Howard Cole
TOWN AND COUNTRY PLANNING

OBJECTIONS TO PLANNING APPLICATION FOR EXTENSION TO YARD USED FOR THE STORAGE OF HORTICULTURAL PRODUCTS AT BOLDRIDGE BRAKE, LONG NEWNTON [21/04342/FUL]

Prepared for Long Newnton Parish Council

December 2021

1. Introduction

1.1 Howard Cole has been instructed by Long Newnton Parish Council to consider and object to application 21/04342/FUL submitted for Melcourt Industries to Cotswold District Council in November 2021. This report has a structure of five following chapters dealing with:

1.1.1 the planning history of the site;

1.1.2 a summary of the current proposals;

1.1.3 development plan policy and material considerations;

1.1.4 planning considerations; and

1.1.5 summary and objections to application 21/04342/FUL.

1.2 Whilst supportive of businesses in the parish, Long Newnton Parish Council is particularly concerned with the levels and impacts of HGV lorries on the environment, the highway infrastructure and peace and tranquillity of the area from both the existing plant and the proposed extension.

2. Planning History

2.1 The site lies 4km southeast of Tetbury by road and southwest of Long Newnton on land south of Crudwell Lane from where it is accessed. The village of Crudwell lies to the east, in Wiltshire. The Cotswolds Aea of Outstanding Natural Beauty (AONB) lies to the north and west of the application site with its boundary running along the northern verge of Crudwell Lane and along the line of the public right of way running south from Crudwell Lane some 220 metres to the west. To the south of the site is the Fosse Way which is a public right of way.

2.2 In September 1991 a 12-month temporary permission was granted to Melcourt Industries Ltd by Cotswold District Council (CDC) for the retention of bark processing and storage at the Boldridge Brake site under planning reference CT.6888/A. A letter accompanying the application from Melcourt Industries Ltd dated 2nd July 1991 states that the average daily lorry movements (rigid and articulated vehicles) was 3.12 (see **Appendix A**). Those figures were based on the months of January to May 1991 which identifies April as the peak month where the daily average was 4.8 lorry movements per day.

2.3 The condition limiting the uses to a 12-month period was removed under application CT.6888/B in August 1992.

2.4 In November 1992 an application for permission to form a paved area and install a bark processing machine was permitted under reference CT6888/C. This was subject to a noise condition at the request of the Environmental Health Officer, in order to protect the amenities of the local area. The application included no information that the lorry traffic would increase.

2.5 In 1995 there was a successful appeal against an enforcement notice regarding Melcourt Industries Ltd use of a site for bark storage at Marsh Farm south of the Fosse Way in North Wiltshire. That appeal decision [T/APP/C/94/J3910/635856] gave a temporary consent in order that the traffic implications could be fully assessed as the material was transported between the two sites along public roads.

2.6 A further application to Cotswold District Council, with no information that the lorry traffic would increase, was approved in May 1996 (CT.6888/D) and enabled the extension of the existing concrete hardstanding for turning vehicles and storage of bark.

2.7 An appeal by Melcourt Industries Ltd against North Wiltshire District Council's refusal to grant planning permission for the continued use of the Marsh Farm site south of the Fosse Way to store and grade organic wood materials was dismissed in October 1999 (See **Appendix B**).

2.8 The Inspector noted that his colleague's request for vehicle monitoring had not been carried out by the applicant or the Local Highway Authority. Given that Melcourt Industries had monitored 3 vehicles in 12 hours entering and leaving the site and local residents monitored 54 lorry movements over a period of 30 hours spread over 4 days, the Inspector considered that the surveys illustrated the range of movements which arise.

2.9 The Inspector dismissed the appeal on the basis that the HGVs that ran between the two sites along Five Trees Lane could not do so safely unless Five Trees Lane could be widened and noted that the appellant refused to carry those works out.

2.10 The Inspector also considered, at paragraph 17 of his decision notice, that the impact of lorry traffic on the Long Newnton Conservation Area, particularly Church Lane was detrimental to the character and appearance of the conservation area and would harm it *'…by intrusion of industrial transport into a pleasant rural village'.*

2.11 Melcourt Industries Ltd subsequently ceased operations at the Marsh Farm site.

2.12 An application for the erection of two portacabin units for B1 use (01/00055/Ful or CT.6888/E) was refused in April 2001. A subsequent appeal decision in August 2001 permitted the offices subject to conditions [APP/F1610/A/01/1062760]. Traffic generation was four cars per day.

2.13 In March 2008, permission was granted by Cotswold District Council for a modular office to replace those approved in 2001. The application form indicates 7 vehicles use the site every day.

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2.14 In December 2011, an application (11/04815/FUL) was approved to install a generator. As there is no decision notice posted, it is not possible to assess whether any conditions were applied.

2.15 In October 2017 planning permission was granted for the concreting land to provide additional bulk storage for landscaping materials, and enhancement of existing pond as mitigation for concreting works (17/00322/FUL) (See **Appendix C**). This increased the area of the site to some 1.8ha. The agent confirmed that there would be no increase in traffic associated with the proposals (See **Appendix D**).

2.16 The application was subject to a pre-commencement of use condition requiring:

2.16.1 A 10-year Habitat Management Plan for Great Crested Newts shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first use of the development hereby approved. The content of the LEMP shall include, but not necessarily be limited to, the following information:

i. Description and evaluation of habitats and other features (e.g. hibernacula) to be managed; including locations shown on a map;

ii. Aims and objectives of management;

iii. Appropriate management options for achieving aims and objectives;

iv. Prescriptions for management actions;

v. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 5-10 year period);

vi. Details of the body or organisation responsible for implementation of the plan;

vii. Ongoing monitoring and remedial measures;

viii. Timeframe for reviewing the plan; and

ix. A commitment to ongoing maintenance of the habitats (e.g. 5-yearly pond maintenance works).

The Plan shall set out (where the results from monitoring show that the conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented. The Plan shall be implemented in full in accordance with the approved details.

2.17 The explanatory notes on the decision notice are clear that the agreed plans must be followed, and the conditions complied with.

2.18 The submission and approval of such a Habitat Management Plan is not recorded in the planning history for the site.

2.19 September 2019 saw the granting of permission for the erection of lean-to extension to existing processing/bagging shed (19/02816/FUL). As set out on the application form, no further traffic was identified as a result of this proposal.

3. Summary of current proposals

3.1 As stated on the planning application form the development proposal involves the creation of an extended concrete horticultural product storage yard with ancillary development in the form of landscape bunding and an inverted 'L' shaped woodland planation.

3.2 The application documents comprise necessary plans: Planning Statement; Transport Statement; Tree Survey; SUDS information; Planting Plan; Ecological Appraisal; and HGV Management Plan.

3.3 The application form states that the proposed site area is 4.1 hectares, and the accompanying plans indicates that the new hardstanding is some 1.5 hectares compared with the existing site area of 1.8 hectares. The Planning Statement confirms that there will be no increase on the 13 existing employees. An additional 12 articulated vehicle movements are identified arising from the proposals. A reduction in off-site storage is predicted to reduce this to 10 additional HGV movements.

3.4 The Transport Statement indicates that the Melcourt Industries site generates an average of 50 HGV movements per day. The proposed net increase is therefore 20%.

3.5 Given Long Newnton Parish Council's concerns regarding the impacts of HGVs arising from the Melcourt Industries site, Ridge and Partners llp were commissioned to undertake a traffic study to ascertain the impact of HGV movements from current operations, and to review the Transport Statement and HGV Management Plan prepared by IMA on behalf of Melcourt Industries. That study is at **Appendix E** and a summary of its findings are included in Section 6 of this report.

4. Development Plan and Material Considerations

4.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that, *"… for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the (development) plan unless material considerations indicate otherwise".* The development plan is the Cotswold District Local Plan 2011-2031 adopted in August 2018.

Cotswold District Local Plan 2011-2031

4.2 Whilst the Cotswold District Local Plan 2011-2031 is subject to a limited review its policies that are relevant to this application are considered up to date.

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4.3 **Policy EC1** Employment Development permits employment development subject to five criteria. The only criterion that can be of relevance to the current proposal is 'maintains and enhances the vitality of the rural economy'.

4.4 **Policy EC2** protects and allows for intensification of established employment sites. The Melcourt Industries site is not included on that list of sites.

4.5 **Policy EC3** deals with other employment proposals. This states that: '*Outside Development Boundaries, and outside established employment sites, proposals for small-scale employment development appropriate to the rural area will be permitted where they:*

a. do not entail residential use as anything other than ancillary to the business; and

b. are justified by a business case, demonstrating that the business is viable; or

c. facilitate the retention or growth of a local employment opportunity.'

4.6 **Policy EN1** requires new development to promote the protection, conservation and enhancement of the historic and natural environment by ensuring the protection and enhancement of existing natural and historic environmental assets and their settings in proportion with the significance of the asset.

4.7 **Policy EN5** deals with development within the AONB and its setting where the conservation and enhancement of the natural beauty of the landscape, its character and special qualities will be given great weight.

4.8 **Policy EN7** requires compensatory planting where trees, woodland or hedgerows are proposed to be removed as part of development.

4.9 **Policy EN8** protects biodiversity features habitats and species.

4.10 Similarly, **Policy EN11** deals with development proposals that would affect Conservation Areas and their settings requiring proposals to preserve and where appropriate enhance the special character and appearance of the Conservation Area in terms of siting, scale, form, proportion, design, materials and the retention of positive features.

4.11 **Policy INF4** deals with highway safety and requires developments to be well integrated with the existing transport network within and beyond the development itself; have safe and suitable access; and avoid locations where the cumulative impact of congestion or other undesirable impact on the transport network is likely to remain severe following mitigation.

Material Considerations

The National Planning Policy Framework

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4.12 National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications. The current version of the NPPF was issued in July 2021 and maintains the Government's focus on sustainable development.

4.13 At Section 6, policies for supporting a prosperous rural economy are set out. Paragraph 84 is clear that decisions should enable '*the sustainable growth and expansion of all types of business in rural areas both through conversion of existing buildings and well-designed new buildings*' and '*the development and diversification of agricultural and other land based rural businesses'*

4.14 Paragraph 85 provides clarification for decisions where local business needs are met on sites outside existing settlements. In such circumstances *'…it will be important to ensure that development is sensitive to its surroundings,* ***does not have an unacceptable impact on local roads*** *and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport*).' (**Our emphasis**) Furthermore, the use of previously developed land and sites that are physically well related to existing settlements is encouraged where suitable opportunities exist.

4.15 Section 15 of the NPPF is clear that decisions should contribute to and enhance the natural and local environment including recognising the intrinsic beauty of the countryside. Paragraph 174 also expects decisions to minimise impacts on and provide net gains for biodiversity

CDC Strategies and emerging Local Plan

4.16 In 2019, following the lead set by the UK Parliament, Cotswold District Council declared a Climate Emergency and in 2020 an Ecological Emergency was declared which commits CDC to making sure ecological emergency and nature recovery considerations are included in all their work **and decision-making processes**. (our emphasis)

4.17 This includes updating and providing new policies in the emerging local plan to give effect to those strategies. Whilst the formulation of those Local Plan policies has not reached an advanced stage both the climate change and ecological emergencies are material considerations.

5. Planning Considerations

5.1 The key considerations in terms of determining this application, is whether it is in accordance with the development plan and if not, whether there are material circumstances which justify planning permission being granted.

5.2 In summary, the application proposes a significant extension of storage yard to an established B2 use located in the countryside.

5.3 In terms of Policy EC1 there is no evidence in the application that the proposals will '**maintain and enhance**' the vitality of the rural economy. There is no evidence that the business will fail

without the proposed development. Nor is there any increase in the number of people employed.

5.4 **Therefore, the requirements of Policy EC1 are not met**.

5.5 Policy EC2 is not relevant to this proposal. In terms of Policy EC3, this is permissive towards '*proposals for small-scale employment development appropriate to the rural area'.* In terms of the issue of scale this is a major application on over 4 hectares of land, rather than being small scale. We also note that no additional employment is created. As far as being suitable for the rural area, the existing use is B2 and has no affinity with the rural area in that products are imported, stored or processed and subsequently exported by articulated lorries. The volume of those HGV movements is not considered to be suitable to this location.

5.6 The application proposals are therefore not in accordance with the employment policies of the development plan.

5.7 In terms of the requirements of Policy EN1 to promote the protection, conservation and enhancement of the historic and natural environment, the issues relating to the AONB are dealt with under Policy EN5 below. However, whilst the site itself has no heritage assets the additional lorry traffic will be routed through Church Lane which has one element of Long Newnton's Conservation Area, and the Grade II Listed parish church. Therefore, Policy EN11 is also discussed below.

5.8 The site is clearly in the setting of the AONB where the conservation and enhancement of the natural beauty of the landscape, its character and special qualities will be given great weight. The proposal will result in a 20% increase in HGV traffic travelling along Crudwell Lane and Church Lane, through and adjoining the AONB. There is evidence that the current level of lorry traffic associated with this site is harming the verges and nature of the country lanes in this part of the AONB (see photographs at **Appendix F**).

5.9 **The proposals are therefore contrary to Policy EN5**.

5.10 Policy EN7 requires compensatory planting where trees, woodland and hedges are proposed to be removed. It is noted that a larger area of tree planting is proposed to compensate for the woodland to be removed. However, the establishment of the new woodland will take several years and the removal of the exiting woodland will reduce carbon capture if it takes place prior to the establishment of the replacement woodland. It is also noted that the bulk of the current woodland has a 20 year lifespan.

5.11 Policy EN8 requires the conservation and enhancement of biodiversity. It is noted that a Preliminary Ecological Survey is included with the application material. However, with the exception of eDNA testing of the ponds no other detailed surveys have been carried out.

