:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	16	6	2	0	0	0	0	24	25	7	3	6	0	1	0	42	72
11:15	5	1	0	1	0	0	0	7	0	0	0	0	0	0	0	0	16	4	3	2	0	0	0	25	51	8	2	4	0	0	0	65	97
11:30	2	2	0	1	0	1	0	6	0	0	0	0	0	0	0	0	6	3	2	0	0	0	0	11	42	4	7	5	0	1	0	59	76
11:45	7	1	0	1	0	0	0	9	0	0	0	0	0	0	0	0	22	4	2	0	0	1	0	29	46	9	4	6	0	0	0	65	103
1 Hr	19	5	0	3	0	1	0	28	0	0	0	0	0	0	0	0	60	17	9	2	0	1	0	89	164	28	16	21	0	2	0	231	348
12:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	9	1	1	1	0	0	0	12	35	4	4	5	0	0	0	48	63
12:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	15	3	1	0	0	0	0	19	36	9	5	2	0	0	0	52	78
12:30	6	1	0	1	0	0	0	8	0	0	0	0	0	0	0	0	18	4	1	1	0	0	0	24	43	6	7	14	0	0	0	70	102
12:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	17	2	1	0	0	0	0	20	25	14	7	7	0	0	0	53	78
1 Hr	19	3	0	1	0	0	0	23	0	0	0	0	0	0	0	0	59	10	4	2	0	0	0	75	139	33	23	28	0	0	0	223	321
13:00	2	2	1	0	0	0	0	5	0	0	0	0	0	0	0	0	19	2	0	1	0	0	0	22	47	8	3	4	0	0	0	62	89
13:15	4	2	1	0	0	0	0	7	0	0	0	0	0	0	0	0	17	2	2	0	0	0	0	21	45	7	3	6	0	0	0	61	89
13:30	2	1	2	0	0	0	0	5	0	0	0	0	0	0	0	0	14	2	3	1	0	0	0	20	37	4	2	5	0	0	0	48	73
13:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	18	0	0	1	0	0	0	19	46	1	4	5	0	0	0	56	82
1 Hr	15	5	4	0	0	0	0	24	0	0	0	0	0	0	0	0	68	6	5	3	0	0	0	82	175	20	12	20	0	0	0	227	333
14:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	18	7	0	2	0	0	0	27	66	16	4	8	0	0	0	94	124
14:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	27	2	1	2	0	0	0	32	65	8	3	5	0	0	0	81	115
14:30	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	9	3	1	0	0	0	0	13	37	5	2	4	0	0	0	48	65
14:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	25	8	3	2	0	0	0	38	57
1 Hr	8	1	2	0	0	0	0	11	0	0	0	0	0	0	0	0	71	12	2	4	0	0	0	89	193	37	12	19	0	0	0	261	361
15:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	10	2	1	0	0	0	0	13	25	5	3	0	0	0	0	33	49
15:15	4	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0	8	2	2	1	0	0	0	13	39	6	3	1	0	0	0	49	68
15:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	16	7	3	0	0	0	0	26	54	12	2	4	0	0	0	72	104
15:45	7	1	0	1	0	0	0	9	0	0	0	0	0	0	0	0	6	2	2	1	0	0	0	11	49	5	5	7	0	0	0	66	86
1 Hr	20	2	1	1	0	0	0	24	0	0	0	0	0	0	0	0	40	13	8	2	0	0	0	63	167	28	13	12	0	0	0	220	307
16:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	14	4	2	0	1	0	0	21	50	8	4	3	0	0	0	65	93
16:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	22	3	2	0	1	0	0	28	59	3	3	6	0	0	0	71	105
16:30	8	3	0	0	0	0	0	11	0	0	0	0	0	0	0	0	13	1	1	0	0	0	0	15	63	9	4	12	0	0	0	88	114
16:45	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	13	3	1	0	0	0	0	17	86	10	2	4	0	0	0	102	125
1 Hr	23	7	0	0	0	0	0	30	0	0	0	0	0	0	0	0	62	11	6	0	2	0	0	81	258	30	13	25	0	0	0	326	437
17:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	7	4	1	0	0	0	0	12	45	8	0	2	0	0	0	55	72
17:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	13	3	0	0	1	0	0	17	52	5	0	6	0	0	0	63	87
17:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	63	5	2	0	1	0	0	71	93
17:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22	60	3	1	1	0	0	0	65	91
1 Hr	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0	57	9	1	0	1	0	0	68	220	21	3	9	1	0	0	254	343
18:00	5	1	0	1	0	0	0	7	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	47	1	1	2	0	0	0	51	66
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	36	4	0	2	0	0	0	42	50
18:30	3	2	0	0	1	0	0	6	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8	37	3	0	1	1	1	0	43	57
18:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	34	5	0	1	0	0	0	40	53
1 Hr	13	4	0	1	1	0	0	19	0	0	0	0	0	0	0	0	30	0	0	0	1	0	0	31	154	13	1	6	1	1	0	176	226
Total	173	42	9	10	2	1	0	237	0	0	0	0	0	0	0	0	757	150	53	22	4	1	2	989	2057	369	155	238	4	4	0	2827	4053

Tracsis plc
Traffic and Data Services

Return To Dashboard

Convert to PCU

3406-MID A49 - Leominster
Junction Turning Count
11/01/2018

Site 1 - Worcester Road / A49 (S) / A49 (SSW) / Leominster Bypass

Origin : Arm C A49(SSW)