5.12 Given the requirement for 10-year Habitat Management Plan for Great Crested Newts (see 2.16 above) the lack of eDNA would suggest that such a Habitat Management Plan has not been implemented.

5.13 In addition, the verges along Church Lane, which will be further eroded, are a part of a re-wilding project that has been driven by the community to enhance the biodiversity of the village verges and enhance the AONB. It's to be noted that this has been supported by significant funds from Cotswold District Council's community, environment, and well-being grants. Those verges also carry services.

5.14 In terms of Policy EN11, the Inspector deciding the 1999 appeal regarding Marsh Farm found when considering impact on the Long Newnton Conservation Area at Church Lane it was clear that the lorry traffic, which was between the range of 3 and 13.5 per day, was detrimental to the character and appearance of the Conservation Area and would harm it *'…by intrusion of industrial transport into a pleasant rural village'*[1].

5.15 Given the existing levels of lorry traffic, it is considered that the impact of a further 10-12 lorries per day will add to the current unacceptable level of lorry traffic through the Conservation Area causing further harm.

5.16 **The application proposals are therefore contrary to Policy EN11**.

5.17 As set out in Sction 3 above, to assess the highways impact of the current business and the application proposals, Long Newton Parish Council has commissioned Ridge and Partners LLP to prepare that assessment. This is included at **Appendix E** with a summary at Paragraphs 5.17 and 5.18 below.

5.18 The assessment of the existing business concludes that Crudwell Lane and Church Lane are not suitable for high volumes of HGVs according to guidance from the DfT, IHT and Government's HS2 team.

5.19 In terms of the Transport Statement, Ridge notes the following:

5.19.1 Pre-application advice suggested a full Transport Assessment rather than a simple Transport Statement suggesting a greater detail for technical evidence is required than has been provided.

5.19.2 Section 2.3.2 suggests that the existing access has substandard visibility, but no visibility splay drawings are provided. This would suggest that access is not safe and suitable under the NPPF and Policy INF 4.

5.19.3 In Section 2.3.3 it is accepted that Crudwell Lane to the east is unsuited to large vehicles. However, there is no explanation as to what makes the section to the east any different to the section to the west as the lane is narrow in both directions.

[1] Inspector's decision letter for T/APP/C/94/J3910/635856, paragraph 17 at Appendix B

5.19.4 Section 2.3.7 sets out the standards in Manual for Streets on road widths. However, this is not appropriate for rural roads.

5.19.5 Sections 2.3.8 to 2.3.17 highlight that no formal passing places are available along Crudwell Lane, but that verges, and field entrances are used. A number of widths are quoted all of which are below the 6m required for two HGVs to pass and may include the road verge. The route therefore **cannot be considered safe and suitable under the NPPF and Policy INF 4**. [*It is also worth noting that there is only one field entrance on Church Lane and all the other passing places are entrances to residential properties with their services running below.*]

5.19.6 The plans at Appendix 3 only show the highway boundary and do not provide any vehicle tracking. Ridge has provided vehicle tracking for HGVs and demonstrates why this route is unsafe and not suitable (see **Appendix F** for photographs of damage caused by over-running verges).

5.19.7 Section 3 of the Transport Statement sets out a review of baseline traffic and surveys undertaken between the 26th of February 2021 and the 4th of March 2021. It should be noted that COVID lockdown restricts were still in place in England until the 29th of March and as a result these ATC surveys are not representative of normal traffic conditions. This is confirmed at point 3.2.3, so we question why the surveys were done at this time and why they were not undertaken post lockdown. Using this survey data raises questions as to the robustness of the data and Melcourt's figures in general.

5.19.8 In comparison, the Parish Council undertook ATC traffic surveys for 7 days commencing 8th of June 2021, which are considered more representative of normal traffic conditions. The flows in these surveys are considerably higher than those collected by IMA on behalf of Melcourt Industries.

5.19.9 Melcourt Industries acknowledged in their data that 57% of OGV traffic recorded on Crudwell Lane by their ATC survey accesses their Site. If the Parish Council counts are used as a basis and the 57% HGVs to the Melcourt site applied the Site could be generating 58 OGVs a day. The hours of operation are set out in the planning statement as 07:30 to 18:00 Monday to Friday and 08:00 to 14:00 on Saturdays. Assuming a steady flow of HGVs over the 10.5 hour day then 6 HGVs could access the Site every hour or one every 10 minutes.

5.19.10 However, in Section 3.4 the Transport Statement sets out that the Melcourt Industries flows are in fact lower at 28 OGVs a day or 160 over the 5.5 working days a week. We note that this load data is from the end of February 2021 to early March 2021 when figures were potentially suppressed due to COVID 19 restrictions.

5.19.11 Further clarity is provided in section 3.4.4 and 3.3.5 where it is accepted that during the Parish Council ATC period, flows at Melcourt Industries were 49% of traffic on Crudwell Lane or 50 OGV movements a day. Assuming a 10.5 hour day this is 5 HGVs an hour or an HGV every 12 minutes;

5.19.12 Section 3.5 covers accident analysis. However, due to accounting periods, the records to not show a recent accident involving an HGV delivering to Melcourt Industries, this took place on the 22nd of January 2021 and blocked Crudwell Lane, with the recovery causing significant damage to the verge (see photographs at **Appendix G**). It is considered that this is a Near Miss of high potential in terms of HSE classification and it was extremely fortunate that noone else was involved.

5.19.13 Section 4 of the Transport Statement covers the proposed development and explains the rational for the proposals. Melcourt Industries have estimated the additional HGV movements as 6 articulated lorries or 12 movements per day taking the total to 62 based on Melcourt's numbers above or 66 based on the Parish Council numbers. It is noted this is **an estimate**. [*It is of note that the Parish Chairman has repeatedly requested transport logs as evidence of HGV movements, to be informed that they are not kept. This is in marked contrast to the claim that Melcourt work cooperatively with the Paish Council*]

5.19.14 A more scientific approach would be to apply first principles to traffic generation with reference to the existing site area of 2.8 hectares. A trip rate for HGVs of 0.19 per 100m2 would apply. If this trip rate is applied to the proposed uplift in area of 14,000m2, **then the proposed yard area could generate an addition 27 HGV movements a day** which is more than double the estimate provided in the application.

5.19.15 Section 4.3.10 confirms that **the likelihood of meeting a Melcourt generated HGV coming in the opposite direction along Crudwell Lane and Church Lane is 1 in 3.**

5.19.16 Proposed mitigation set out in Section 4 is mostly advisory to drivers arriving at the site and it is not clear how they will be enforced. A formal passing place is suggested with funding from the applicant. However, the suggested location is very close to the Site and does not account for the full route to the B4014;

5.19.17 A HGV Management Plan is also proposed as a mitigation measure. Section 4 covers HGV timing and waiting at a suitable location to ring the site to arrange arrival times to reduce conflicts on the Church Lane and Crudwell Lane sections of the route. No suitable location is specified;

5.19.18 There is inconsistency between the HGV hours of operation in the Transport Statement (18:00) and the HGV Management Plan (20:00);

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5.19.19 Section 6 of the HGV Management Plan there is an instruction not to over-run verges. However, there are no punitive measures suggested for those that do not comply such as passing part of the cost of remediation on the haulage company.

5.20 From the analysis above, it is clear that **the proposals are contrary to Policy INF4**.

5.21 In terms of the adopted development plan the application proposals are clearly not in accordance with its relevant policies and should be refused unless material considerations indicate otherwise.

5.22 In terms of the NPPF, Paragraph 84 links rural economic growth to conversion and well-designed buildings, which is not the case here. Similarly, this is not an agricultural business and has no affinity with the rural area, being reliant on the import and export of materials.

5.23 NPPF paragraph 85 requires that rural businesses do not have an unacceptable impact on rural roads, which is not the case here. Similarly, the application site is not physically well related to Long Newton and is not previously developed.

5.24 Section 15 of the NPPF requires that the natural and local environment including the intrinsic beauty of the countryside is enhanced. For the reasons set out above, the application does not achieve this requirement.

5.25 Therefore, the application cannot claim that there are material considerations to outweigh the conflict with the development plan and the application should be refused.

6. Summary and Objections to Planning Application 21/04342/FUL

6.1 From the analysis above it is clear that the application is not in accordance with the relevant policies of the development plan, in that it is contrary to:

6.1.1 Policy EC3 in that it is not small scale nor does it create additional jobs;

6.1.2 Policy EN1 in that the application does not promote the protection, conservation and enhancement of the historic and natural environment;

6.1.3 Policy EN5 in that the additional lorry traffic will cause further harm to the character and appearance of AONB;

6.1.4 Policy EN11 in that the additional lorry traffic will cause further harm to the Conservation Area; and

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Greenacre, Slad, Gloucestershire, GL6 7QD

6.1.5 Policy INF4 in that a safe and suitable access is not provided, it is not well integrated within the existing transport network beyond the application site and is located where the cumulative impact will remain severe following the proposed mitigation.

6.2 In addition, the proposals are not supported by the NPPF and are not considered to be sustainable development.

6.3 Therefore, in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning application 21/043642/FUL for the extension to yard used for the storage of horticultural products, must be refused.

6.4 It is also important to note that throughout the operation of the Melcourt Industries site, local residents have been concerned with the number and impact of HGV lorry movements, through Long Newton with various incidents reported. Long Newnton Parish Council has brought these concerns to the attention of Melcourt Industries Ltd and several meetings and measures have been discussed, with limited implementation.

6.5 For example, at a parish council meeting with Melcourt Industries Ltd representative on 15 February 2008, the average number of lorry movements was stated as 10 per day which was in excess of the figure mentioned in the planning application at that time (see **Appendix H**).

6.6 Earlier in 2021, the HGV management scheme where drivers notify the site before arriving was put in place. Despite this there is evidence that lorries continue to meet on the approaches to the site access (see photographs at **Appendix I**).

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LIST OF APPENDICES

Appendix A: Letter from Melcourt Industries Ltd dated 2nd July 1991 accompanying application CT.6888/A

Appendix B: Appeal decision [T/APP/J3910/A/99/1019067] dated 6th October 1999 for land at Marsh Farm

Appendix C: Decision notice 17/00322/FUL

Appendix D: Email from Agent regarding lack of material traffic increase for 17/00322/FUL

Appendix E: Long Newnton traffic Study Technical Note December 2021

Appendix F: Photographs of damage to verges caused by overrunning by HGVs

Appendix G: Photographs of accident dated 22 January 2021 on Crudwell Lane

Appendix H: February 2008 Parish Meeting notes

Appendix I: Photographs of lorries meeting on Crudwell Lane

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Appendix A

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MELCOURT INDUSTRIES

Depots throughout the United Kingdom
Registered in England
Reg. No. 1734220
Fax 0666 504398

BOLDRIDGE RECYCLING - BARK PROCESSING:

The schedule of vehicle movements is attached. There were 731 movements since the standard level of activity commenced in September 1990. Less than 50% of these were in repect of material for processing on site by our mobile unit. If we did not process on site, we would still bring the material in ready graded from our other sites in Shropshire and Suffolk, or purchase in from other processors.

The purpose of processing a percentage of our material at Boldridge was to save transporting residues arising in the south and south west, and south and west Wales to the two depots further afield.

Environmental considerations are paramount in all our actions. We only handle and recycle organic residues. Material must originate from within the British Isles and derive from sustainable resources. This accounts for the fact that most of our products are produced from wood from managed forests.

The demand in recent years for peat substitutes necessitating more development work, forced us to look for a site close to our operating centre in Tetbury, where we employ a staff of nine, including my wife and myself, all are local personnel with the exception of our technical representative, who is based in Hampshire. With two other depots besides Boldridge, Boldridge is in effect providing three actual jobs in our Tetbury office.

In addition, our transport and distribution which is organised on a contract basis all revolves around Boldridge, with three on site staff plus three local drivers.

We are aware of the increasing public reaction to juggernaughts. To support this we have instructed all our hauliers to observe a voluntary speed limit and they may only enter and exit Boldridge from the A.4014 via Church Farm. Non of the vehicles we hire are permitted to enter or exit via Crudwell or take the short cut from Church Farm to the Cirencester Road A.433. There is no evidence that these rules are breached.

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Boldridge Recyclying - Bark Processing

Our local haulier's artic trailer is painted with the Melcourt logo; it often leaves Boldridge on a Monday morning and works out of our other depots throughout the week, not returning until the following Friday or Saturday. Our jumbo trailer is, in fact, left at a sawmill to be filled with bark and only comes to be tipped about once every ten days.

At worst, one can say our Boldridge depot provides nine people with direct employment. As a Company we purchase all we can in Tetbury and Long Newnton; failing that Gloucestershire companies get first option on other services any such business as ours needs.

Our products have a wide range of uses from training race horses - [this year's Grand National winner 'Seagram' was trained on a special equestrian surface manufacturer from wood residues by Melcourt] to biomulches and play surfaces. We have pioneered the use of natural fillers for biofilters that clean contaminated air, reduce odours biologically and do not produce problem chemicals for dumping that the chemical scrubbers do.

We have been invited to participate and market a proportion of the R.D.H. [Refuse Derived Humus] from municipal waste. We have researched and found markets for the apple pulp resulting from cider production.

As a company, we constantly seek to improve our products' status and the perception the public have of residues and waste. To this end we are members of the B.T.M.A., B.A.L.I., B.A.B.A., A.P.I., Fair Play for Children and the Institute of Wood Science.

Quality is our watch word. We were the first company to achieve compliance with BS.5696 and 7188 for Loose Impact Absorbing Surfaces for play areas. We are now well advanced with our application for Quality Assurance BS 5750 and endorsement of our new products by the Soil Association.

We sponsor education establishments that further the use of environmental friendly products within our sector. We promote the use of our products to specifiers - by sponsoring their trade and technical seminars. Some of which we are invited to give presentations. All company cars use unleaded petrol and new ones have catalytic convertors.

We have taken an active stance against the importation of sound natural products that have been contaminated with pesticides.

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Boldridge Recycling - Bark Processing:

Our mobile unit at Boldridge was diesel powered. We electrified this to minimise noise and reduce pollution without outside pressures. Our machinery cannot be heard from any public highway or private property.

Health & Safety executives were invited to inspect our equipment at the depot before we proceeded with our production. With the exception of our own toilets all other recommendations were complied with.

We consider that our use of the two Romney huts and concrete areas at Boldridge is an ideal complement to the adjoining Hanger waste plastic recycling operation. Hence the whole site is now known as Boldridge Recycling and the combined effect of the two operations is a significant contibution to the stated aims of central and local government in safe guarding the environment.

John Latter
MELCOURT INDUSTRIES LTD

Tetbury: 2 July 1991
our ref: jsl/erl

BOLDRIDGE DEPOT VEHICLE MOVEMENTS : SEPTEMBER 1990 TO MAY 1991

	Rigids In	Artics In	Rigids Out	Artics Out	Total
From September 1990 To December 1990	6	58	69	14	147
January 1991	12	18	22	9	61
February	11	37	34	19	101
March	5	43	67	27	142
April	2	41	87	15	145
May	11	47	60	17	136
	47	244	339	101	731
Average Monthly Movements	5.22	27.11	37.66	11.22	81.22
Average Weekly Movements [39 weeks]	1.20	6.25	8.69	2.58	18.74
Average Daily Movements - [234 days] 6 day working week	.20	1.04	1.45	.43	3.12
Average Hourly Movement 6 day week x 10 hour day i.e. 7 a.m. - 5p.m. (2340 Hours)	.02	.10	.15	.04	.31

The above include our busiest four months, that is why we have seperated them out. The previous four months is coincidentally almost only equal to our peak month - April.

Many of the rigid movements out are very small vehicles; often only carrying 1 to 3 tonnes of material.

In statistical terms, one is talking about approximately one vehicle every three hours. Since transport hours vary - in practice lorries move between 5 a.m. and 8 p.m. [15 hour day]. This equates to one movement every five hours.

2nd July, 1991

MELCOURT INDUSTRIES

Appendix B

Appeal decision

site visit held on 16 August 1999

by David Ward BSc(Hons) CEng MICE FIHT

an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions

The Planning Inspectorate
Tollgate House,
Houlton Street
Bristol BS2 9DJ
☎ 0117 987 8927

-6 OCT 1999

Appeal: T/APP/J3910/A/99/1019067

- The appeal is made under Section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is brought by Melcourt Industries Ltd against North Wiltshire District Council.
- The site is located at Long Newnton Airfield, Marsh Farm, Brokenborough.
- The application (ref:N.98.0365.S73), dated 18 February 1998, was refused on 5 October 1998.
- The development proposed is the retention of use of part of the airfield for composting, storing and grading of organic wood based materials.

Decision: The appeal is dismissed.

Procedural matters

1. The appeal concerns an application to continue a use which was allowed on appeal against an enforcement notice determined on 20 February 1995 (ref T/APP/C/94/J3910/635856). The use was allowed for a three year period, the Inspector in that case giving the reason "to give an opportunity to study and monitor the traffic position more closely than it has been so far"; and to give the parties the opportunity to discuss further the pros and cons of the suggestion of reducing traffic by the installation of a mobile grading machine at the site.

2. The three year period expired on 20 February 1998. The use is still in operation, and it is thus necessary that the appeal is considered as concerning an application made under section 73A of the Act for the retention of a use being carried on without planning permission.

3. The appeal is accompanied by a draft planning obligation proposed to be made under Section 106A of the Town and Country Planning Act 1990. The obligation would undertake to build passing places and local widenings of the roads which serve the development. By letter dated 25 August 1999 it was stated that the appellant was no longer in a position to complete the agreement.

The main issues

4. In my view the main issues in this appeal are whether, in the light of the economic and environmental advantages of the use, the traffic generated by the activity causes an unacceptable degree of danger and discomfort for highway users; and whether it has an unacceptable impact on the character and appearance of the conservation area of Long Newnton; and whether it makes it, to an unwarranted degree, a less pleasant place in which to live.

Inspector's reasons

PLANNING POLICY

5. The appeal site lies in North Wiltshire District; the traffic from the site is principally composed of lorries which run between the company's works at Boldridge Brake and the site. In doing so they pass through the village of Long Newnton, which lies in Cotswold District.

6. Policy E14 of the North Wiltshire Local Plan, adopted in 1993, encourages establishment or expansion of small scale employment on the edge of villages as defined on the proposals map, subject to their being no overriding objection in terms of traffic generation, amenity, design or pressure for new housing or services. Whilst Long Newnton will not be shown on the proposals map, being in a separate district, I consider that the issues relating to planning policy apart from those related to traffic were resolved in principle by my colleague in the previous appeal.

7. In addition to the development plan, Planning Policy Guidance seeks to balance economic activity with environmental objectives. Of particular relevance is that of PPG7, which notes the vital role of enterprise in promoting healthy economic activity in rural areas. It does so within a context of protecting the countryside for its own sake, and promoting rural communities where people can both live and work. PPG15 is of relevance because of the conservation interest of Long Newnton. It recognises the importance of environmental quality as a key factor in many commercial decisions. It also advises that the character and appearance of many conservation areas is heavily dependent upon the treatment of roads, and stresses the importance of integration of conservation policies with, for example, those for traffic management. In exercising planning functions, it is a requirement of Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 that special attention should be paid to the desirability of preserving or enhancing the character and appearance of a Conservation Area. To my mind, this consideration is relevant to the consideration of the effect of traffic generated externally to the Conservation Area just as much as it is a requirement when considering developments within a Conservation Area.

8. The Gloucestershire Structure Plan is at an advanced stage, and its policies carry a significant degree of weight. It seeks, in policy T12, to ensure that freight generators are only located close to routes appropriate for use by heavy goods vehicles. I do not accept that this policy would not apply to the appeal proposal because it is not a "new development" alluded to in the reasoned justification. To the extent that the development was allowed on a temporary basis because the traffic impact was not clear, it seems to me that if the impact is now clear, it is a material consideration in relation to the degree of conformity with this policy.

9. The "New Deal for Transport" sets out a principal point of policy that lorries should not travel on unsuitable roads unless they have to use them for collection or delivery. The operation in this instance is not simply one of collection or delivery. The roads between the two parts of the operation are in effect part of the internal circulation of the business. The penetration of goods vehicles into unsuitable areas is clearly a matter of concern in the strategy.

BACKGROUND MATTERS

10. Whilst it was clear that my colleague expected careful monitoring of the traffic impact of the use, that has not been undertaken by either the planning authority or the appellant company. Relevant documents submitted by the Council show a continuing level of local concern, prior to the present application. This centres upon the effect of heavy goods vehicles travelling between the two parts of the enterprise, and it is notable that a recurring theme of these is the increase in heavy goods vehicles identified as resulting from the operation.

11. Following receipt of the application residents carried out their own surveys for a variety of time periods over a period of four days. Their surveys covered 30 hours during which they observed 54 lorry movements. By contrast, the appellant surveyed 3 heavy vehicles entering and leaving the site during a recent 12 hour period. In my view, and in the absence of other records, I consider these surveys illustrate the range of movements which arise. As to context, no overall traffic figures are given except for Five Trees Lane, but I saw that all the roads in the area, including the B road, were very lightly trafficked. Five Trees Lane carries less than 300 vehicles in 12 hours, and average of less than one vehicle every two minutes.

12. The site appeared to me to be used to close to its maximum capacity. There does not therefore appear to me to be significant potential for further increases in traffic to and from the site.

13. There is a large volume of letters from residents of the locality. They distinguish between the traffic generated by the Boldridge works itself, and that between the two sites. I consider it indicative of the strength of local concern that in recent elections four out of five Parish Councillors were elected on the strength of opposition to this part of the operation. In planning terms, the indication is that there is significant concern over the good neighbourliness of the operation, and its effect upon amenity.

ROAD SAFETY

14. Analysis of the safety record does not lead one to the view that wagons serving the site are a cause of accidents, but the numbers of all vehicles are so small that one would not expect accidents to occur between vehicles on these roads in any case. Those which do are chance events. The issue of road safety in this instance is one of judgement as to whether the likelihood of accidents, or their severity, would change as a result of the development. Whilst it is clear that any vehicle of the size used for this development would take up so much of the road that there would be little space for other road users, I am not convinced that this would necessarily lead to a greater number of accidents, simply because of the sheer dominance of the highway by these vehicles.

15. At the bends in Five Trees Lane however, the lack of forward visibility for vehicles travelling in either direction means that there is insufficient warning of potential conflict, and a dangerous situation exists. The improvements proposed in the appeal are a necessity in my view, and the subsequent refusal of the appellant to carry them out means that the appeal must fail.

IMPACT UPON THE CONSERVATION AREA AND THE COUNTRYSIDE

16. The Long Newnton Conservation Area is in three separate parts. The route between the two parts of the operation passes from the appeal site along Five Trees Lane, a country lane with an average width of about 4.8m. For about 200m it skirts the eastern part of the Conservation Area. It then uses the B4014, a wide secondary road, which skirts the central part of the Conservation Area. In Long Newnton it makes a right turn into Church Lane, a narrow street passing through both the central and northern parts of the Conservation Area. There is a narrow footway on one side over part of this length. It then turns right again into Crudwell Lane, which is again a country lane averaging 4.8m wide. In my view the use of the parts of Five Trees Lane and the B4104 which pass alongside the Conservation Area by the number of lorries concerned are of neutral impact upon the character of the Conservation Area; and whilst there is no positive effect of preservation or enhancement, I do not consider that failure to meet the test of preservation or enhancement weighs strongly against the proposal.

17. I take a different view of the use of Church Lane. I have no doubt that the use of this lane by the vehicles involved is detrimental to the character and appearance of the Conservation Area, and that, subject to what is written below, to allow the proposal would neither preserve or enhance the character and appearance of these parts of Conservation Area; indeed it would harm it, by intrusion of industrial transport into a pleasant rural village.

18. The lanes in this part of the country are to my mind a part of the countryside. They provide not only a means of communication, but also a visual and environmental resource. PPG7 makes the point that the countryside is a national asset, and I consider that central to much of its appreciation are the immediate surroundings of such minor highways. Local people draw attention to their use for walking and riding, but there is a general benefit to all who pass along them in their being kept attractive. Their use by the very large vehicles which are employed in the appeal operation are, in my view, harmful to these attributes of the countryside.

19. The emerging SP policy T12 is drafted in terms that will set out the policy basis for allocation of land in Local Plans. Development on sites which do not meet the requirement of being close to appropriate routes for heavy goods vehicles would in my view be contrary to that policy; and that is the case in this instance.

IMPACT UPON LOCAL AMENITY

20. Lorries travelling between the two sites are also, in my view, an inappropriate feature when turning into and using Church Lane, and will have a particularly undesirable impact upon the amenity of dwellings at the junction, where the road is narrow and passes the gable ends, causing noise and vibration in an otherwise peaceful environment.

THE PLANNING BALANCE

21. The traffic to and from the appeal site is generated only by the Boldridge Works. Were permission to be refused for the use to continue, it seems likely to me that drying space for the bark would be found elsewhere, and that the operation would still lead to the same amount of traffic on Church Lane. There are other routes, particularly if alternative facilities were found to the north or north east, but these also have disadvantages. Therefore, although I consider that the use of Church Lane through Long Newnton is

harmful, and that the appeal proposal is wrongly located, refusal of planning permission would be unlikely to resolve the principal objection to the operation.

22. It is my view that, had the improvements necessary for road safety been accepted as a planning obligation, the harmful aspects of the use of Five Trees Lane would have been balanced by the positive aspects of the use in providing rural employment. But I recognise that these jobs are located at the works, rather than the appeal site, and thus this balance would only have been favourable to the operation as long as the works exists. I have not given weight to the desirable aspects of the process, since although I accept the environmental benefits of recycling and replacement of less acceptable products, they are not specific to the site, and could be equally well obtained in a more suitable location.

CONCLUSIONS

23. It is my view that because the heavy vehicles which run between the two parts of the operation could not do so with an adequate degree of safety unless Five Trees Lane was widened at the bends, the continued use of the site cannot be countenanced.

24. I have taken into account all other matters raised in the written representations, but I do not find that they outweigh the planning considerations which have led me to my conclusions that the appeal should be dismissed, and I shall exercise the powers transferred to me accordingly.

Appendix C

COTSWOLD DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING PERMISSION

Agent
BDR Design Limited
24 Conygar Road
Tetbury
Glos
GL8 8YS

Applicant
AW Jenkinson
Clifton More
Clifton
Penrith
Cumbria
CA10 2EY

Concreting of land to provide additional bulk storage for landscaping materials, and enhancement of existing pond as mitigation for concreting works at Bolbridge Brake Crudwell Lane Long Newnton Tetbury Gloucestershire GL8 8RT

APPLICATION REF: 17/00322/FUL **DATE OF DECISION: 19th October 2017**
FILE REF: CT.6888/H

DECISION NOTICE

In pursuance of their powers under the above Act, and in accordance with the requirements of the Town and Country (Development Management Procedure) (England) Order 2015, the development has been fully considered and assessed to comply with the relevant policy(ies) contained within the Development Plan as detailed in the section called **"Relevant Policies",** on this certificate.