	Destination : Arm A Worcester Road								**Destination :** Arm B A49(S)								**Destination :** Arm C A49(SSW)								**Destination :** Arm D Leominster Bypass								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:00	9	5	0	0	1	0	0	15	20	7	1	1	0	0	0	29	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4	48
07:15	15	4	1	0	0	0	0	20	15	4	0	1	0	0	0	20	0	0	0	0	0	0	0	0	5	3	1	0	0	0	0	9	49
07:30	16	1	0	0	0	0	0	17	11	4	2	0	1	0	0	18	0	0	0	0	0	0	0	0	8	0	0	1	1	0	0	10	45
07:45	27	6	0	0	0	0	0	33	17	4	0	1	0	0	0	22	0	0	0	0	0	0	0	0	18	5	1	0	1	0	0	25	80
1 Hr	67	16	1	0	1	0	0	85	63	19	3	3	1	0	0	89	0	0	0	0	0	0	0	0	34	8	2	2	2	0	0	48	222
08:00	23	3	0	0	0	0	0	26	11	6	1	0	0	0	0	18	0	0	0	0	0	0	0	0	12	3	1	0	1	0	0	17	61
08:15	21	4	1	0	0	0	0	26	16	6	1	0	0	0	0	23	0	0	0	0	0	0	0	0	23	6	1	1	1	0	0	32	81
08:30	23	1	2	0	0	0	0	26	19	8	1	0	0	0	0	28	0	0	0	0	0	0	0	0	20	5	0	2	0	0	0	27	81
08:45	18	3	0	0	0	0	0	21	8	4	2	1	0	0	0	15	0	0	0	0	0	0	0	0	12	7	0	0	0	0	0	19	55
1 Hr	85	11	3	0	0	0	0	99	54	24	5	1	0	0	0	84	0	0	0	0	0	0	0	0	67	21	2	3	2	0	0	95	278
09:00	18	3	0	0	0	0	0	21	25	0	3	0	0	0	0	28	0	0	0	0	0	0	0	0	14	4	0	2	0	0	0	20	69
09:15	18	2	1	0	0	0	0	21	15	3	1	0	0	0	0	19	0	0	0	0	0	0	0	0	6	4	1	0	0	0	0	11	51
09:30	10	2	0	0	0	0	0	12	12	2	1	0	0	0	0	15	0	0	0	0	0	0	0	0	10	7	1	1	0	0	0	19	46
09:45	17	5	0	0	0	0	0	22	14	7	0	0	0	1	0	22	0	0	0	0	0	0	0	0	7	2	1	0	0	0	0	10	54
1 Hr	63	12	1	0	0	0	0	76	66	12	5	0	0	1	0	84	0	0	0	0	0	0	0	0	37	17	3	3	0	0	0	60	220
10:00	8	2	1	0	2	0	0	13	23	2	1	0	0	0	0	26	0	0	0	0	0	0	0	0	11	4	1	0	0	0	0	16	55
10:15	10	3	2	1	0	0	0	16	14	0	1	0	0	0	0	15	0	0	0	0	0	0	0	0	10	3	2	1	0	0	0	16	47
10:30	24	2	0	0	0	0	0	26	18	5	4	0	0	0	0	27	0	0	0	0	0	0	0	0	16	6	3	0	0	0	0	25	78
10:45	9	3	1	0	0	0	0	13	9	4	3	1	0	0	0	17	0	0	0	0	0	0	0	0	13	5	1	2	0	0	0	21	51
1 Hr	51	10	4	1	2	0	0	68	64	11	9	1	0	0	0	85	0	0	0	0	0	0	0	0	50	18	7	3	0	0	0	78	231
11:00	11	1	1	0	0	0	0	13	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	20	46
11:15	21	2	1	-1	0	0	0	23	12	1	0	2	0	0	0	15	0	0	0	0	0	0	0	0	26	5	0	0	0	0	0	31	69
11:30	18	4	0	0	0	0	0	22	17	2	4	0	0	0	0	23	0	0	0	0	0	0	0	0	16	2	1	0	0	0	0	19	64
11:45	18	7	0	1	0	0	0	26	14	2	3	0	0	0	0	19	0	0	0	0	0	0	0	0	19	3	0	1	0	0	0	23	68
1 Hr	68	14	2	0	0	0	0	84	54	7	7	2	0	0	0	70	0	0	0	0	0	0	0	0	77	14	1	1	0	0	0	93	247
12:00	26	6	0	0	0	0	0	32	17	2	3	3	0	0	0	25	0	0	0	0	0	0	0	0	15	5	0	0	0	0	0	20	77
12:15	8	1	0	1	0	0	0	10	20	4	1	0	0	0	0	25	0	0	0	0	0	0	0	0	21	2	2	1	0	0	0	26	61
12:30	14	2	1	0	0	1	0	18	11	5	1	0	0	0	0	17	0	0	0	0	0	0	0	0	22	4	0	0	0	0	0	26	61
12:45	19	2	0	0	0	1	0	22	17	6	0	1	0	0	0	24	0	0	0	0	0	0	0	0	18	2	1	0	0	0	0	21	67
1 Hr	67	11	1	1	0	2	0	82	65	17	5	4	0	0	0	91	0	0	0	0	0	0	0	0	76	13	3	1	0	0	0	93	266
13:00	12	7	1	2	0	0	0	22	21	2	1	0	0	0	0	24	0	0	0	0	0	0	0	0	30	2	0	1	0	0	0	33	79
13:15	16	6	1	1	0	0	0	24	22	2	1	0	1	0	0	26	0	0	0	0	0	0	0	0	27	1	0	1	0	0	0	29	79
13:30	23	3	0	0	0	0	0	26	14	3	1	0	0	0	0	18	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	62
13:45	20	5	1	0	0	0	0	26	14	4	2	1	0	0	0	21	0	0	0	0	0	0	0	0	16	5	0	1	0	0	0	22	69
1 Hr	71	21	3	3	0	0	0	98	71	11	5	1	1	0	0	89	0	0	0	0	0	0	0	0	89	10	0	3	0	0	0	102	289
14:00	18	2	0	0	0	0	0	20	9	4	3	0	0	0	0	16	0	0	0	0	0	0	0	0	16	6	2	0	0	0	0	24	60
14:15	19	2	0	0	0	0	0	21	13	1	2	1	0	0	0	17	0	0	0	0	0	0	0	0	22	5	2	0	1	0	0	30	68
14:30	28	5	1	0	0	0	1	35	9	6	2	0	0	0	0	17	0	0	0	0	0	0	0	0	26	3	2	0	0	0	0	31	83
14:45	33	6	0	0	0	0	0	39	17	5	5	2	1	0	0	30	0	0	0	0	0	0	0	0	26	3	4	1	0	0	0	34	103
1 Hr	98	15	1	0	0	0	1	115	48	16	12	3	1	0	0	80	0	0	0	0	0	0	0	0	90	17	10	1	1	0	0	119	314
15:00	20	2	1	1	0	0	0	24	23	5	1	0	0	0	0	29	0	0	0	0	0	0	0	0	10	7	2	1	2	0	0	22	75
15:15	25	4	1	0	0	0	0	30	18	2	1	0	0	0	0	21	0	0	0	0	0	0	0	0	23	5	0	1	0	0	0	29	80
15:30	29	5	0	0	0	0	0	34	14	3	2	0	0	0	0	19	0	0	0	0	0	0	0	0	34	1	1	1	0	0	0	37	90
15:45	24	3	1	1	0	0	0	29	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25	74
1 Hr	98	14	3	2	0	0	0	117	74	11	4	0	0	0	0	89	0	0	0	0	0	0	0	0	90	15	3	3	2	0	0	113	319
16:00	35	3	1	0	0	0	0	39	24	4	0	1	0	0	0	29	0	0	0	0	0	0	0	0	26	3	0	1	0	0	0	30	98
16:15	21	3	1	0	0	0	1	26	17	6	1	0	1	0	0	25	0	0	0	0	0	0	0	0	32	4	1	0	0	0	0	37	88
16:30	26	6	0	1	0	0	0	33	31	2	0	0	0	0	0	33	0	0	0	0	0	0	0	0	32	7	2	1	0	0	0	42	108
16:45	33	5	0	0	0	0	0	38	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	41	6	0	0	0	0	0	47	108
1 Hr	115	17	2	1	0	0	1	136	95	12	1	1	1	0	0	110	0	0	0	0	0	0	0	0	131	20	3	2	0	0	0	156	402
17:00	41	2	1	1	0	0	0	45	53	6	0	1	0	0	0	60	0	0	0	0	0	0	0	0	89	8	1	0	0	0	0	98	203
17:15	21	3	0	0	0	0	0	24	21	1	0	0	0	1	0	23	0	0	0	0	0	0	0	0	48	4	0	1	0	0	0	53	100
17:30	22	3	0	0	0	0	0	25	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0	38	1	1	0	0	0	0	40	87
17:45	24	3	0	0	0	0	0	27	16	2	1	0	0	0	0	19	0	0	0	0	0	0	0	0	16	4	1	0	0	0	0	21	67
1 Hr	108	11	1	1	0	0	0	121	109	12	1	1	0	1	0	124	0	0	0	0	0	0	0	0	191	17	3	1	0	0	0	212	457
18:00	20	1	0	0	0	0	0	21	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	67
18:15	14	0	0	0	0	0	0	14	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	35
18:30	21	0	0	0	0	0	0	21	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	46
18:45	27	0	0	0	0	0	0	27	9	1	0	1	0	0	0	11	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	41
1 Hr	82	1	0	0	0	0	0	83	51	4	0	1	0	0	0	56	0	0	0	0	0	0	0	0	47	3	0	0	0	0	0	50	189
Total	973	153	22	9	3	2	2	1164	814	156	57	18	4	2	0	1051	0	0	0	0	0	0	0	0	979	173	37	23	7	0	0	1219	3434

Tracsis plc
Traffic and Data Services

Return To Dashboard

Convert to PCU

3406-MID A49 - Leominster
Junction Turning Count
11/01/2018

Site 1 - Worcester Road / A49 (S) / A49 (SSW) / Leominster Bypass

Origin : Arm D Leominster Bypass

	Destination : Arm A Worcester Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	3	0	0	1	0	0	0	4
07:15	11	2	1	2	0	0	0	16
07:30	15	0	1	0	0	0	0	16
07:45	16	4	0	3	0	0	0	23
1 Hr	45	6	2	6	0	0	0	59
08:00	16	2	0	2	0	0	0	20
08:15	19	4	1	1	0	0	0	25
08:30	24	2	1	1	0	0	0	28
08:45	7	1	4	1	0	0	0	13
1 Hr	66	9	6	5	0	0	0	86
09:00	9	4	3	1	0	0	0	17
09:15	10	3	0	1	0	0	0	14
09:30	12	4	0	2	0	0	0	18
09:45	14	5	1	3	0	0	0	23
1 Hr	45	16	4	7	0	0	0	72
10:00	13	1	1	2	0	0	0	17
10:15	6	5	1	1	0	0	0	13
10:30	12	7	0	2	0	0	0	21
10:45	14	2	2	2	0	0	0	20
1 Hr	45	15	4	7	0	0	0	71
11:00	11	4	1	1	0	0	0	17
11:15	13	5	0	1	0	0	0	19
11:30	13	2	0	2	0	1	0	18
11:45	15	2	0	0	0	1	0	18
1 Hr	52	13	1	4	0	2	0	72
12:00	12	2	1	0	0	2	0	17
12:15	8	4	2	0	0	0	0	14
12:30	4	3	2	3	0	3	0	15
12:45	18	1	1	2	0	0	0	22
1 Hr	42	10	6	5	0	5	0	68
13:00	14	1	3	2	0	0	0	20
13:15	12	1	1	0	0	0	0	14
13:30	13	5	0	1	0	1	0	20
13:45	11	3	0	0	0	0	0	14
1 Hr	50	10	4	3	0	1	0	68
14:00	15	1	4	1	0	0	0	21
14:15	15	1	0	1	0	0	0	17
14:30	14	4	3	2	0	0	0	23
14:45	19	2	0	2	0	0	0	23
1 Hr	63	8	7	6	0	0	0	84
15:00	12	2	1	0	0	0	0	15
15:15	14	3	0	3	0	0	0	20
15:30	24	3	0	1	0	0	0	28
15:45	21	2	1	1	0	0	0	25
1 Hr	71	10	2	5	0	0	0	88
16:00	17	2	0	2	0	0	0	21
16:15	18	4	0	0	0	0	0	22
16:30	12	2	0	0	0	0	0	14
16:45	7	5	0	1	0	1	0	14
1 Hr	54	13	0	3	0	1	0	71
17:00	12	3	0	1	0	0	0	16
17:15	13	0	0	1	0	0	0	14
17:30	12	3	1	0	0	0	0	16
17:45	4	1	1	0	0	0	0	6
1 Hr	41	7	2	2	0	0	0	52
18:00	12	0	0	4	0	0	0	16
18:15	5	0	1	0	0	0	0	6
18:30	5	1	0	0	0	0	0	6
18:45	11	0	0	0	0	0	0	11
1 Hr	33	1	1	4	0	0	0	39
Total	607	118	39	57	0	9	0	830