The Council therefore **PERMITS** the above development in accordance with the details given on the application form and submitted plans which are subject to the following conditions:

1 The development shall be started by 3 years from the date of this decision notice.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2 The development hereby approved shall be implemented in accordance with the following drawing numbers AK1/1 Rev B and AK1/1Rev C, AK 1/4 Rev A.

Reason: For purposes of clarity and for the avoidance of doubt, in accordance with paragraphs 203 and 206 of the National Planning Policy Framework.

3 Notwithstanding the Town and Country Planning (Use Classes) Order 1987 and Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and/or re-enacting those orders with or without modification), the application site shall not be used other than as a bulk storage for landscaping materials facility and shall not be used for any other purpose falling within Use B8 without express planning permission.

Reason: Alternative use would require further consideration by the Local Planning Authority because of traffic impact implications at the site access in accordance with Section 4 of the NPPF.

4 The development shall be completed in accordance with the Ecology Mitigation Plan (EMP) Version 2 dated 18th May 2017 prepared by CTM Wildlife Ltd. All the recommendations shall be implemented in full according to the specified timescales, unless otherwise agreed in writing by the LPA, and thereafter permanently maintained.

Reason: To ensure that great crested newts and badgers are protected in accordance with The Conservation of Habitats and Species Regulations 2010, the Wildlife and Countryside Act 1981 as amended, Circular 06/2005, the National Planning Policy Framework (in particular section 11), and policy 9 of the Cotswold District Local Plan 2011 and in order for the Council to comply with Part 3 of the Natural Environment and Rural Communities Act 2006.

5 A 10-year Habitat Management Plan for Great Crested Newts shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first use of the development hereby approved. The content of the LEMP shall include, but not necessarily be limited to, the following information:

i. Description and evaluation of habitats and other features (e.g. hibernacula) to be managed; including locations shown on a map;
ii. Aims and objectives of management;
iii. Appropriate management options for achieving aims and objectives;
iv. Prescriptions for management actions;
v. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 5-10 year period);
vi. Details of the body or organisation responsible for implementation of the plan;
vii. Ongoing monitoring and remedial measures;
viii. Timeframe for reviewing the plan; and
ix. A commitment to ongoing maintenance of the habitats (e.g. 5-yearly pond maintenance works).
The Plan shall set out (where the results from monitoring show that the conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented. The Plan shall be implemented in full in accordance with the approved details.

Reason: To ensure that great crested newts are protected in accordance with The Conservation of Habitats and Species Regulations 2010, the Wildlife and Countryside Act 1981 as amended, Circular 06/2005, the National Planning Policy Framework (in particular section 11), and policy 9 of the Cotswold District Local Plan 2011 and in order for the Council to comply with Part 3 of the Natural Environment and Rural Communities Act 2006.

6 No vegetation clearance works and other activities that would damage or destroy great crested newt habitat (as specified in the Ecological Mitigation Plan Version 2 dated 18th May 2017 prepared by CTM Wildlife Ltd.) shall commence until a copy of the European protected species licence granted by Natural England for the development has been submitted to the local planning authority.

Reason: To ensure that a European Protected Species licence for great crested newts is obtained in advance of any works that could constitute an offence under the legislation. Where works have commenced without a licence, they can be halted through the use of a temporary stop notice or an injunction.

INFORMATIVES :-

1 Please note that this consent does not override the statutory protection afforded to any such species. Under the terms of the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010 (as amended) it is an offence to disturb or harm great crested newts, or to damage or disturb their habitat or resting place. A derogation licence from Natural England is required before any works that would impact upon this species are carried out.
Badgers are protected for welfare reasons under the Protection of Badgers Act 1992. A licence from Natural England is required before any works within 30 metres of the badger sett.

The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (Section 1), it is an offence to remove, damage and destroy a nest of any wild bird while that nest is in use or being built. Planning permission for a development does not provide a defence against prosecution under this Act. Trees, hedgerows, scrub and other vegetation, such as dense ivy, are likely to contain nesting birds between 1st March and 31st August. Clearance of suitable habitat should therefore be undertaken outside the breeding season for birds to ensure their protection, i.e. works should only be undertaken between August and February, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present

RELEVANT POLICIES & GUIDANCE :-

The following policies contained within the Development Plan and guidance from National Policies were taken into consideration in the assessment of this proposal:

LPR09 Biodiversity, Geology and Geomorphology
LPR19 Develop outside Development Boundaries
LPR24 Employment Uses
LPR38 Accessibility to & within New Develop
NPPF National Planning Policy Framework

Statement in respect of the positive and proactive approach undertaken by the Local Planning Authority

In accordance with the requirements of paragraphs 186 and 187 of the NPPF, the Local Planning Authority has worked with the applicant(s) in a positive and proactive manner in order to secure sustainable development which will improve the economic, social and environmental conditions of the area.

Your attention is drawn to the NOTES overleaf.

Kevin Field

Kevin Field
Planning and Development Manager on behalf of Cotswold District Council

INFORMATION ABOUT THIS DECISION

This is the Council's formal decision on your application. As your application has been agreed, conditions may have been attached. It is very important that you take careful note of the conditions and comply with them. If there is anything about the decision or conditions that you do not understand, then please contact Customer Services, Cotswold District Council, Trinity Road, Cirencester, Gloucestershire, GL7 1PX Tel 01285 623000.

ENFORCEMENT
It is very important that you comply with the Council's decision. As your application has been allowed, you must follow the agreed plans carefully and comply with the conditions It is a developer's responsibility to ensure that the plans granted planning permission and those approved under the Building Regulations are consistent.

If you fail to comply with this Decision Notice, then you could be in contravention of the Town and Country Planning Act 1990 or other legislation. In such circumstances, the Council may well initiate enforcement action.

APPEALING AGAINST A DECISION
If you disagree with the Council's decision, you can appeal to the Secretary of State against any of the conditions that have been imposed under Section 78 of the Town and Country Planning Act 1990.

The Secretary of State can allow longer for you to lodge an appeal, but only in cases where there are special reasons which excuse the delay in giving notice of appeal.

To appeal, you must complete a form which you can obtain from The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or the Appeals area at www.planningportal.gov.uk Some personal information will be displayed on this website, please contact the Planning Inspectorate if you have any concerns.

The Secretary of State need not consider an appeal if it seems to him that the Council have no option under planning legislation but to refuse permission or impose a particular condition, having regard to the statutory requirements to the provisions of any development order and to any directions given under a development order.

BUILDING REGULATIONS
The development may involve building work which requires approval under the Building Regulations. You are responsible to ensure that Building Regulation Consent is granted prior to commencement of work on site. Information about Building Regulation approval, the procedure to be followed and application forms can be obtained from the Council's Building Control Section, Trinity Road, Cirencester, Gloucestershire GL7 1PX Tel: 01285 623000

DEMOLITION AND OTHER APPROVALS
If the development involves demolition you should contact the Building Control Section for advice on how to proceed.

DISPOSAL OF WASTE CREATED DURING DEVELOPMENT
For advice please contact the Waste Advice Team at the below address or visit www.cotswold.gov.uk/go/WasteCarriers.

PURCHASE NOTICES
If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the District Council in whose area the land is situated. This notice will require the Council to purchase the owners interest in the land in accordance with the provisions of Chapter I Part VI of the Town and Country Planning Act 1990.

Appendix D

From: Brian Ravenhill
Sent: 04 October 2017 09:53
To: Ben Bendall
Cc: 'Nick Scholefield'
Subject: RE: 17/00322/FUL Boldridge Brake

Ben

Hope you have had a good break and been able to re-charge the batteries.

Have you had a response from Dave Simmons as yet?

I can only reaffirm our stance that there will be no material increase in vehicular movements. The application is purely for a hard standing for the storage of materials.

If the application could be determined with conditions regarding the traffic movements, I am sure this would be acceptable to the applicants.

Regards

Brian
briandravenhill@tesco.net
01666 502178
07970 889987

Appendix E

RIDGE

TECHNICAL NOTE

Long Newnton Traffic Study

December 2021

TECHNICAL NOTE
LONG NEWNTON TRAFFIC STUDY

December 2021

Prepared for

Long Newnton Parish Council
Long Newnton
Gloucestershire

Prepared by

Ridge and Partners LLP
Eden Office Park
65 Macrae Road
Ham Green
Bristol
BS20 0DD
Tel: 01962 813500

Contact

Chris Long
Partner
Transport Planning
chrislong@ridge.co.uk

VERSION CONTROL

VERSION	DATE	DESCRIPTION	CREATED BY	REVIEWED BY
1.0	29/09/2021	Internal Working Draft	MM	CL
1.1	08/10/2021	Draft for Client Review	MM	CL
1.2	02/11/2021	Updated Report – Issued	MM	CL
1.3	15/12/2021	Updated with Chapter 6	CL	CL
1.4	16/12/2021	Final for Submission	CL	CL

RIDGE

CONTENTS

1. INTRODUCTION

1.1. Background

1.1.1. Ridge & Partners LLP has been commissioned by Long Newnton Parish Council to provide transport planning consultancy services in relation to a traffic study to ascertain the impact of HGV movements in connection with Melcourt Industries proposals to the east of Long Newnton village. It is understood that Melcourt Industries is looking to expand in the future which will result in increased HGV movements on the local highway network.

1.2. Site Location

1.2.1. The study area is located off Crudwell Lane approximately 2.4km east of Long Newnton Village. The site location is shown in Figure 1 below.

Figure 1: Site Location

(Source: Google Maps)

1.3. Structure of the note

1.3.1. This Transport Note is structured as follows;

- Chapter 2 summarises the existing transport and highway conditions surrounding the Melcourt Industries site including a highway safety review.
- Chapter 3 provides a review of traffic survey data collected on behalf of the Parish Council and presents the results in relation to HGV movements and potential conflicts on the local highway network.
- Chapter 4 summarises an HGV tracking exercise undertaken identifying key pinch points.
- Chapter 5 sets out a summary of the findings for discussion with Melcourt Industries.
- Chapter 6 considers the Melcourt Industries Transport Panning Submission.

2. EXISTING CONDITIONS

2.1. Overview

2.1.1. Melcourt Industries is the UK's leading supplier of mulches, bark and wood products, play surfaces and soil improvers. The majority of materials that arrive and depart the site do so via heavy goods vehicles from Crudwell Lane and Church Lane.

2.2. Existing Highway Network

2.2.1. The site lies approximately 2.4km north-east of the village of Long Newnton and 5km east of Tetbury, with vehicular access onto Crudwell Lane as shown below.

Figure 2: Melcourt Industries Site Access

2.2.2. Crudwell Lane is a single track road subject to the national speed limit, linking to the A429 (The Street) to the east and Church Lane to the west. There are no footways or street lighting present in the vicinity of the Melcourt Industries site. The road width varies from 5.3m to 3m at its narrowest point, with no designated passing places. For two cars to pass each other a minimum road width of 4.1m is required, and for an HGV and a car to safely pass would require a minimum of 4.8m, therefore at certain points along Crudwell Lane vehicles need to pull into the verge or into farm entrances to allow other vehicles to pass. This issue is amplified for larger vehicles / HGVs given the road widths.

2.2.3. Two HGVs meeting each other would not be able to pass on Crudwell Lane unless pulling on o the verge as a 5.5m minimum width is required.

2.2.4. Church Lane is also a single track road with a speed limit of 40mph connecting to the B4014 and Long Newnton Village in the south and the A433 in the north via Newnton Hill. Newnton Hill has a weight restriction on it of 18 tonnes meaning any HGVs accessing Melcourt Industries would not

be able to do so from the north. There are no footways on Church Lane south of the junction with Crudwell Lane until Holy Trinity Church, where a footway is present on the eastern side. This footway varies in width but is on average 1.5m.

2.2.5. Church Lane varies in width from 6.4m to 3.9m, just north of Holy Trinity Church and the Tythe Barn. Again, at certain points two cars or a car and an HGV cannot pass each other without pulling into informal passing places such as farm entrances.

2.2.6. Road widths and pinch points along Church Lane and Crudwell Lane leading to Melcourt Industries site are shown in Drawings 5016466-RDG-XX-XX-C-0001,0002, and 0003.

2.3. Highway Safety Review

2.3.1. An initial accident review was undertaken for the immediate highway network within the vicinity of Melcourt Industries. This covered the latest available 5-year period January 2016 to December 2020 using the CrashMap database.

2.3.2. There were no accidents (slight, serious or fatal) recorded over the five year period on Crudwell Lane or Church Lane. This is probably due to the restricted width of the carriageway which results in vehicles travelling at low speeds.

2.3.3. However, we are aware that on the 22nd of January 2021, an accident involving an HGV delivering to Melcourt Industries occurred and blocked Crudwell Lane.

3. TRAFFIC SURVEY

3.1. Overview

3.1.1. Classified volume and speed traffic surveys were undertaken using Automated Traffic Count Loops (ATCs) for 7 days commencing 8th June 2021 by an independent survey company. These ATC surveys have provided the traffic flows and mix of vehicles on Crudwell Lane and Church Lane. The location of ATCs is shown in Figure 3.

Figure 3: Survey Location Points on Church Lane and Crudwell Lane

3.1.2. ATC data obtained from the survey was used to create flow profiles on Crudwell Lane and Church Lane as shown in Figures 4 and 5. The recorded 7-day average weekday traffic flow is summarised in the tables below. **Appendix A** presents the full survey data.