	Destination : Arm B A49(S)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	45	13	3	4	0	0	0	65
07:15	64	15	1	9	0	0	0	89
07:30	85	11	5	4	0	0	0	105
07:45	80	14	2	12	0	0	0	108
1 Hr	274	53	11	29	0	0	0	367
08:00	75	13	9	5	0	0	0	102
08:15	82	9	5	4	0	0	0	100
08:30	94	18	8	6	0	0	0	126
08:45	57	8	3	5	0	0	0	73
1 Hr	308	48	25	20	0	0	0	401
09:00	63	17	1	10	0	0	0	91
09:15	52	10	4	8	0	0	0	74
09:30	47	9	5	5	0	0	0	66
09:45	46	4	6	10	0	0	0	66
1 Hr	208	40	16	33	0	0	0	297
10:00	50	2	12	2	0	0	0	66
10:15	42	7	5	5	0	0	0	59
10:30	39	11	4	6	0	0	0	60
10:45	39	12	5	9	0	0	0	65
1 Hr	170	32	26	22	0	0	0	250
11:00	57	4	6	12	0	0	0	79
11:15	42	3	5	9	0	0	0	59
11:30	49	7	1	3	0	0	0	60
11:45	55	11	7	6	0	0	0	79
1 Hr	203	25	19	30	0	0	0	277
12:00	64	6	2	11	1	0	0	84
12:15	66	8	0	7	0	0	0	81
12:30	42	3	5	8	0	0	0	58
12:45	48	11	3	6	0	0	0	68
1 Hr	220	28	10	32	1	0	0	291
13:00	65	10	6	6	0	0	0	87
13:15	45	11	2	3	0	0	0	61
13:30	51	12	2	8	0	0	0	73
13:45	67	10	0	5	0	0	0	82
1 Hr	228	43	10	22	0	0	0	303
14:00	43	3	3	8	0	0	0	57
14:15	47	12	3	5	0	0	0	67
14:30	47	14	3	4	0	0	0	68
14:45	35	13	5	10	0	1	0	64
1 Hr	172	42	14	27	0	1	0	256
15:00	35	5	4	10	0	0	0	54
15:15	41	12	3	1	0	0	0	57
15:30	47	10	3	7	0	0	0	67
15:45	45	10	6	8	0	0	0	69
1 Hr	168	37	16	26	0	0	0	247
16:00	40	8	1	2	0	0	0	51
16:15	59	18	2	3	0	0	0	82
16:30	35	11	0	9	0	0	0	55
16:45	43	5	3	7	0	0	0	58
1 Hr	177	42	6	21	0	0	0	246
17:00	51	7	4	5	0	0	0	67
17:15	33	7	1	5	0	0	0	46
17:30	58	5	1	1	0	0	0	65
17:45	42	5	1	4	0	0	0	52
1 Hr	184	24	7	15	0	0	0	230
18:00	42	4	1	3	0	1	0	51
18:15	35	5	1	0	1	0	0	42
18:30	27	2	1	5	0	0	0	35
18:45	36	4	1	4	0	0	0	45
1 Hr	140	15	4	12	1	1	0	173
Total	2452	429	164	289	2	2	0	3338

	Destination : Arm C A49(SSW)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	5	1	0	0	0	0	0	6
07:15	10	3	2	0	0	0	0	15
07:30	18	2	0	0	0	0	0	20
07:45	50	6	0	2	0	0	0	58
1 Hr	83	12	2	2	0	0	0	99
08:00	41	5	0	0	0	0	0	46
08:15	48	5	0	0	1	0	0	54
08:30	37	4	2	1	0	0	1	45
08:45	49	10	3	1	2	0	0	65
1 Hr	175	24	5	2	3	0	1	210
09:00	42	4	1	0	2	0	0	49
09:15	24	1	1	2	0	0	0	28
09:30	11	7	2	0	0	0	0	20
09:45	17	2	2	1	0	1	0	23
1 Hr	94	14	6	3	2	1	0	120
10:00	18	1	2	0	0	0	0	21
10:15	11	3	1	1	0	0	0	16
10:30	13	6	0	0	0	0	0	19
10:45	14	4	0	0	0	0	0	18
1 Hr	56	14	3	1	0	0	0	74
11:00	19	3	1	0	0	0	0	23
11:15	17	3	0	1	0	0	0	21
11:30	16	5	0	0	0	0	0	21
11:45	16	1	2	1	0	0	0	20
1 Hr	68	12	3	2	0	0	0	85
12:00	18	6	0	2	0	0	0	26
12:15	11	6	4	0	0	0	0	21
12:30	19	4	1	0	0	0	0	25
12:45	24	8	0	0	0	0	0	32
1 Hr	69	27	4	2	0	0	0	102
13:00	19	4	1	1	0	0	0	25
13:15	22	2	2	0	0	0	0	26
13:30	20	4	1	0	0	0	0	25
13:45	22	5	3	0	0	1	0	31
1 Hr	83	15	7	1	0	1	0	107
14:00	17	4	0	1	0	0	0	22
14:15	30	0	3	2	0	0	0	35
14:30	19	5	2	0	0	0	0	26
14:45	23	4	1	0	0	0	0	28
1 Hr	89	13	6	3	0	0	0	111
15:00	21	5	0	2	0	0	0	28
15:15	21	3	3	0	0	0	0	27
15:30	22	3	1	0	0	0	0	26
15:45	17	4	1	0	1	0	0	23
1 Hr	81	15	5	2	1	0	0	104
16:00	16	2	0	0	2	0	0	20
16:15	7	4	0	1	0	0	0	12
16:30	19	10	1	0	0	0	0	30
16:45	16	7	0	0	0	0	0	23
1 Hr	58	23	1	1	2	0	0	85
17:00	12	8	0	1	0	0	0	21
17:15	20	5	0	0	0	0	0	25
17:30	22	2	0	0	1	0	0	25
17:45	14	4	0	0	1	0	0	19
1 Hr	68	19	0	1	2	0	0	90
18:00	13	1	0	0	0	0	0	14
18:15	7	1	0	1	0	0	0	9
18:30	11	0	0	0	0	0	0	11
18:45	10	0	0	0	0	0	0	10
1 Hr	41	2	0	1	0	0	0	44
Total	965	190	42	21	10	2	1	1231

	Destination : Arm D Leominster Bypass							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Arm Totals
07:00	75
07:15	120
07:30	141
07:45	189
1 Hr	525
08:00	168
08:15	179
08:30	199
08:45	151
1 Hr	697
09:00	157
09:15	116
09:30	104
09:45	112
1 Hr	489
10:00	104
10:15	88
10:30	100
10:45	103
1 Hr	395
11:00	119
11:15	99
11:30	99
11:45	117
1 Hr	434
12:00	127
12:15	116
12:30	96
12:45	122
1 Hr	461
13:00	132
13:15	101
13:30	118
13:45	127
1 Hr	478
14:00	100
14:15	119
14:30	117
14:45	115
1 Hr	451
15:00	97
15:15	104
15:30	121
15:45	117
1 Hr	439
16:00	92
16:15	116
16:30	99
16:45	95
1 Hr	402
17:00	104
17:15	85
17:30	106
17:45	77
1 Hr	372
18:00	81
18:15	57
18:30	52
18:45	66
1 Hr	256
Total	5399

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3406-MID A49 - Leominster
Junction Turning Count
11/01/2018

Site 1 - Worcester Road / A49 (S) / A49 (SSW) / Leominster Bypass

ORIGIN SUMMARY

	Origin : Arm A Worcester Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	9	6	0	0	0	0	0	15
07:15	17	9	2	1	0	0	0	29
07:30	39	9	2	2	1	0	0	53
07:45	33	4	1	1	0	0	0	39
1 Hr	98	28	5	4	1	0	0	136
08:00	43	10	1	2	0	0	0	56
08:15	63	11	2	5	0	1	0	82
08:30	45	6	2	4	0	0	0	57
08:45	69	4	2	4	2	0	0	81
1 Hr	220	31	7	15	2	1	0	276
09:00	33	4	1	2	0	1	0	41
09:15	45	8	5	4	0	0	0	62
09:30	31	6	3	3	1	1	0	45
09:45	34	6	3	2	0	0	0	45
1 Hr	143	24	12	11	1	2	0	193
10:00	36	5	4	2	0	0	0	47
10:15	29	10	2	3	0	0	0	44
10:30	31	12	3	2	0	0	0	48
10:45	30	9	5	3	0	0	0	47
1 Hr	126	36	14	10	0	0	0	186
11:00	30	12	0	3	0	0	0	45
11:15	33	3	4	8	0	0	0	48
11:30	28	7	3	1	0	0	0	39
11:45	41	6	1	2	0	0	0	50
1 Hr	132	28	8	14	0	0	0	182
12:00	29	7	2	2	0	0	0	40
12:15	38	9	4	2	0	0	0	53
12:30	24	6	0	2	0	0	0	32
12:45	35	8	3	1	0	2	0	49
1 Hr	126	30	9	7	0	2	0	174
13:00	32	3	2	4	0	0	0	41
13:15	43	4	3	4	0	0	0	54
13:30	29	4	1	2	0	1	0	37
13:45	40	11	0	4	0	1	0	56
1 Hr	144	22	6	14	0	2	0	188
14:00	38	9	2	1	0	6	0	56
14:15	47	10	2	1	0	0	0	60
14:30	48	7	5	5	0	0	0	65
14:45	34	6	3	4	0	0	0	47
1 Hr	167	32	12	11	0	6	0	228
15:00	49	16	2	5	0	0	0	72
15:15	53	8	1	0	0	0	0	62
15:30	44	9	1	1	0	0	0	55
15:45	35	11	2	1	1	0	0	50
1 Hr	181	44	6	7	1	0	0	239
16:00	44	10	3	2	0	0	0	59
16:15	42	4	1	1	0	0	0	48
16:30	53	11	2	2	0	1	0	69
16:45	45	19	1	1	0	0	0	66
1 Hr	184	44	7	6	0	1	0	242
17:00	43	10	0	0	0	0	0	53
17:15	69	5	2	0	0	0	0	76
17:30	46	8	1	0	0	0	0	55
17:45	35	5	0	2	0	0	0	42
1 Hr	193	28	3	2	0	0	0	226
18:00	38	4	1	0	0	0	0	43
18:15	26	5	0	0	0	0	0	31
18:30	29	9	0	2	0	0	0	40
18:45	31	2	0	1	0	0	0	34
1 Hr	124	20	1	3	0	0	0	148
Total	1838	367	90	104	5	14	0	2418

	Origin : Arm B A49(S)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	36	9	3	6	1	0	0	55
07:15	42	16	3	5	0	0	0	66
07:30	60	16	3	5	0	0	0	84
07:45	44	18	5	7	1	0	0	75
1 Hr	182	59	14	23	2	0	0	280
08:00	82	23	7	7	0	1	1	121
08:15	83	25	8	5	0	0	0	121
08:30	74	17	7	8	1	0	1	108
08:45	83	17	7	4	0	0	0	111
1 Hr	322	82	29	24	1	1	2	461
09:00	69	17	2	7	0	0	0	95
09:15	64	17	6	6	0	0	0	93
09:30	49	15	7	11	0	0	0	82
09:45	54	15	7	7	0	0	0	83
1 Hr	236	64	22	31	0	0	0	353
10:00	37	8	1	10	0	0	0	56
10:15	50	7	8	8	0	0	0	73
10:30	65	15	2	5	0	0	0	87
10:45	42	9	6	10	0	0	0	67
1 Hr	194	39	17	33	0	0	0	283
11:00	46	14	5	6	0	1	0	72
11:15	72	13	5	7	0	0	0	97
11:30	50	9	9	6	0	2	0	76
11:45	75	14	6	7	0	1	0	103
1 Hr	243	50	25	26	0	4	0	348
12:00	46	6	5	6	0	0	0	63
12:15	57	13	6	2	0	0	0	78
12:30	67	11	8	16	0	0	0	102
12:45	47	16	8	7	0	0	0	78
1 Hr	217	46	27	31	0	0	0	321
13:00	68	12	4	5	0	0	0	89
13:15	66	11	6	6	0	0	0	89
13:30	53	7	7	6	0	0	0	73
13:45	71	1	4	6	0	0	0	82
1 Hr	258	31	21	23	0	0	0	333
14:00	86	24	4	10	0	0	0	124
14:15	93	10	5	7	0	0	0	115
14:30	49	8	4	4	0	0	0	65
14:45	44	8	3	2	0	0	0	57
1 Hr	272	50	16	23	0	0	0	361
15:00	38	7	4	0	0	0	0	49
15:15	51	9	6	2	0	0	0	68
15:30	76	19	5	4	0	0	0	104
15:45	62	8	7	9	0	0	0	86
1 Hr	227	43	22	15	0	0	0	307
16:00	70	13	6	3	1	0	0	93
16:15	86	7	5	6	1	0	0	105
16:30	84	13	5	12	0	0	0	114
16:45	103	15	3	4	0	0	0	125
1 Hr	343	48	19	25	2	0	0	437
17:00	57	12	1	2	0	0	0	72
17:15	71	9	0	6	1	0	0	87
17:30	84	6	2	0	1	0	0	93
17:45	84	5	1	1	0	0	0	91
1 Hr	296	32	4	9	2	0	0	343
18:00	60	2	1	3	0	0	0	66
18:15	44	4	0	2	0	0	0	50
18:30	47	5	0	1	3	1	0	57
18:45	46	6	0	1	0	0	0	53
1 Hr	197	17	1	7	3	1	0	226
Total	2987	561	217	270	10	6	2	4053

	Origin : Arm C A49(SSW)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	32	12	1	2	1	0	0	48
07:15	35	11	2	1	0	0	0	49
07:30	35	5	2	1	2	0	0	45
07:45	62	15	1	1	1	0	0	80
1 Hr	164	43	6	5	4	0	0	222
08:00	46	12	2	0	1	0	0	61
08:15	60	16	3	1	1	0	0	81
08:30	62	14	3	2	0	0	0	81
08:45	38	14	2	1	0	0	0	55
1 Hr	206	56	10	4	2	0	0	278
09:00	57	7	3	2	0	0	0	69
09:15	39	9	3	0	0	0	0	51
09:30	32	11	2	1	0	0	0	46
09:45	38	14	1	0	0	1	0	54
1 Hr	166	41	9	3	0	1	0	220
10:00	42	8	3	0	2	0	0	55
10:15	34	6	5	2	0	0	0	47
10:30	58	13	7	0	0	0	0	78
10:45	31	12	5	3	0	0	0	51
1 Hr	165	39	20	5	2	0	0	231
11:00	38	7	1	0	0	0	0	46
11:15	59	8	1	1	0	0	0	69
11:30	51	8	5	0	0	0	0	64
11:45	51	12	3	2	0	0	0	68
1 Hr	199	35	10	3	0	0	0	247
12:00	58	13	3	3	0	0	0	77
12:15	49	7	3	2	0	0	0	61
12:30	47	11	2	0	0	1	0	61
12:45	54	10	1	1	0	1	0	67
1 Hr	208	41	9	6	0	2	0	266
13:00	63	11	2	3	0	0	0	79
13:15	65	9	2	2	1	0	0	79
13:30	53	8	1	0	0	0	0	62
13:45	50	14	3	2	0	0	0	69
1 Hr	231	42	8	7	1	0	0	289
14:00	43	12	5	0	0	0	0	60
14:15	54	8	4	1	1	0	0	68
14:30	63	14	5	0	0	0	1	83
14:45	76	14	9	3	1	0	0	103
1 Hr	236	48	23	4	2	0	1	314
15:00	53	14	4	2	2	0	0	75
15:15	66	11	2	1	0	0	0	80
15:30	77	9	3	1	0	0	0	90
15:45	66	6	1	1	0	0	0	74
1 Hr	262	40	10	5	2	0	0	319
16:00	85	10	1	2	0	0	0	98
16:15	70	13	3	0	1	0	1	88
16:30	89	15	2	2	0	0	0	108
16:45	97	11	0	0	0	0	0	108
1 Hr	341	49	6	4	1	0	1	402
17:00	183	16	2	2	0	0	0	203
17:15	90	8	0	1	0	1	0	100
17:30	79	7	1	0	0	0	0	87
17:45	56	9	2	0	0	0	0	67
1 Hr	408	40	5	3	0	1	0	457
18:00	63	4	0	0	0	0	0	67
18:15	34	1	0	0	0	0	0	35
18:30	44	2	0	0	0	0	0	46
18:45	39	1	0	1	0	0	0	41
1 Hr	180	8	0	1	0	0	0	189
Total	2766	482	116	50	14	4	2	3434

	Origin : Arm D Leominster Bypass							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	53	14	3	5	0	0	0	75
07:15	85	20	4	11	0	0	0	120
07:30	118	13	6	4	0	0	0	141
07:45	146	24	2	17	0	0	0	189
1 Hr	402	71	15	37	0	0	0	525
08:00	132	20	9	7	0	0	0	168
08:15	149	18	6	5	1	0	0	179
08:30	155	24	11	8	0	0	1	199
08:45	113	19	10	7	2	0	0	151
1 Hr	549	81	36	27	3	0	1	697
09:00	114	25	5	11	2	0	0	157
09:15	86	14	5	11	0	0	0	116
09:30	70	20	7	7	0	0	0	104
09:45	77	11	9	14	0	1	0	112
1 Hr	347	70	26	43	2	1	0	489
10:00	81	4	15	4	0	0	0	104
10:15	59	15	7	7	0	0	0	88
10:30	64	24	4	8	0	0	0	100
10:45	67	18	7	11	0	0	0	103
1 Hr	271	61	33	30	0	0	0	395
11:00	87	11	8	13	0	0	0	119
11:15	72	11	5	11	0	0	0	99
11:30	78	14	1	5	0	1	0	99
11:45	86	14	9	7	0	1	0	117
1 Hr	323	50	23	36	0	2	0	434
12:00	94	14	3	13	1	2	0	127
12:15	85	18	6	7	0	0	0	116
12:30	62	13	7	11	0	3	0	96
12:45	90	20	4	8	0	0	0	122
1 Hr	331	65	20	39	1	5	0	461
13:00	98	15	10	9	0	0	0	132
13:15	79	14	5	3	0	0	0	101
13:30	84	21	3	9	0	1	0	118
13:45	100	18	3	5	0	1	0	127
1 Hr	361	68	21	26	0	2	0	478
14:00	75	8	7	10	0	0	0	100
14:15	92	13	6	8	0	0	0	119
14:30	80	23	8	6	0	0	0	117
14:45	77	19	6	12	0	1	0	115
1 Hr	324	63	27	36	0	1	0	451
15:00	68	12	5	12	0	0	0	97
15:15	76	18	6	4	0	0	0	104
15:30	93	16	4	8	0	0	0	121
15:45	83	16	8	9	1	0	0	117
1 Hr	320	62	23	33	1	0	0	439
16:00	73	12	1	4	2	0	0	92
16:15	84	26	2	4	0	0	0	116
16:30	66	23	1	9	0	0	0	99
16:45	66	17	3	8	0	1	0	95
1 Hr	289	78	7	25	2	1	0	402
17:00	75	18	4	7	0	0	0	104
17:15	66	12	1	6	0	0	0	85
17:30	92	10	2	1	1	0	0	106
17:45	60	10	2	4	1	0	0	77
1 Hr	293	50	9	18	2	0	0	372
18:00	67	5	1	7	0	1	0	81
18:15	47	6	2	1	1	0	0	57
18:30	43	3	1	5	0	0	0	52
18:45	57	4	1	4	0	0	0	66
1 Hr	214	18	5	17	1	1	0	256
Total	4024	737	245	367	12	13	1	5399

Origin Totals
193
264
323
383
1163
406
463
445
398
1712
362
322
277
294
1255
262
252
313
268
1095
282
313
278
338
1211
307
323
290
334
1288
340
362
330
322
1354
293
314
370
327
1304
342
357
390
394
1483
432
348
341
277
1398
257
173
195
194
819
15304

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Junction Turning Count
11/01/2018