Figure 4: Two Way 7 Day Vehicle Flow Profile Crudwell Lane

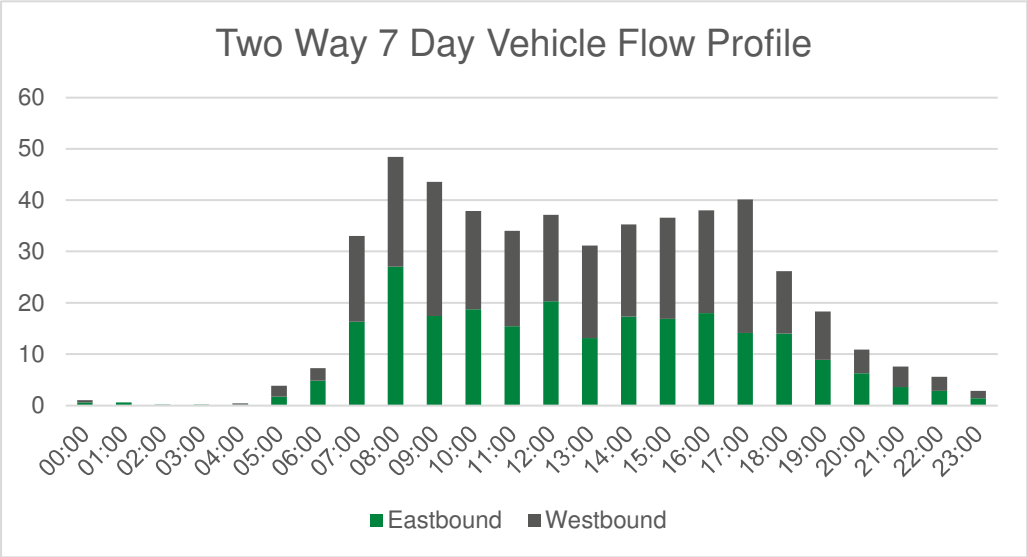
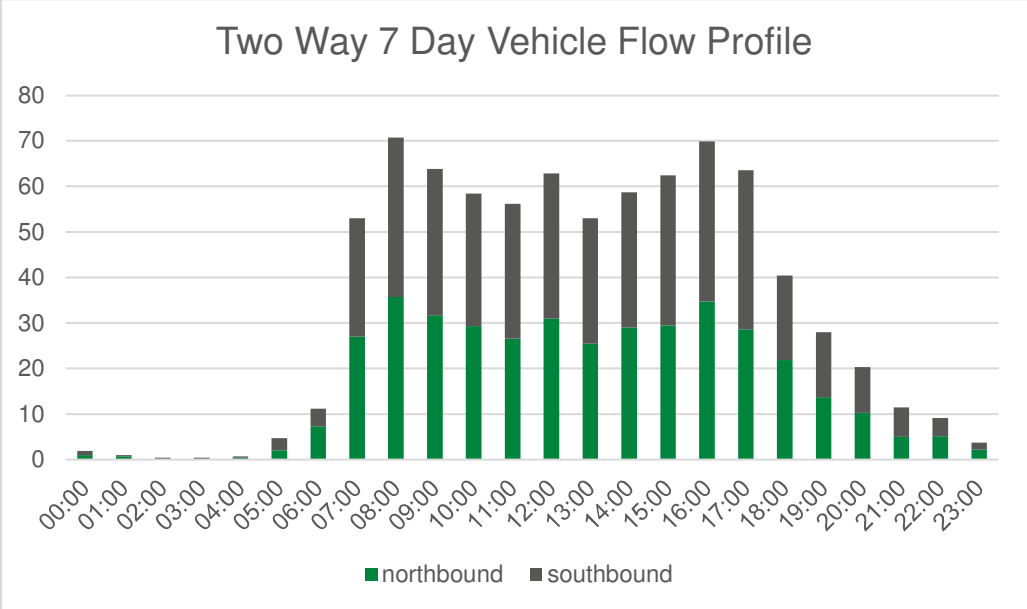


Figure 5: Two Way 7 Day Vehicle Flow Profile Church Lane



3.1.3. Analysis of the ATC data shows the 7-day average two-way weekday traffic flow on Crudwell Lane is 48 and 40 in the AM and PM peaks respectively with 441 over a 12-hour period (07:00-19:00). This equates to approximately 1 vehicle movements every 90 seconds in the AM and PM peak periods.

3.1.4. On Church Lane the 7-day average two-way weekday traffic flow is 71 and 70 in the AM and PM peaks respectively with 713 over a 12-hour period (07:00-19:00). This equates to approximately 1-2 vehicle movements every minute in the AM and PM peak periods.

3.1.5. For both roads the network AM peak was 08:00-09:00 and the PM peak was 16:00-17:00 on Church Lane and 17:00-18:00 on Crudwell Lane.

3.2. Vehicle Speeds

3.2.1. Church Lane is subject to a 40mph speed limit whilst Crudwell Lane is subject to the national speed limit. The recorded 7-day 24 hour 85th percentile speeds, AM and PM peak (08:00-09:00 and 17:00-18:00 respectively) are summarised in the table below.

Table 1: Crudwell Lane Recorded Speeds (mph)

CRUDWELL ROAD	EASTBOUND	WESTBOUND
12 hour 85th percentile speed	37.0 mph	39.1 mph

Table 2: Church Lane Recorded Speeds (mph)

CHURCH LANE	NORTHBOUND	SOUTHBOUND
12 hour 85th percentile speed	42.7 mph	39.2 mph

3.2.2. The 85th percentile speeds on Crudwell Lane were recorded as under 40mph, whilst speeds on Church Lane were 42.7mph northbound (above the posted speed of the road) and just under 40mph southbound.

3.3. Mix of Vehicle Types

3.3.1. Tables 3 and 4 show the mix of vehicle types identified in the traffic survey on both roads.

Table 3: Vehicle Type Mix Crudwell Lane (two way movements, total vehicle flow)

CRUDWELL LANE	LIGHT	OGV1	OGV2	BUS	TOTAL
5 day Average	458 (81.7%)	36 (6.4%)	59 (10.6%)	7 (1.3%)	561 (100%)
7 day Average	422 (84.3%)	30 (5.9%)	43 (8.7%)	5 (1.1%)	500 (100%)

3.3.2. On Crudwell Lane, the road off which Melcourt Industries is located, heavy goods vehicles (categories OGV1 and OGV2) make up 15% of the overall 7 day average total traffic flow, and 17% of the 5 day weekday total flow.

3.3.3. These percentages are considered high against the local and national averages for this type of rural road. With reference to Gloucestershire County Council's LTP4 in sections 2.4 and 2.5 of the draft LTP (see link), locally HGV percentages are between 1% and 9% depending on road type while the National Average is 5%. (https://www.gloucestershire.gov.uk/media/2090426/5-ltp-pd3-freight-policy-draft.pdf).

3.3.4. From the count data undertaken, it can be assumed that almost all OGV 1 and 2 vehicles recorded on Crudwell Lane are accessing Melcourt Industries.

Table 4: Vehicle Type Mix Church Lane (two way movements, total vehicle flow)

CHURCH LANE	LIGHT	OGV1	OGV2	BUS	TOTAL
5 day Average (%)	698 (76.9%)	142 (15.7)	60 (6.6%)	7 (0.8%)	907 (100%)
7 day Average (%)	640 (79.4%)	118 (14.6%)	43 (5.4%)	5 (0.6%)	806 (100%)

3.3.5. On Church Lane, 20% of all two way vehicle movements, 7 day average, relate to OGV 1 or OGV 2 movements. Not all of these movements would be associated with Melcourt Industries, some OGV 1 vehicles for example would be driving north on Church Lane rather than turning onto Crudwell Lane, however it can be assumed that the majority of OGV2 vehicle movements on Church Lane are travelling to Melcourt Industries.

3.3.6. Examining only the AM peak period (08:00-09:00), the traffic survey data shows that for the 5 day weekday average, 23% of total vehicles in the AM peak hour (2 way) are OGV1 or 2 on Crudwell Lane, and 25% make up the total two way flow on Church Lane.

3.4. Highway Link Capacity

3.4.1. Based on the ATC data collected an evaluation of the highway link capacity of Church Lane and Crudwell Lane has been undertaken.

3.4.2. With reference to *Roads and Traffic in Urban Areas (1987)* prepared by the Institution of Highways and Transportation and the Department for Transport, highway link flows are set out on Page 314 for two carriageway roads. Although these standards consider urban roads, they offer a starting point to consider the rural roads covered by this study. An 'all purpose road' with a total width of 6.1m has a peak hour carry capacity of 1,100 per lane. When we consider that sections of Crudwell Lane are only 3m wide then this capacity is halved to 550 vehicles. If you assume that two vehicles meet at this point to pass, then the capacity is halved again to 275 vehicles per hour.

3.4.3. Looking at how the guidance set out in *Roads and Traffic in Urban Areas (1987)* has evolved then reference should be made to the Design Manual for Roads and Bridges published by the DfT. In the recently withdrawn version DRMB Volume 5 Section1 Part 3 TA 79/99 the carrying capacity

UAP 3 (Variable Standard Road), the capacity for a 6.1m wide road is 900 vehicles per direction each hour. Halving this for the 3m section would give a link capacity of 450, which when halved again with vehicles giving way on the narrow sections suggests and carrying capacity of 225 vehicles an hour as a maximum.

3.4.4. It is worth noting that the recent digitisation of the DMRB has removed a number of former technical tables including the ones on carrying capacity.

3.4.5. In both cases peak flows along the two roads in question are below the lowest carry capacity calculations, but it shows that rural roads of this nature are not intended to accommodate large volumes of traffic. In realty the recorded flows are within a third to half of the likely carry capacity of the narrowing sections of both lanes.

3.4.6. There appears to be no formal guidance on rural roads provided from the DfT, however some work has been done by the Government's HS2 team when considering rural access for construction traffic. With reference to: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/405938/HS2_Rural_Road_Design_Criteria.pdf.

3.4.7. This document is helpful as it sets out the suggested national requirements for HGVs on Rural roads. With reference to Section A.6.3:

'Rural road widths for diversions should generally match the existing, subject to a minimum of 5.5 metres (the minimum for two cars to pass in safety at low speed). This minimum width shall be increased to 6.0 metres for lengths with occasional use by buses or heavy goods vehicles and 6.8 metres for roads where buses or heavy goods vehicles are likely to pass each other on a regular basis.'

3.4.8. This guidance suggests that both Church Lane and Crudwell Lane should be at least 6m wide to safely accommodate HGVs.

4. VEHICLE TRACKING EXERCISE

4.1.1. A vehicle tracking exercise was undertaken to identify pinch points in the highway network surrounding Melcourt Industries in relation to a large articulated lorry.

4.1.2. Drawings 5016466-RDG-XX-XX-C-2200, 2201, and 2202 in **Appendix B** show the tracking of a large articulated vehicle accessing Melcourt Industries.

4.1.3. At the junction of the B4014 and Church Lane in Long Newnton (**Point A** on Drawing 5016466-RDG-XX-XX-C-2200) the width of Church Lane is 5.39m which is sufficient for an HGV and a car to pass each other. The road then narrows down to 4.4m outside J's Barn which is sufficient width to allow two cars to pass but not a car and HGV. Church Lane then widens out again to 6.4m just north of a private access drive close to the 40mph sign (**Point B** on Drawing 5016466-RDG-XX-XX-C-2200 and Photo 1). 6.4m is wide enough for two HGVs to pass each other.

Photo 1: Point B on Drawing 5016466-RDG-XX-XX-C-2200

4.1.4. Going north, Church Lane narrows to 4.9m outside Courtlands House and 4.3m just south of the covered reservoir (**Point C** on Drawing 5016466-RDG-XX-XX-C-2200). While two cars can pass at this point, a car and HGV cannot. At Tythe Barn the road narrows further to 3.9m which is not enough space for two cars to pass each other (**Point D** on Drawing 5016466-RDG-XX-XX-C-2201), stone walls on either side of the road further restrict space in this location.

4.1.5. At the junction of Church Lane with Crudwell Lane, the road widens out and on entering Crudwell Lane the road is 5.3m wide (**Point E** on Drawing 5016466-RDG-XX-XX-C-2201). An HGV and car could pass each other at this point. Crudwell Lane then progressively narrows to 4.3m outside the access to Church Farm Barns and the unrestricted (national) speed limit sign, and 3.7m approximately 40m west of the access to Church Farm Cottages (**Point F** on Drawing 5016466-

RDG-XX-XX-C-2201). Below 4.1m two cars cannot pass each other without pulling over into the verge.

4.1.6. The road then widens to between 4.3 and 4.5m for approximately 200m before reducing to 3.9m (**Point G** on Drawing 5016466-RDG-XX-XX-C-2201) The narrowest point is reached at **Point H** where Crudwell Lane is only 3.0m wide (Drawing 5016466-RDG-XX-XX-C-2202 and Photo 2). This is not enough for two cars to pass plus high hedges on either side of the road further restrict the ability to pull into the verge to allow cars and HGVs to pass. There is evidence elsewhere on Crudwell Lane that cars and HGVs pull into the verge to allow vehicles to pass here (Photo 3). **Point I** (Drawing 5016466-RDG-XX-XX-C-2202) shows another pinch point where the Lane narrows to 3.6m.

Photo 2: Crudwell Lane, Point H, where the carriageway narrows to 3m

Photo 3: Evidence of vehicles pulling into verge

4.1.7. Crudwell Lane then returns to over 4.0m in width and at the junction with the access to Melcourt Industries the road widens out to 4.9m (**Point J** on Drawing 5016466-RDG-XX-XX-C-2202).

4.1.8. This vehicle tracking exercise has identified a number of pinch points in the route to Melcourt Industries site along Crudwell Lane and Church Lane. For the majority of Church Lane up to Crudwell Lane and Crudwell Lane itself, a car and an HGV cannot pass each other (minimum 4.8m required) and there are at least five points along the route where two cars cannot pass each other (minimum 4.1m width required).