Site 1 - Worcester Road / A49 (S) / A49 (SSW) / Leominster Bypass

DESTINATION SUMMARY

	Destination : Arm A Worcester Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	13	5	0	1	1	0	0	20
07:15	26	6	2	2	0	0	0	36
07:30	32	1	1	0	0	0	0	34
07:45	46	11	0	4	1	0	0	62
1 Hr	117	23	3	7	2	0	0	152
08:00	40	5	0	2	0	0	0	47
08:15	42	11	2	1	0	0	0	56
08:30	49	4	4	1	0	0	0	58
08:45	29	5	4	2	0	0	0	40
1 Hr	160	25	10	6	0	0	0	201
09:00	30	8	3	2	0	0	0	43
09:15	35	5	2	1	0	0	0	43
09:30	22	7	0	3	0	0	0	32
09:45	35	12	1	3	0	0	0	51
1 Hr	122	32	6	9	0	0	0	169
10:00	23	5	2	2	2	0	0	34
10:15	17	8	3	2	0	0	0	30
10:30	39	9	0	2	0	0	0	50
10:45	26	6	3	2	0	0	0	37
1 Hr	105	28	8	8	2	0	0	151
11:00	27	6	2	1	0	0	0	36
11:15	39	8	1	1	0	0	0	49
11:30	33	8	0	3	0	2	0	46
11:45	40	10	0	2	0	1	0	53
1 Hr	139	32	3	7	0	3	0	184
12:00	40	9	1	0	0	2	0	52
12:15	22	6	2	1	0	0	0	31
12:30	24	6	3	4	0	4	0	41
12:45	42	3	1	2	0	1	0	49
1 Hr	128	24	7	7	0	7	0	173
13:00	28	10	5	4	0	0	0	47
13:15	32	9	3	1	0	0	0	45
13:30	38	9	2	1	0	1	0	51
13:45	38	8	1	0	0	0	0	47
1 Hr	136	36	11	6	0	1	0	190
14:00	35	4	4	1	0	0	0	44
14:15	35	3	1	1	0	0	0	40
14:30	45	9	5	2	0	0	1	62
14:45	54	8	0	2	0	0	0	64
1 Hr	169	24	10	6	0	0	1	210
15:00	35	4	2	1	0	0	0	42
15:15	43	8	2	3	0	0	0	56
15:30	59	8	0	1	0	0	0	68
15:45	52	6	2	3	0	0	0	63
1 Hr	189	26	6	8	0	0	0	229
16:00	58	6	1	2	0	0	0	67
16:15	44	8	1	0	0	0	1	54
16:30	46	11	0	1	0	0	0	58
16:45	44	12	0	1	0	1	0	58
1 Hr	192	37	2	4	0	1	1	237
17:00	58	5	1	2	0	0	0	66
17:15	40	4	0	1	0	0	0	45
17:30	38	7	1	0	0	0	0	46
17:45	32	4	1	0	0	0	0	37
1 Hr	168	20	3	3	0	0	0	194
18:00	37	2	0	5	0	0	0	44
18:15	21	0	1	0	0	0	0	22
18:30	29	3	0	0	1	0	0	33
18:45	41	1	0	0	0	0	0	42
1 Hr	128	6	1	5	1	0	0	141
Total	1753	313	70	76	5	12	2	2231

	Destination : Arm B A49(S)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	68	20	4	5	0	0	0	97
07:15	84	20	1	10	0	0	0	115
07:30	104	15	7	4	2	0	0	132
07:45	98	18	3	13	0	0	0	132
1 Hr	354	73	15	32	2	0	0	476
08:00	93	21	10	5	0	0	0	129
08:15	107	15	6	5	0	1	0	134
08:30	117	26	9	6	0	0	0	158
08:45	69	12	5	6	0	0	0	92
1 Hr	386	74	30	22	0	1	0	513
09:00	90	17	4	10	0	0	0	121
09:15	70	13	7	8	0	0	0	98
09:30	65	11	7	6	1	0	0	90
09:45	62	11	8	10	0	1	0	92
1 Hr	287	52	26	34	1	1	0	401
10:00	77	4	13	3	0	0	0	97
10:15	58	7	6	5	0	0	0	76
10:30	64	16	8	7	0	0	0	95
10:45	49	16	8	10	0	0	0	83
1 Hr	248	43	35	25	0	0	0	351
11:00	70	7	6	12	0	0	0	95
11:15	57	4	5	11	0	0	0	77
11:30	67	9	5	3	0	0	0	84
11:45	70	13	10	6	0	0	0	99
1 Hr	264	33	26	32	0	0	0	355
12:00	84	8	6	15	1	0	0	114
12:15	86	12	2	7	0	0	0	107
12:30	54	8	6	8	0	0	0	76
12:45	68	17	3	7	0	0	0	95
1 Hr	292	45	17	37	1	0	0	392
13:00	90	15	8	6	0	0	0	119
13:15	69	14	3	4	1	0	0	91
13:30	66	16	3	8	0	1	0	94
13:45	81	15	2	6	0	0	0	104
1 Hr	306	60	16	24	1	1	0	408
14:00	53	9	6	9	0	6	0	83
14:15	63	13	7	6	0	0	0	89
14:30	59	20	6	4	0	0	0	89
14:45	52	18	10	13	1	1	0	95
1 Hr	227	60	29	32	1	7	0	356
15:00	61	18	5	10	0	0	0	94
15:15	59	17	5	1	0	0	0	82
15:30	63	14	6	8	0	0	0	91
15:45	65	11	8	8	1	0	0	93
1 Hr	248	60	24	27	1	0	0	360
16:00	65	14	1	3	0	0	0	83
16:15	79	24	3	3	1	0	0	110
16:30	69	14	0	9	0	0	0	92
16:45	74	7	3	7	0	0	0	91
1 Hr	287	59	7	22	1	0	0	376
17:00	105	13	4	6	0	0	0	128
17:15	57	8	2	5	0	1	0	73
17:30	78	9	1	1	0	0	0	89
17:45	59	8	2	4	0	0	0	73
1 Hr	299	38	9	16	0	1	0	363
18:00	70	6	1	3	0	1	0	81
18:15	46	6	1	0	1	0	0	54
18:30	39	2	1	5	0	0	0	47
18:45	48	5	1	6	0	0	0	60
1 Hr	203	19	4	14	1	1	0	242
Total	3401	616	238	317	9	12	0	4593

	Destination : Arm C A49(SSW)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	20	5	1	0	0	0	0	26
07:15	24	11	2	0	0	0	0	37
07:30	65	10	2	1	0	0	0	78
07:45	95	14	1	2	0	0	0	112
1 Hr	204	40	6	3	0	0	0	253
08:00	93	14	2	2	0	0	1	112
08:15	117	20	2	0	1	0	0	140
08:30	99	11	4	2	0	0	2	118
08:45	136	16	5	1	4	0	0	162
1 Hr	445	61	13	5	5	0	3	532
09:00	91	5	1	1	2	0	0	100
09:15	73	9	4	3	0	0	0	89
09:30	48	14	6	3	0	0	0	71
09:45	55	10	4	3	0	1	0	73
1 Hr	267	38	15	10	2	1	0	333
10:00	46	7	4	0	0	0	0	57
10:15	50	9	4	4	0	0	0	67
10:30	41	20	2	0	0	0	0	63
10:45	41	13	2	1	0	0	0	57
1 Hr	178	49	12	5	0	0	0	244
11:00	54	14	3	0	0	0	0	71
11:15	53	8	5	4	0	0	0	70
11:30	40	14	2	0	0	0	0	56
11:45	63	9	5	2	0	1	0	80
1 Hr	210	45	15	6	0	1	0	277
12:00	49	10	2	3	0	0	0	64
12:15	54	13	6	0	0	0	0	73
12:30	51	12	1	1	0	0	0	65
12:45	60	15	4	0	0	0	0	79
1 Hr	214	50	13	4	0	0	0	281
13:00	56	6	2	2	0	0	0	66
13:15	63	5	4	0	0	0	0	72
13:30	54	7	5	1	0	0	0	67
13:45	69	12	3	2	0	1	0	87
1 Hr	242	30	14	5	0	1	0	292
14:00	61	14	2	3	0	0	0	80
14:15	92	9	4	4	0	0	0	109
14:30	61	13	5	1	0	0	0	80
14:45	65	10	2	1	0	0	0	78
1 Hr	279	46	13	9	0	0	0	347
15:00	58	12	3	5	0	0	0	78
15:15	63	9	5	1	0	0	0	78
15:30	63	15	4	0	0	0	0	82
15:45	44	13	3	2	1	0	0	63
1 Hr	228	49	15	8	1	0	0	301
16:00	53	12	3	0	3	0	0	71
16:15	54	8	3	1	1	0	0	67
16:30	62	17	2	0	0	1	0	82
16:45	56	19	1	0	0	0	0	76
1 Hr	225	56	9	1	4	1	0	296
17:00	43	17	1	1	0	0	0	62
17:15	73	10	1	0	1	0	0	85
17:30	66	6	0	0	1	0	0	73
17:45	53	9	0	0	1	0	0	63
1 Hr	235	42	2	1	3	0	0	283
18:00	42	3	0	0	0	0	0	45
18:15	30	2	0	1	0	0	0	33
18:30	37	5	0	0	1	0	0	43
18:45	35	2	0	0	0	0	0	37
1 Hr	144	12	0	1	1	0	0	158
Total	2871	518	127	58	16	4	3	3597

	Destination : Arm D Leominster Bypass							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	29	11	2	7	1	0	0	50
07:15	45	19	6	6	0	0	0	76
07:30	51	17	3	7	1	0	0	79
07:45	46	18	5	7	1	0	0	77
1 Hr	171	65	16	27	3	0	0	282
08:00	77	25	7	7	1	1	0	118
08:15	89	24	9	10	1	0	0	133
08:30	71	20	6	13	1	0	0	111
08:45	69	21	7	7	0	0	0	104
1 Hr	306	90	29	37	3	1	0	466
09:00	62	23	3	9	0	1	0	98
09:15	56	21	6	9	0	0	0	92
09:30	47	20	6	10	0	1	0	84
09:45	51	13	7	7	0	0	0	78
1 Hr	216	77	22	35	0	2	0	352
10:00	50	9	4	11	0	0	0	74
10:15	47	14	9	9	0	0	0	79
10:30	74	19	6	6	0	0	0	105
10:45	54	13	10	14	0	0	0	91
1 Hr	225	55	29	40	0	0	0	349
11:00	50	17	3	9	0	1	0	80
11:15	87	15	4	11	0	0	0	117
11:30	67	7	11	6	0	1	0	92
11:45	80	14	4	8	0	0	0	106
1 Hr	284	53	22	34	0	2	0	395
12:00	54	13	4	6	0	0	0	77
12:15	67	16	9	5	0	0	0	97
12:30	71	15	7	16	0	0	0	109
12:45	56	19	8	8	0	2	0	93
1 Hr	248	63	28	35	0	2	0	376
13:00	87	10	3	9	0	0	0	109
13:15	89	10	6	10	0	0	0	115
13:30	61	8	2	7	0	0	0	78
13:45	73	9	4	9	0	1	0	96
1 Hr	310	37	15	35	0	1	0	398
14:00	93	26	6	8	0	0	0	133
14:15	96	16	5	6	1	0	0	124
14:30	75	10	6	8	0	0	0	99
14:45	60	11	9	5	0	0	0	85
1 Hr	324	63	26	27	1	0	0	441
15:00	54	15	5	3	2	0	0	79
15:15	81	12	3	2	0	0	0	98
15:30	105	16	3	5	0	0	0	129
15:45	85	11	5	7	0	0	0	108
1 Hr	325	54	16	17	2	0	0	414
16:00	96	13	6	6	0	0	0	121
16:15	105	10	4	7	0	0	0	126
16:30	115	20	8	15	0	0	0	158
16:45	137	24	3	5	0	0	0	169
1 Hr	453	67	21	33	0	0	0	574
17:00	152	21	1	2	0	0	0	176
17:15	126	12	0	7	0	0	0	145
17:30	119	9	4	0	1	0	0	133
17:45	91	8	2	3	0	0	0	104
1 Hr	488	50	7	12	1	0	0	558
18:00	79	4	2	2	0	0	0	87
18:15	54	8	0	2	0	0	0	64
18:30	58	9	0	3	1	1	0	72
18:45	49	5	0	1	0	0	0	55
1 Hr	240	26	2	8	1	1	0	278
Total	3590	700	233	340	11	9	0	4883

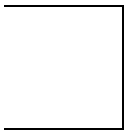
Dest Totals
193
264
323
383
1163
406
463
445
398
1712
362
322
277
294
1255
262
252
313
268
1095
282
313
278
338
1211
307
308
291
316
1222
341
323
290
334
1288
340
362
330
322
1354
293
314
370
327
1304
342
357
390
394
1483
432
348
341
277
1398
257
173
195
194
819
15304

Tracsis plc
Traffic and Data Services

Client: Balfour Beatty
Project: 3406-MID A49 Leominster
Site: 2
Date: 11/01/2018

	Arm A	
	Eastbound	Westbound
07:00	0	0
07:15	0	0
07:30	0	0
07:45	0	0
1 Hr	0	0
08:00	0	0
08:15	0	0
08:30	0	0
08:45	1	0
1 Hr	1	0
09:00	0	1
09:15	1	0
09:30	0	0
09:45	0	0
1 Hr	1	1
10:00	0	0
10:15	0	0
10:30	0	0
10:45	0	0
1 Hr	0	0
11:00	1	1
11:15	1	0
11:30	1	0
11:45	0	0
1 Hr	3	1
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
1 Hr	0	0
13:00	0	0
13:15	0	0
13:30	0	0
13:45	0	0
1 Hr	0	0
14:00	0	2
14:15	0	0
14:30	0	0
14:45	0	0
1 Hr	0	2
15:00	4	0
15:15	0	0
15:30	0	0
15:45	0	0
1 Hr	4	0
16:00	0	0
16:15	0	0
16:30	0	0
16:45	0	5
1 Hr	0	5
17:00	0	0
17:15	0	0
17:30	0	0
17:45	0	0
1 Hr	0	0
18:00	0	0
18:15	2	1
18:30	1	1
18:45	0	0
1 Hr	3	2

Total	12	11



APPENDIX C:

SITE OVERVIEW DRAWING

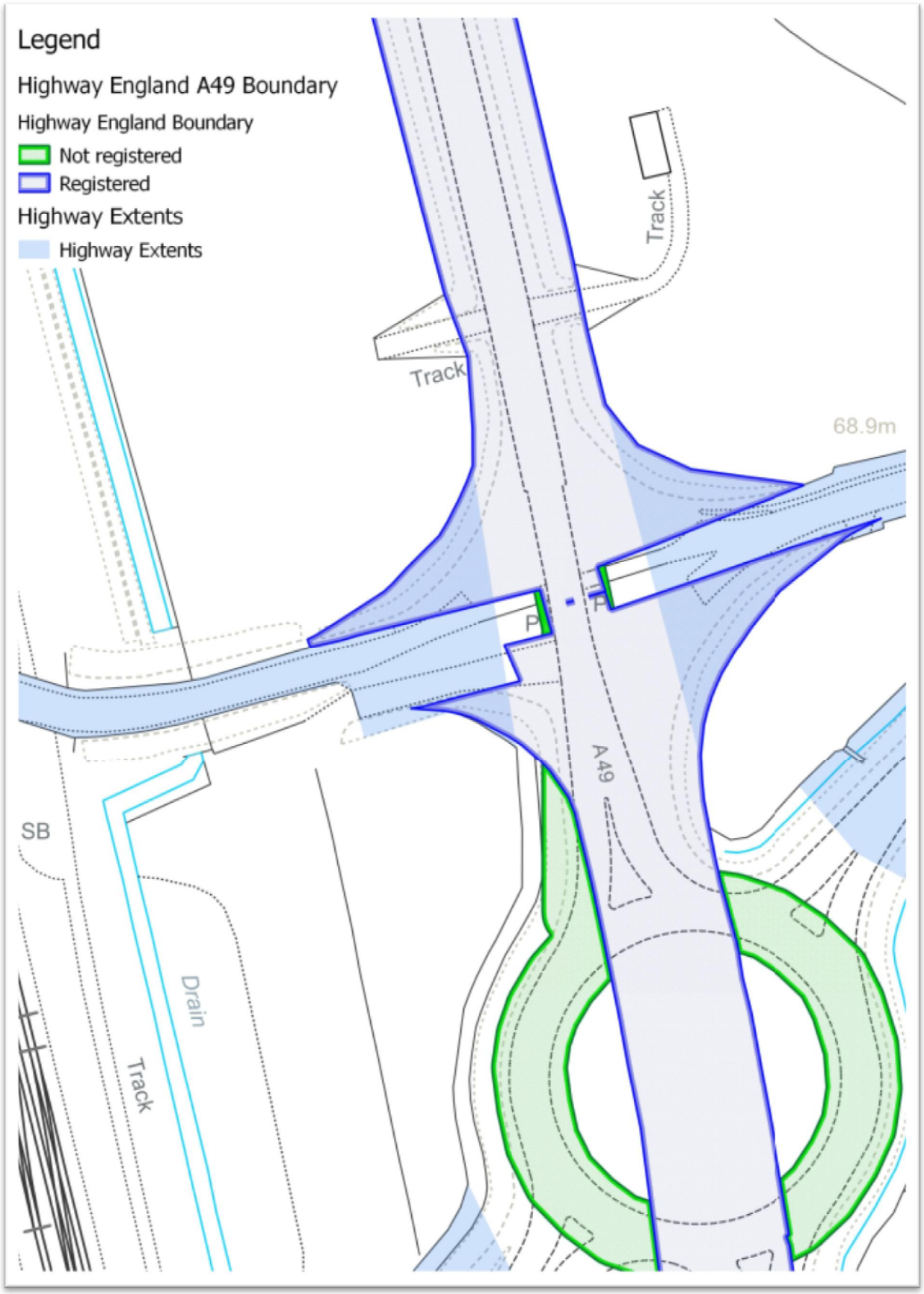


Figure C1: Extents of the Highway Maintainable at Highway Expense

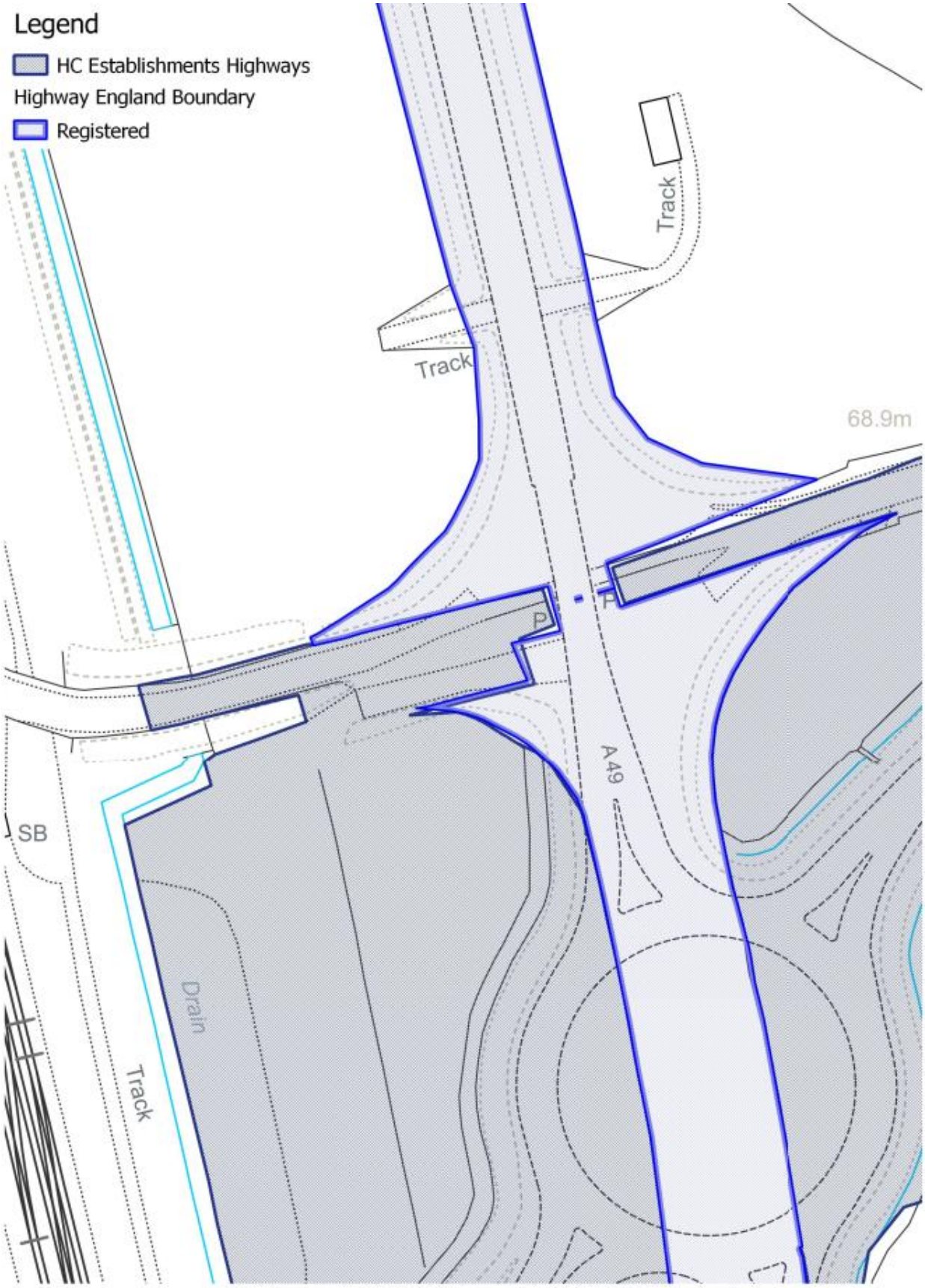


Figure C2: Herefordshire Land Ownership

0 100

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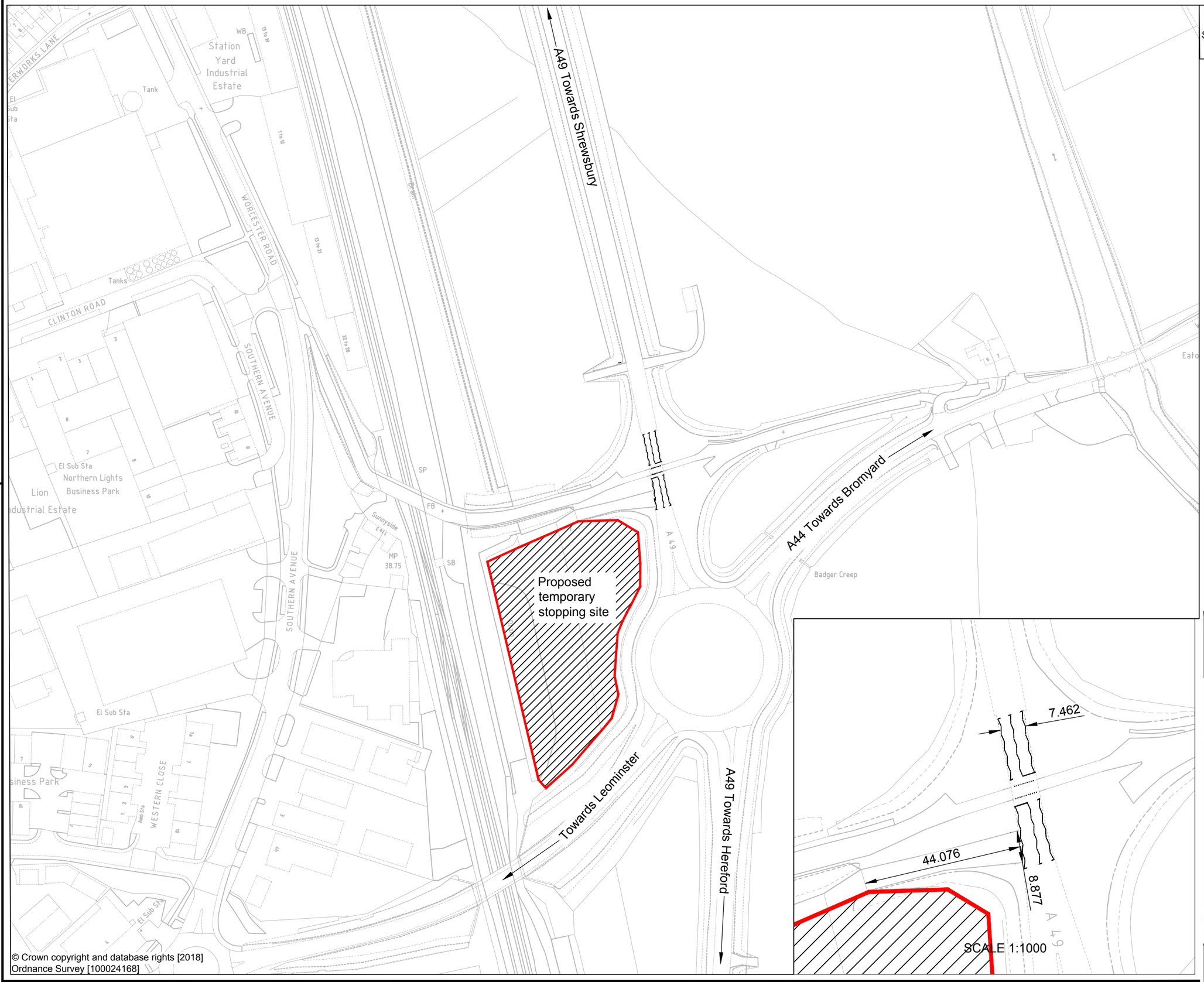

KEY

SITE BOUNDARY

NOTES

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3. NO DIMENSIONS SHOULD BE SCALED FROM THIS DRAWING, USE STATED DIMENSIONS ONLY.
4. THE CONTRACTOR SHALL IDENTIFY LOCATIONS OF EXISTING UNDERGROUND SERVICES PRIOR TO CARRYING OUT EXCAVATION WORKS

Rev	Revision details	Chkd	Appd	Date

Drawn: SR	Preliminary ✓
Design: BBLP	For comment
Chkd: MH	For tender
Appd: MH	For construction
Date: 31/05/2018	As constructed
	Other

Balfour Beatty
Living Places

Client
G. HUGHES B.A.(Hons), M.R.T.P.I. M.I.E.D.
DIRECTOR for ECONOMIES, COMMUNITIES and CORPORATE
Herefordshire Council
Place Based Commissioning, Plough Lane, PO Box 4, Hereford. HR4 0LX