4.1.9. Based on this exercise, it is recommended that some formal passing places or road widening are required as a minimum at these narrowest points.

5. SUMMARY AND CONCLUSION

5.1. Summary

5.1.1. Ridge & Partners LLP has been commissioned by Long Newnton Parish Council to provide transport planning consultancy services in relation to a traffic study to ascertain the impact of HGV movements in connection with Melcourt Industries proposals to the east of Long Newnton village.

5.1.2. The site lies approximately 2.4km north-east of the village of Long Newnton and 5km east of Tetbury, with vehicular access onto Crudwell Lane. Crudwell Lane is a single track road subject to the national speed limit. There are no footways or street lighting present in the vicinity of the Melcourt Industries site.

5.1.3. Two HGVs meeting each other would not be able to pass on Crudwell Lane unless pulling on o the verge as a 5.5m minimum width is required.

5.1.4. Church Lane varies in width from 5.8m down to 3.9m, just north of Holy Trinity Church and the Tythe Barn. Again, at certain points two cars or a car and an HGV cannot pass each other without pulling into informal passing places such as farm entrances.

5.1.5. An accident review was undertaken showing there were no accidents (slight, serious or fatal) recorded over a five year period on Crudwell Lane or Church Lane. However, this is probably because the restricted width of the carriageway results in vehicles travelling at low speeds. Furthermore, in January 2021 an accident involving an HGV delivering to Melcourt Industries occurred which blocked Crudwell Lane.

5.1.6. A traffic survey was commissioned in June 2021 to indicate volumes of traffic and speeds on Crudwell Lane and Church Lane. Analysis of the ATC data shows the 7-day average two-way weekday traffic flow on Crudwell Lane is 48 and 40 in the AM and PM peaks respectively with 441 over a 12-hour period (07:00-19:00). This equates to approximately 1 vehicle movements every 90 seconds in the AM and PM peak periods.

5.1.7. On Church Lane the 7-day average two-way weekday traffic flow is 71 and 70 in the AM and PM peaks respectively with 713 over a 12-hour period (07:00-19:00). This equates to approximately 1-2 vehicle movements every minute in the AM and PM peak periods.

5.1.8. The 85th percentile speeds on Crudwell Lane were recorded as under 40mph, whilst speeds on Church Lane were 42.7mph northbound (above the posted speed of the road) and just under 40mph southbound.

5.1.9. Examining traffic mix, on Crudwell Lane the number of HGVs on the road is considered high against the national average and very high for this type of rural road. It can be assumed that almost all OGV 1 and 2 vehicles recorded on Crudwell Lane are accessing Melcourt Industries. The majority of OGV2 vehicle movements on Church Lane are also assumed to be travelling to Melcourt Industries.

5.1.10. Based on the ATC data collected an evaluation of the highway link capacity of Church Lane and Crudwell Lane has been undertaken. Guidance from the DfT and Institute of Highways and Transport as well as the Government's HS2 team suggests that both Church Lane and Crudwell Lane should be at least 6m wide to accommodate HGVs.

5.1.11. A vehicle tracking exercise was undertaken to identify pinch points in the highway network surrounding Melcourt Industries in relation to a large articulated lorry. This identified that in only a handful of places the roads are above 5.5m, where two HGVs can just pass each other. For the majority of Church Lane up to Crudwell Lane and Crudwell Lane itself, a car and an HGV cannot pass each other (minimum 4.8m required) and there are at least five points along the route where two cars cannot pass each other (minimum 4.1m required). It is therefore recommended some formal passing places or road widening are required at these points.

5.2. Conclusions and Recommendations

5.2.1. In conclusion, following analysis of traffic survey data, in relation to vehicle volume and mix of vehicle types present on Crudwell Lane and Church Lane, the route is not considered suitable for high volumes of HGVs. This is supported by guidance from the DfT, IHT and Government's HS2 team (part of the DfT).

5.2.2. It is recommended, as a minimum that the Highway Authority be informed of the highway safety issued identified in this report and that a formal weight or width restriction be considered.

6. MELCOURT APPLICATION REVIEW

6.1.1. Further to producing the original Technical Note provided to Long Newnton Parish Council on the 2nd of November, Ridge have been commissioned to review the Transport Statement and HGV Management Plan prepared by IMA on behalf of Melcourt Industries. The IMA report is provided in **Appendix C**.

6.1.2. The following paragraphs in this section set out our review with the intention that the relevant points are included in a formal response being prepared by Jamie Lewis of Howard Cole Town and Country Planning.

6.2. IMA Transport Statement

6.2.1. This section considers the submitted IMA Transport Statement and appendices dated November 2021. The application is to support an expansion of activities at the Long Newnton Site and increased HGV movements through the village and along the route identified in the earlier sections of this report. There is a significant question about safe and suitable access to the Site given the use of Church Lane and Crudwell Lane.

6.2.2. It is noted from the planning statement submitted with application 21/04342/FUL that the pre-application advice suggested a full Transport Assessment rather than a simple statement. This suggests that a greater detail for technical evidence is required then has been provided. We would seek clarification from Cotswold District Council and Gloucestershire County Council on this matter.

6.2.3. Section 1 of the IMA Transport Statement introduces the proposals and sets out the scope of work, this is mainly narrative.

6.2.4. Section 2 sets out the existing Site information including staff numbers and the extant use of the Site including previous haulage operation. It may be worth checking the status of this as I suspect that IMA / Melcourt Industries will try and argue that the HGVs generated by this use can be offset against the proposals. The planning statement also refers to reducing existing HGV trips to offset any new trips, this is also mentioned by IMA although this is not evidenced further.

6.2.5. Section 2.3.2 suggests that the existing access has substandard visibility, but no visibility splay drawings are provided. This would suggest that access is **not safe and suitable under the NPPF and Policy INF 4** and needs to be improved. Suitable visibility splays need to be agreed with Gloucestershire County Council subject to an ATC survey (IMA appear to have this data in their Appendix 4).

6.2.6. In Section 2.3.3 IMA admit that Crudwell Lane to the east is **unsuited to large vehicles**. We would question what makes the section to the east any different to the section to the west, which as identified in our review is also highly unsuitable for HGVs.

6.2.7. Section 2.3.7 sets out the standards in Manual for Streets on road widths. As we highlighted earlier in this note, there is no guidance for rural roads which would sit under the DMRB, and we would question if Manual for Streets is suitable in this context. We would draw IMA and Melcourt Industries attention to the Government's research undertaken for HS2 and their HGV requirements including road widths set out above.

6.2.8. Sections 2.3.8 to 2.3.17 highlight that no formal passing places are available along Crudwell Lane, but that verges, and field entrances are used. A number of widths are quoted all of which are below the 6m required for two HGVs to pass. This seems to suggest that Melcourt Industries and IMA think it is suitable to use the route as it stands for access, when in fact it is not of suitable width and cannot be considered safe and suitable under the NPPF and policy INF 4.

6.2.9. IMA have provided a set of plans in their Appendix 3; it is noted that these only show the highway boundary and do not provide any vehicle tracking. Our plans prepared for Long Newton Parish Council (in Appendix B) show the vehicle tracking for HGVs and why this route is unsafe and not suitable.

6.2.10. Section 3 of the IMA note sets out a review of baseline traffic and surveys undertaken between the 26th of February 2021 and the 4th of March 2021. It should be noted that COVID lockdown restricts were still in place in England until the 29th of March and as a result these ATC surveys are not representative of normal traffic conditions. IMA admit this fact at point 3.2.3, so we question why the surveys were done at this time and why they were not undertaken in post lockdown. Using this survey data raises questions as to the robustness of the data and Melcourt's figures in general.

6.2.11. As IMF have highlighted the Parish Council undertook ATC traffic surveys for 7 days commencing 8th of June 2021, which are considered more representative of normal traffic conditions. The flows in these surveys are considerably higher than those collected by IMA on behalf of Melcourt Industries.

6.2.12. At Section 3.3.5 IMA note that not all the HGV traffic using Church Lane accesses their Site, but they do not question the volumes shown for Crudwell Lane which are 26 OGVs 1 higher than their surveys and 22 OGVs 2 higher. They do note they are not all connected with the Site; however they have produced no evidence to establish those which access the Site.

6.2.13. Melcourt Industries acknowledged in their data that 57% of OGV traffic recorded on Crudwell Lane by their ATC survey accesses their Site. We note that no evidence has been provided to support this and would expect the operator of the Site to have a log of inbound and outbound vehicles which could easily provided evidence of the movements associated with the current operation of the Site.

6.2.14. If the Parish Council counts are used as a basis and the 57% HGVs to the Melcourt site applied the Site could be generating 58 OGVs a day. The hours of operation are set out in the planning statement as 07:30 to 18:00 Monday to Friday and 08:00 to 14:00 on Saturdays. Assuming a steady flow of HGVs over the 10.5 hour day then 6 HGVs could access the Site every hour or one every 10 minutes.

6.2.15. In Section 3.4 IMA set out that the Melcourt Industries flows are in fact lower at 28 OGVs a day or 160 over the 5.5 working days a week. We note that this load data is from the end of February 2021 to early March 2021 when figures were potentially suppressed due to COVID 19 restrictions.

6.2.16. IMA provide further clarity in section 3.4.4 and 3.3.5 where they admit that in fact during the Parish Council ATC period flows at Melcourt Industries were 49% of traffic on Crudwell Lane or 50 OGV movements a day. Assuming a 10.5 hour day this is 5 HGVs an hour or an HGV every 12 minutes.

6.2.17. Section 3.4.8 sets out Melcourt Industries seasonal variation, which suggest that May is the busiest period with 54 HGV movements a day. This figure is closer to the figures that the Parish Council consider were accessing the Site in June. IMA admit in Section 3.4.10 that the June figures are more accurate.

6.2.18. Section 3.5 of the IMA report covers accident analysis, this corresponds with our own analysis that there are no recorded accidents in the most recent period available. We are however aware of a recent accident involving an HGV delivering to Melcourt Industries, this took place on the 22nd of January 2021 and blocked Crudwell Lane (see Photo 4 below). As far as we are aware no one was hurt in this accident, but the HSE would classify this as a Near Miss of high potential as it was only by chance that a serious accident did not occur. Given this submission in November 2021 this data is absent as it would not be accurately recorded in the accident statistics until early 2022 (12 month lag).

Photo 4: HGV Accident 22/01/21

6.2.19. Section 4 of the IMA report covers the proposed development and explains the rational for the proposals. Melcourt Industries have estimated the additional HGV movements as 6 articulated lorries or 12 movements per day taking the total to 62 based on Melcourt's numbers above or 66 based on the Parish Council numbers. It is noted this is **an estimate.**

6.2.20. If first principles were applied to traffic generation and with reference to the existing Site area of 2.8 hectares or 28,000m^2 (application reference 17/00322/FUL) then a trip rate for HGVs of 0.19 per 100m^2 would apply. If this first principles trip rate is applied to the proposed uplift in area of

14,000m^2, then the proposed yard area could generate **an additional 27 HGV movements a day**. This is over double the figure quoted by IMA on behalf of Melcourt Industries. This approach is more scientific than the estimation provided and would align with the standard methodology for vehicle trip generation.

6.2.21. In Section 4.2.4 it is explained that space constraints require off site storage which generates additional trips, 40 loads over the busiest 3 month period or approximately 2 a day over the busiest period. This seems a small amount given the proposed increase in yard space.

6.2.22. Section 4.3 of the IMA Transport Statement attempts to explain the change in HGV movements as 10 movements. IMA have attempted to make this a like for like change with the note at Section 4.3.12 and soil processing but there is no evidence to suggest this will stay off site if the expansion of the Site is granted.

6.2.23. In Section 4.3.5, it is suggested although the Site is not operational until 7.30 that HGV arrive on Site from 06:00, so that in effect a 12 hour day is the norm. This reduces the number of HGVs an hour and to less than one every 5 minutes. IMA do note that there would be no perceptible change in frequency of opposing vehicles meeting which in short means the access arrangements would be no safer than they are currently. We have already noted that the lanes are of insufficient width for an HGV and car to pass and that two HGV cannot pass. Conflicts between inbound and outbound HGVs are common given an HGV every 10 minutes. Travel time over the 2km or 1.24 miles route at approx. 30mph is around 3 minutes allowing for junctions. There is 1 in 3 chance of meeting a Melcourt HGV coming in the opposite direction during a 10 minute period (confirmed by IMA in Section 4.3.10).

6.2.24. Section 4.4 sets out proposed mitigation and the HGV Management Plan which is considered further below. Most of these proposed measures are advisory to drivers arriving at the Site and it is not clear how they will be enforced. It is noted that Melcourt are willing to fund a formal passing place on Crudwell Lane. A location is suggested but it has not yet been agreed with Gloucestershire County Council as the highway authority. This is very close to the Site and does not account for the full route to the B4014. We do not consider the proposal as it stands goes far enough to mitigate the impact of HGVs meeting on this route.

6.2.25. The summary and conclusion are set out in Section 5. No further evidence is provided that the existing access is safe or suitable. It is our view that insufficient evidence has been provided and that the access via Church Lane and Crudwell Lane is not safe or suitable for the current uses on Site let alone an increase in yard space and operations.

6.2.26. This current frequency of trips is evident from the data collected by the Parish Council which indicates conflicts on Crudwell Lane and Church Lane between passing HGVs. The fear from the Parish Council is in fact that enlarging the Site will logically increase the number of HGVs to and from the Site and hence the impact on an identified unsafe route.

6.3. HGV Management Plan

6.3.1. An HGV Management Plan for the Site is provided at Appendix 5. This note covers routing, speeds, timings, hours of operation, passing places, reporting of issues and compliance.