Project Name
A49 Leominster Proposed Temporary Stopping Site

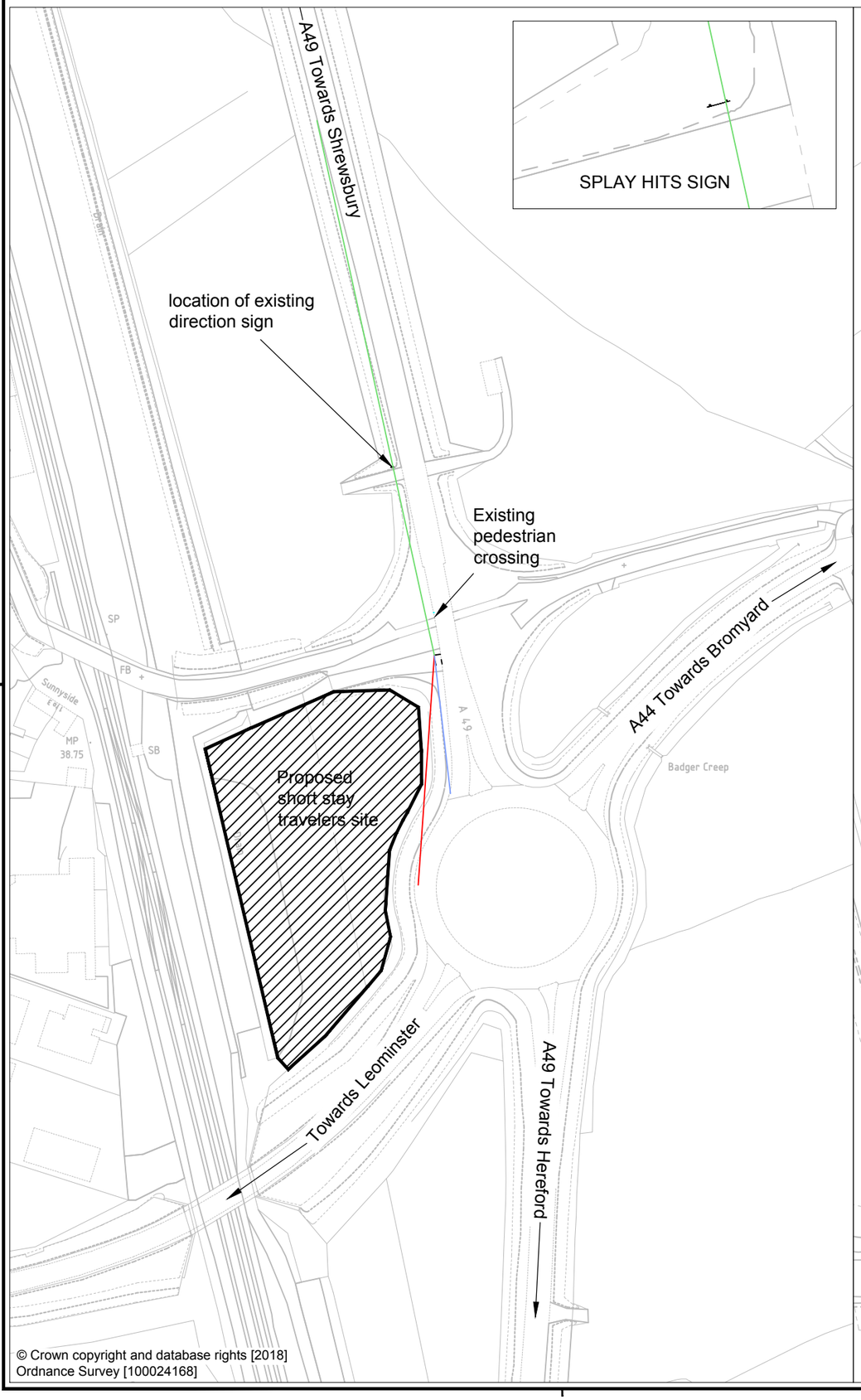
Drawing Title
SITE LOCATION PLAN

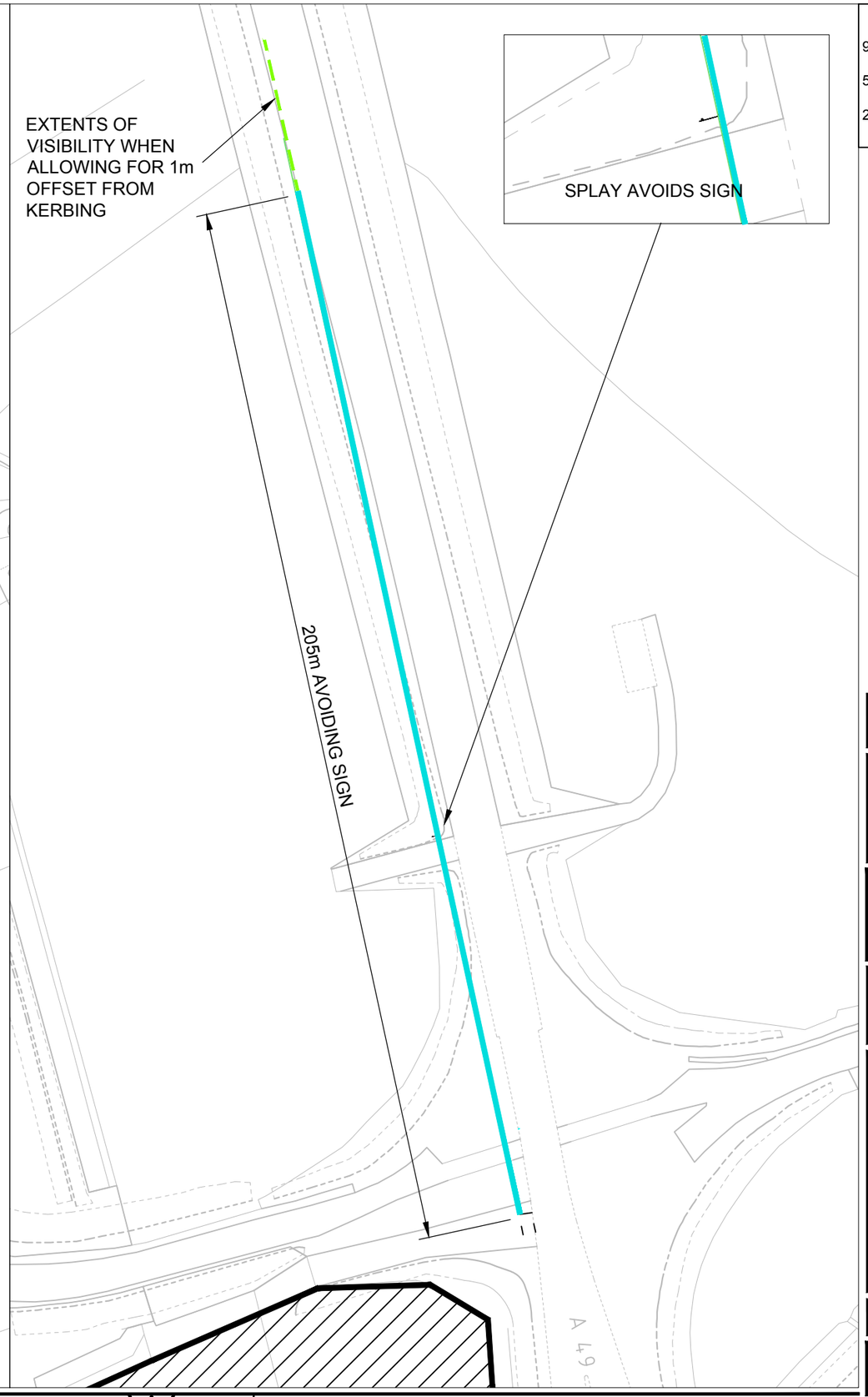
Original Drg Size : A3	Dimensions : -
Scale : 1:2000	Copyright © BBLP

Drawing No	Rev
MN0130/002	

0 100

File ref - s:\design and build\major projects\001 schemes\01 current schemes\mn0130 traveller site leominster\b design management\b5 drawings\travellers temporary stop - a49 leominster\cad\design\mn0130-001 - visibility splay new.dwg





KEY

90m Visibility right

56m Visibility Right

215m Visibility left

NOTES

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4. THE CONTRACTOR SHALL IDENTIFY LOCATIONS OF EXISTING UNDERGROUND SERVICES PRIOR TO CARRYING OUT EXCAVATION WORKS

Rev	Revision details	Chkd	Appd	Date

Drawn: SR		Preliminary	✓
Design: BBLP		For comment	
Chkd: MH		For tender	
Appd: MH		For construction	
Date: 31/05/2018		As constructed	
		Other	

Balfour Beatty
Living Places

Client
G. HUGHES B.A.(Hons), M.R.T.P.I, M.I.E.D.
DIRECTOR for ECONOMIES, COMMUNITIES and CORPORATE
Herefordshire Council
Place Based Commissioning, Plough Lane, PO Box 4, Hereford. HR4 0LX

Project Name
A49 Leominster Proposed Temporary Stopping Site

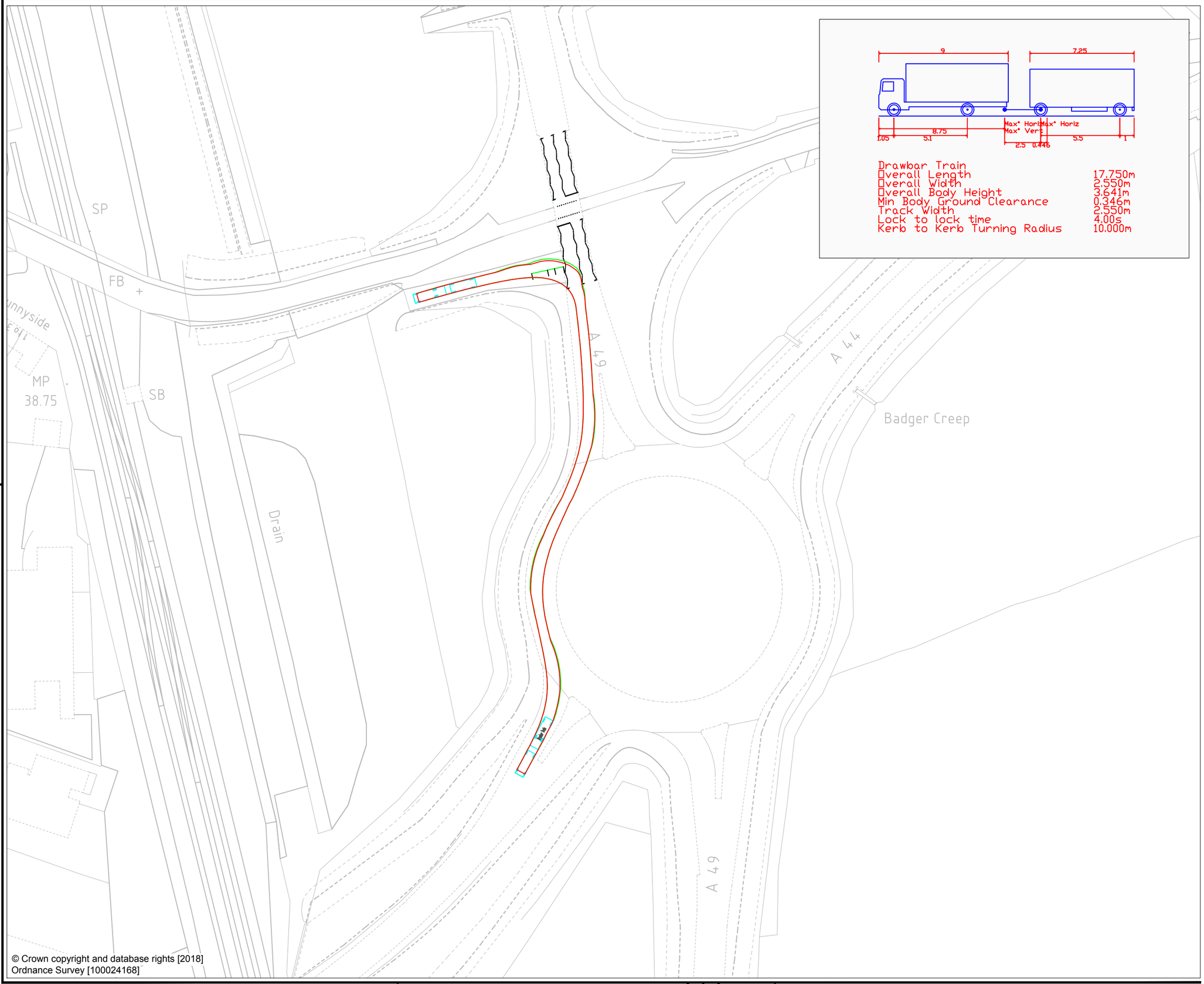
Drawing Title
Visibility Splays

Original Drg Size : A3	Dimensions : -
Scale : 1:2000	Copyright © BBLP

Drawing No	Rev
MN0130/003	

0 100

File ref - s:\design and build\major projects\001 schemes\01 current schemes\mn0130 traveller site leominster\b design management\b5 drawings\travellers temporary stop - a49 leominster\cad\design\mn0130-001 - vehicle tracking.dwg



Drawbar Train	
Overall Length	17.750m
Overall Width	2.550m
Overall Body Height	3.641m
Min Body Ground Clearance	0.346m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.000m

NOTES

1. THIS IS A C.A.D. DRAWING AND SHOULD NOT BE AMENDED BY HAND.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. NO DIMENSIONS SHOULD BE SCALED FROM THIS DRAWING, USE STATED DIMENSIONS ONLY.
4. THE CONTRACTOR SHALL IDENTIFY LOCATIONS OF EXISTING UNDERGROUND SERVICES PRIOR TO CARRYING OUT EXCAVATION WORKS

Rev	Revision details	Chkd	Appd	Date

Drawn: SR		Preliminary	✓
Design: BBLP		For comment	
Chkd: P.T.		For tender	
Appd: MH		For construction	
Date: 31/05/2018		As constructed	
		Other	

Balfour Beatty
Living Places

Client
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DIRECTOR for ECONOMIES, COMMUNITIES and CORPORATE
Herefordshire Council
Place Based Commissioning, Plough Lane, PO Box 4, Hereford. HR4 0LX

Project Name
A49 Leominster Proposed Temporary Stopping Site

Drawing Title
VEHICLE TRACKING

Original Drg Size : A3	Dimensions : -
Scale : 1:2000	Copyright © BBLP

Drawing No	Rev
MN0130/004	

Balfour Beatty Living Places

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