6.3.2. The sections or routing and speeds are acknowledged and welcomed.

6.3.3. Section 4 covers HGV timing and waiting at a suitable location to ring the site to arrange arrival times to reduce conflicts on the Church Lane and Crudwell Lane sections of the route. No suitable location is specified.

6.3.4. In Section 5, HGV Hours of Operation, it is noted that 20:00 is quoted as a final departure time. However, the application and supporting Transport Statement 18:00 or that the local planning authority restrict the hours of operation at the Site to 18:00 in the evening.

6.3.5. Section 6 covers Passing Places and we note that it is simply and instruction not to overrun verges. There are no punitive measures suggested for those that do not comply such as passing part of the cost of remediation on the haulage company (this also relates to section 8.3).

6.3.6. Section 7 covers reporting and the Parish Council welcome this approach.

6.3.7. Section 8 covers Compliance, and it is considered that although it sets out good practise there are no punitive measures for enforcement for haulers ignoring the Management Plan.

6.4. Other Evidence Material for Consideration

6.4.1. Given the various figures for HGV movements provided by Melcourt Industries and the date of the Automated Traffic Counts a review has been undertaken of the historic applications on the Boldridge Brake Site. It is noted that a full list is not provided in the submitted planning statement and it omits 01/00055/FUL for two portacabins for B use, which resulted in an Appeal [APP/F1610/A/01/1062760].

6.4.2. Within the Statement of Case submitted at that appeal it is clear that Gloucestershire County Council the highway authority had an objection to intensification of this Site on highway safety grounds. This highlighted that the roads were in their view **substandard, and that intensification of traffic would be detrimental to highway safety**. Although this relates to the now withdrawn PPG13 the principles of Safe and Suitable access are enshrined in the NPPF and local policy and should be upheld**.**

6.4.3. It is noted that the appeal was upheld, and that Cotswold District Council had costs awarded against them for including a highways reason for refusal reason which related to HGVs generated by the Site when the application for Portacabins / office space would not directly generate HGVs.

6.4.4. However, the principles of HGV generation by the Site apply to the increased yard area now proposed and show that Gloucestershire County Council as the Highways authority have an issue with the Site generating HGVs onto the local network and surrounding lane is particular. We expect this to be the County Council's position with this current application.

APPENDIX A – TRAFFIC SURVEYS

Long Newnton ATC 2

Direction: Northbound

Hour Beginning	Tue Jun 08	Wed Jun 09	Thu Jun 10	Fri Jun 11	Sat Jun 12	Sun Jun 13	Mon Jun 14	5-Day Ave.	7-Day Ave.
00:00	0	0	0	1	2	1	3	1	1
01:00	1	1	1	1	0	1	0	1	1
02:00	0	0	0	0	0	0	1	0	0
03:00	0	0	0	0	1	0	0	0	0
04:00	0	1	0	0	1	0	1	0	0
05:00	2	3	2	5	0	0	2	3	2
06:00	11	11	10	6	4	2	7	9	7
07:00	26	40	41	36	9	5	32	35	27
08:00	48	42	38	43	18	14	47	44	36
09:00	31	26	31	32	30	32	40	32	32
10:00	35	35	37	28	25	25	20	31	29
11:00	22	23	28	27	36	20	30	26	27
12:00	36	30	32	35	28	15	41	35	31
13:00	23	32	27	24	23	16	33	28	25
14:00	42	30	29	30	17	21	34	33	29
15:00	32	28	29	47	19	14	37	35	29
16:00	50	34	50	34	21	19	35	41	35
17:00	28	39	31	26	17	22	37	32	29
18:00	18	26	28	31	13	15	22	25	22
19:00	15	13	12	17	16	7	16	15	14
20:00	15	7	16	14	5	7	8	12	10
21:00	9	4	1	4	7	3	7	5	5
22:00	8	8	4	5	1	4	6	6	5
23:00	2	3	1	4	4	0	1	2	2
Total									
12H(7-19)	391	385	401	393	256	218	408	396	350
16H(6-22)	441	420	440	434	288	237	446	436	387
18H(6-24)	451	431	445	443	293	241	453	445	394
24H(0-24)	454	436	448	450	297	243	460	450	398
AM Peak	08:00	08:00	07:00	08:00	11:00	09:00	08:00	08:00	08:00
	48	**42**	**41**	**43**	**36**	**32**	**47**	**44**	**36**
PM Peak	16:00	17:00	16:00	15:00	12:00	17:00	12:00	16:00	16:00
	50	**39**	**50**	**47**	**28**	**22**	**41**	**41**	**35**

360 TSL Ltd

Direction: Southbound

Hour Beginning	Tue Jun 08	Wed Jun 09	Thu Jun 10	Fri Jun 11	Sat Jun 12	Sun Jun 13	Mon Jun 14	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	3	2	1	0	1
01:00	0	0	0	1	1	0	0	0	0
02:00	0	1	1	0	0	0	0	0	0
03:00	1	1	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	1	0	0
05:00	3	2	5	4	3	0	2	3	3
06:00	4	3	4	2	4	2	8	4	4
07:00	40	33	37	32	8	9	23	33	26
08:00	49	48	36	32	15	11	54	44	35
09:00	37	34	34	29	32	21	38	34	32
10:00	37	31	23	28	27	25	33	30	29
11:00	34	30	16	36	26	29	36	30	30
12:00	31	28	40	28	36	32	28	31	32
13:00	29	33	28	34	26	13	30	31	28
14:00	33	27	32	36	14	18	48	35	30
15:00	33	31	32	46	18	16	55	39	33
16:00	37	27	42	37	35	17	51	39	35
17:00	40	45	55	40	18	11	36	43	35
18:00	25	24	18	18	14	14	17	20	19
19:00	18	21	11	14	11	13	12	15	14
20:00	11	10	17	9	10	5	8	11	10
21:00	10	5	10	4	7	6	3	6	6
22:00	1	5	4	5	6	2	5	4	4
23:00	2	1	0	1	6	0	1	1	2
Total									
12H(7-19)	425	391	393	396	269	216	449	411	363
16H(6-22)	468	430	435	425	301	242	480	448	397
18H(6-24)	471	436	439	431	313	244	486	453	403
24H(0-24)	476	440	445	436	320	246	490	457	408
AM Peak	08:00	08:00	07:00	11:00	09:00	11:00	08:00	08:00	08:00
	49	48	37	36	32	29	54	44	35
PM Peak	17:00	17:00	17:00	15:00	12:00	12:00	15:00	17:00	16:00
	40	45	55	46	36	32	55	43	35

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Tue Jun 08	Wed Jun 09	Thu Jun 10	Fri Jun 11	Sat Jun 12	Sun Jun 13	Mon Jun 14	5-Day Ave.	7-Day Ave.
00:00	0	0	0	1	5	3	4	1	2
01:00	1	1	1	2	1	1	0	1	1
02:00	0	1	1	0	0	0	1	1	0
03:00	1	1	0	0	1	0	0	0	0
04:00	1	1	0	0	1	0	2	1	1
05:00	5	5	7	9	3	0	4	6	5
06:00	15	14	14	8	8	4	15	13	11
07:00	66	73	78	68	17	14	55	68	53
08:00	97	90	74	75	33	25	101	87	71
09:00	68	60	65	61	62	53	78	66	64
10:00	72	66	60	56	52	50	53	61	58
11:00	56	53	44	63	62	49	66	56	56
12:00	67	58	72	63	64	47	69	66	63
13:00	52	65	55	58	49	29	63	59	53
14:00	75	57	61	66	31	39	82	68	59
15:00	65	59	61	93	37	30	92	74	62
16:00	87	61	92	71	56	36	86	79	70
17:00	68	84	86	66	35	33	73	75	64
18:00	43	50	46	49	27	29	39	45	40
19:00	33	34	23	31	27	20	28	30	28
20:00	26	17	33	23	15	12	16	23	20
21:00	19	9	11	8	14	9	10	11	11
22:00	9	13	8	10	7	6	11	10	9
23:00	4	4	1	5	10	0	2	3	4
Total									
12H(7-19)	816	776	794	789	525	434	857	806	713
16H(6-22)	909	850	875	859	589	479	926	884	784
18H(6-24)	922	867	884	874	606	485	939	897	797
24H(0-24)	930	876	893	886	617	489	950	907	806
AM Peak	08:00	08:00	07:00	08:00	09:00	09:00	08:00	08:00	08:00
	97	90	78	75	62	53	101	87	71
PM Peak	16:00	17:00	16:00	15:00	12:00	12:00	15:00	16:00	16:00
	87	84	92	93	64	47	92	79	70

360 TSL Ltd

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Tue Jun 08	Wed Jun 09	Thu Jun 10	Fri Jun 11	Sat Jun 12	Sun Jun 13	Mon Jun 14	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	2	1	1	0	1
01:00	1	1	1	1	0	0	0	1	1
02:00	0	0	0	0	0	0	1	0	0
03:00	0	0	0	0	1	0	0	0	0
04:00	0	0	0	0	0	0	1	0	0
05:00	2	3	1	4	0	0	2	2	2
06:00	6	8	7	3	3	3	4	6	5
07:00	11	25	27	20	6	3	22	21	16
08:00	34	38	34	25	10	12	36	33	27
09:00	25	18	10	15	18	18	18	17	17
10:00	26	23	17	21	22	10	12	20	19
11:00	11	18	17	18	19	12	13	15	15
12:00	18	23	19	25	20	18	19	21	20
13:00	11	17	20	12	8	11	13	15	13
14:00	22	16	23	19	9	11	21	20	17
15:00	21	17	18	24	12	8	18	20	17
16:00	30	19	28	15	11	11	12	21	18
17:00	12	20	17	12	12	5	21	16	14
18:00	14	15	19	17	10	10	13	16	14
19:00	9	10	9	11	6	5	12	10	9
20:00	8	5	9	11	4	2	5	8	6
21:00	8	2	2	2	4	2	5	4	4
22:00	5	4	2	2	0	4	3	3	3
23:00	1	2	1	3	3	0	0	1	1
Total									
12H(7-19)	235	249	249	223	157	129	218	235	209
16H(6-22)	266	274	276	250	174	141	244	262	232
18H(6-24)	272	280	279	255	177	145	247	267	236
24H(0-24)	275	284	281	260	180	146	252	270	240
AM Peak	08:00	08:00	08:00	08:00	10:00	09:00	08:00	08:00	08:00
	34	**38**	**34**	**25**	**22**	**18**	**36**	**33**	**27**
PM Peak	16:00	12:00	16:00	12:00	12:00	12:00	14:00	12:00	12:00
	30	**23**	**28**	**25**	**20**	**18**	**21**	**21**	**20**

360 TSL Ltd

Direction: Westbound

Hour Beginning	Tue Jun 08	Wed Jun 09	Thu Jun 10	Fri Jun 11	Sat Jun 12	Sun Jun 13	Mon Jun 14	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	2	1	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	1	0	0
05:00	1	3	4	4	2	0	1	3	2
06:00	5	3	1	0	1	2	5	3	2
07:00	16	25	25	19	8	7	17	20	17
08:00	30	31	22	18	14	8	27	26	21
09:00	35	22	27	23	26	21	29	27	26
10:00	18	24	14	18	18	25	17	18	19
11:00	22	17	10	27	21	16	17	19	19
12:00	14	21	30	11	18	16	8	17	17
13:00	22	15	16	26	18	11	18	19	18
14:00	24	21	17	18	8	11	27	21	18
15:00	19	19	23	33	10	6	28	24	20
16:00	26	15	27	22	21	6	23	23	20
17:00	33	40	34	25	12	6	32	33	26
18:00	22	9	14	12	9	4	15	14	12
19:00	7	7	6	11	8	10	17	10	9
20:00	4	8	9	4	4	2	1	5	5
21:00	6	5	5	3	4	4	1	4	4
22:00	1	5	3	4	3	1	2	3	3
23:00	0	1	0	2	6	0	1	1	1
Total									
12H(7-19)	281	259	259	252	183	137	258	262	233
16H(6-22)	303	282	280	270	200	155	282	283	253
18H(6-24)	304	288	283	276	209	156	285	287	257
24H(0-24)	306	291	287	280	213	157	287	290	260
AM Peak	09:00	08:00	09:00	11:00	09:00	10:00	09:00	09:00	09:00
	35	31	27	27	26	25	29	27	26
PM Peak	17:00	17:00	17:00	15:00	16:00	12:00	17:00	17:00	17:00
	33	40	34	33	21	16	32	33	26

Direction: Total Flow

Hour Beginning	Tue Jun 08	Wed Jun 09	Thu Jun 10	Fri Jun 11	Sat Jun 12	Sun Jun 13	Mon Jun 14	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	4	2	1	0	1
01:00	1	1	1	1	0	0	0	1	1
02:00	0	0	0	0	0	0	1	0	0
03:00	0	0	0	0	1	0	0	0	0
04:00	1	0	0	0	0	0	2	1	0
05:00	3	6	5	8	2	0	3	5	4
06:00	11	11	8	3	4	5	9	8	7
07:00	27	50	52	39	14	10	39	41	33
08:00	64	69	56	43	24	20	63	59	48
09:00	60	40	37	38	44	39	47	44	44
10:00	44	47	31	39	40	35	29	38	38
11:00	33	35	27	45	40	28	30	34	34
12:00	32	44	49	36	38	34	27	38	37
13:00	33	32	36	38	26	22	31	34	31
14:00	46	37	40	37	17	22	48	42	35
15:00	40	36	41	57	22	14	46	44	37
16:00	56	34	55	37	32	17	35	43	38
17:00	45	60	51	37	24	11	53	49	40
18:00	36	24	33	29	19	14	28	30	26
19:00	16	17	15	22	14	15	29	20	18
20:00	12	13	18	15	8	4	6	13	11
21:00	14	7	7	5	8	6	6	8	8
22:00	6	9	5	6	3	5	5	6	6
23:00	1	3	1	5	9	0	1	2	3
Total									
12H(7-19)	516	508	508	475	340	266	476	497	441
16H(6-22)	569	556	556	520	374	296	526	545	485
18H(6-24)	576	568	562	531	386	301	532	554	494
24H(0-24)	581	575	568	540	393	303	539	561	500
AM Peak	08:00	08:00	08:00	11:00	09:00	09:00	08:00	08:00	08:00
	64	69	56	45	44	39	63	59	48
PM Peak	16:00	17:00	16:00	15:00	12:00	12:00	17:00	17:00	17:00
	56	60	55	57	38	34	53	49	40

360 TSL Ltd

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 8 Jun	275	226	8	39	2
Wed 9 Jun	284	228	28	25	3
Thu 10 Jun	281	219	31	27	4
Fri 11 Jun	260	223	14	21	2
Sat 12 Jun	180	178	1	1	0
Sun 13 Jun	146	143	3	0	0
Mon 14 Jun	252	214	8	27	3
5 Day Ave.	270	222	18	28	3
7 Day Ave.	240	204	13	20	2

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 8 Jun	100.0%	82.2%	2.9%	14.2%	0.7%
Wed 9 Jun	100.0%	80.3%	9.9%	8.8%	1.1%
Thu 10 Jun	100.0%	77.9%	11.0%	9.6%	1.4%
Fri 11 Jun	100.0%	85.8%	5.4%	8.1%	0.8%
Sat 12 Jun	100.0%	98.9%	0.6%	0.6%	0.0%
Sun 13 Jun	100.0%	97.9%	2.1%	0.0%	0.0%
Mon 14 Jun	100.0%	84.9%	3.2%	10.7%	1.2%
5 Day Ave.	100.0%	82.1%	6.6%	10.3%	1.0%
7 Day Ave.	100.0%	85.3%	5.5%	8.3%	0.8%

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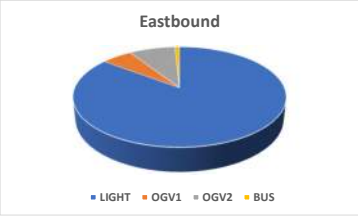

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 8 Jun	306	249	19	35	3
Wed 9 Jun	291	231	22	32	6
Thu 10 Jun	287	223	24	34	6
Fri 11 Jun	280	239	10	26	5
Sat 12 Jun	213	193	17	2	1
Sun 13 Jun	157	148	6	3	0
Mon 14 Jun	287	237	16	31	3
5 Day Ave.	290	236	18	32	5
7 Day Ave.	260	217	16	23	3

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 8 Jun	100.0%	81.4%	6.2%	11.4%	1.0%
Wed 9 Jun	100.0%	79.4%	7.6%	11.0%	2.1%
Thu 10 Jun	100.0%	77.7%	8.4%	11.8%	2.1%
Fri 11 Jun	100.0%	85.4%	3.6%	9.3%	1.8%
Sat 12 Jun	100.0%	90.6%	8.0%	0.9%	0.5%
Sun 13 Jun	100.0%	94.3%	3.8%	1.9%	0.0%
Mon 14 Jun	100.0%	82.6%	5.6%	10.8%	1.0%
5 Day Ave.	100.0%	81.3%	6.3%	10.9%	1.6%
7 Day Ave.	100.0%	83.5%	6.3%	9.0%	1.3%

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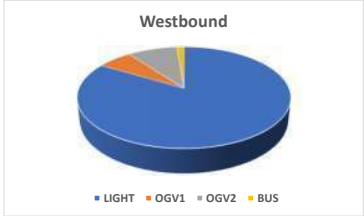

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 8 Jun	581	475	27	74	5
Wed 9 Jun	575	459	50	57	9
Thu 10 Jun	568	442	55	61	10
Fri 11 Jun	540	462	24	47	7
Sat 12 Jun	393	371	18	3	1
Sun 13 Jun	303	291	9	3	0
Mon 14 Jun	539	451	24	58	6
5 Day Ave.	561	458	36	59	7
7 Day Ave.	500	422	30	43	5

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 8 Jun	100.0%	81.8%	4.6%	12.7%	0.9%
Wed 9 Jun	100.0%	79.8%	8.7%	9.9%	1.6%
Thu 10 Jun	100.0%	77.8%	9.7%	10.7%	1.8%
Fri 11 Jun	100.0%	85.6%	4.4%	8.7%	1.3%
Sat 12 Jun	100.0%	94.4%	4.6%	0.8%	0.3%
Sun 13 Jun	100.0%	96.0%	3.0%	1.0%	0.0%
Mon 14 Jun	100.0%	83.7%	4.5%	10.8%	1.1%
5 Day Ave.	100.0%	81.7%	6.4%	10.6%	1.3%
7 Day Ave.	100.0%	84.3%	5.9%	8.7%	1.1%

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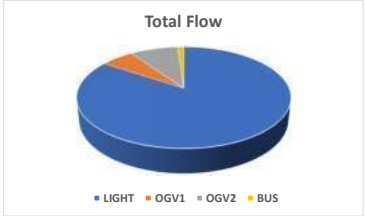

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 8 Jun	275	36.3	28.8	7.2	1	11	17	51	64	80	41	7	3	0	0	0
Wed 9 Jun	284	37.2	29.9	7.1	1	8	15	38	74	88	44	11	4	1	0	0
Thu 10 Jun	281	35.5	29.1	6.1	1	8	6	45	95	84	35	6	1	0	0	0
Fri 11 Jun	260	37.8	30.9	6.7	3	6	8	16	72	90	53	8	4	0	0	0
Sat 12 Jun	180	37.6	28.0	9.3	6	26	4	9	44	56	27	5	2	1	0	0
Sun 13 Jun	146	38.1	29.0	8.8	6	15	2	5	37	52	22	4	3	0	0	0
Mon 14 Jun	252	36.1	29.1	6.7	2	9	10	36	76	73	41	3	2	0	0	0
5 Day Ave.	270	36.6	29.6	6.8	2	8	11	37	76	83	43	7	3	0	0	0
7 Day Ave.	240	37.0	29.3	7.4	3	12	9	29	66	75	38	6	3	0	0	0

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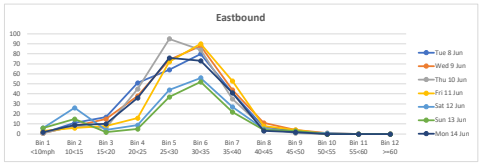

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 8 Jun	306	37.1	28.2	8.6	2	24	25	50	80	62	40	15	7	0	1	0
Wed 9 Jun	291	38.4	29.6	8.5	0	20	20	33	77	59	61	16	1	3	0	1
Thu 10 Jun	287	40.1	31.1	8.7	0	15	22	27	49	79	58	27	8	1	0	1
Fri 11 Jun	280	40.4	31.3	8.8	0	18	15	21	65	57	65	26	12	0	1	0
Sat 12 Jun	213	40.8	30.3	10.1	2	17	20	23	38	32	53	13	13	1	0	1
Sun 13 Jun	157	38.7	26.3	11.9	2	33	26	16	15	25	26	6	4	1	0	3
Mon 14 Jun	287	38.2	30.0	7.9	2	17	12	33	64	82	58	15	3	1	0	0
5 Day Ave.	290	38.8	30.0	8.5	1	19	19	33	67	68	56	20	6	1	0	0
7 Day Ave.	260	39.1	29.5	9.2	1	21	20	29	55	57	52	17	7	1	0	1

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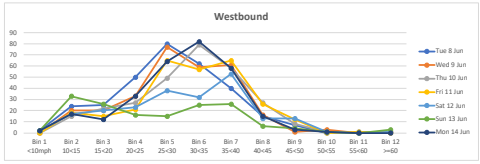

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 8 Jun	581	36.7	28.5	8.0	3	35	42	101	144	142	81	22	10	0	1	0
Wed 9 Jun	575	37.9	29.7	7.8	1	28	35	71	151	147	105	27	5	4	0	1
Thu 10 Jun	568	38.0	30.1	7.6	1	23	28	72	144	163	93	33	9	1	0	1
Fri 11 Jun	540	39.2	31.1	7.8	3	24	23	37	137	147	118	34	16	0	1	0
Sat 12 Jun	393	39.4	29.3	9.8	8	43	24	32	82	88	80	18	15	2	0	1
Sun 13 Jun	303	38.6	27.6	10.6	8	48	28	21	52	77	48	10	7	1	0	3
Mon 14 Jun	539	37.3	29.6	7.4	4	26	22	69	140	155	99	18	5	1	0	0
5 Day Ave.	561	37.8	29.8	7.7	2	27	30	70	143	151	99	27	9	1	0	0
7 Day Ave.	500	38.1	29.4	8.4	4	32	29	58	121	131	89	23	10	1	0	1

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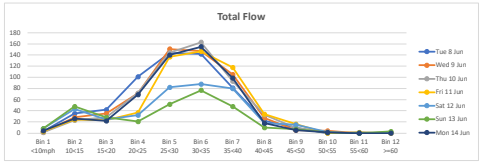


Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 8 Jun	37	34.8	27.6	6.9	0	2	3	6	13	8	4	1	0	0	0	0
Wed 9 Jun	41	36.4	28.4	7.7	1	0	4	8	11	11	3	2	1	0	0	0
Thu 10 Jun	34	33.2	28.1	4.9	0	1	0	6	16	9	2	0	0	0	0	0
Fri 11 Jun	39	37.0	29.2	7.6	2	1	2	2	8	18	6	0	0	0	0	0
Sat 12 Jun	41	34.3	23.2	10.8	4	11	2	3	8	10	1	0	2	0	0	0
Sun 13 Jun	22	33.0	24.1	8.6	1	5	1	1	7	7	0	0	0	0	0	0
Mon 14 Jun	25	35.5	29.7	5.6	0	1	0	1	13	5	5	0	0	0	0	0
5 Day Ave.	35	35.4	28.6	6.5	1	1	2	5	12	10	4	1	0	0	0	0
7 Day Ave.	34	34.9	27.2	7.4	1	3	2	4	11	10	3	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 8 Jun	40	32.1	25.1	6.7	0	3	6	9	14	6	1	1	0	0	0	0
Wed 9 Jun	41	35.7	29.0	6.5	0	2	0	8	14	9	7	1	0	0	0	0
Thu 10 Jun	24	41.6	34.6	6.7	0	0	1	0	4	8	7	2	2	0	0	0
Fri 11 Jun	45	38.3	29.2	8.9	0	6	1	3	14	8	10	2	1	0	0	0
Sat 12 Jun	39	40.5	30.7	9.5	0	3	5	1	6	9	12	0	3	0	0	0
Sun 13 Jun	41	34.9	24.0	10.5	2	11	4	4	6	6	6	2	0	0	0	0
Mon 14 Jun	34	40.7	31.5	8.9	0	4	0	2	6	7	11	4	0	0	0	0
5 Day Ave.	37	37.7	29.9	7.5	0	3	2	4	10	8	7	2	1	0	0	0
7 Day Ave.	38	37.7	29.1	8.2	0	4	2	4	9	8	8	2	1	0	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 8 Jun	77	33.5	26.3	6.9	0	5	9	15	27	14	5	2	0	0	0	0
Wed 9 Jun	82	36.0	28.7	7.1	1	2	4	16	25	20	10	3	1	0	0	0
Thu 10 Jun	58	37.5	30.8	6.5	0	1	1	6	20	17	9	2	2	0	0	0
Fri 11 Jun	84	37.7	29.2	8.2	2	7	3	5	22	26	16	2	1	0	0	0
Sat 12 Jun	80	38.0	26.8	10.8	4	14	7	4	14	19	13	0	5	0	0	0
Sun 13 Jun	63	34.2	24.0	9.8	3	16	5	5	13	13	6	2	0	0	0	0
Mon 14 Jun	59	38.6	30.7	7.6	0	5	0	3	19	12	16	4	0	0	0	0
5 Day Ave.	72	36.7	29.1	7.3	1	4	3	9	23	18	11	3	1	0	0	0
7 Day Ave.	72	36.5	28.1	8.1	1	7	4	8	20	17	11	2	1	0	0	0

360 TSL Ltd

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 8 Jun	43	35.1	27.3	7.6	0	3	1	15	9	9	4	1	1	0	0	0
Wed 9 Jun	33	39.2	31.4	7.5	0	1	0	6	6	10	6	3	1	0	0	0
Thu 10 Jun	41	35.7	29.0	6.5	0	0	3	8	14	9	4	3	0	0	0	0
Fri 11 Jun	43	37.4	30.6	6.5	0	1	2	3	14	11	10	2	0	0	0	0
Sat 12 Jun	21	35.1	28.0	6.9	0	2	0	3	8	5	3	0	0	0	0	0
Sun 13 Jun	19	37.1	32.5	4.4	0	0	0	0	5	11	1	2	0	0	0	0
Mon 14 Jun	39	36.6	29.3	7.0	0	1	4	5	8	13	7	1	0	0	0	0
5 Day Ave.	40	36.8	29.5	7.0	0	1	2	7	10	10	6	2	0	0	0	0
7 Day Ave.	34	36.6	29.7	6.6	0	1	1	6	9	10	5	2	0	0	0	0

360 TSL Ltd

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 8 Jun	43	32.7	25.4	7.0	0	5	5	6	17	7	3	0	0	0	0	0
Wed 9 Jun	40	38.1	31.4	6.5	0	0	2	4	11	10	10	3	0	0	0	0
Thu 10 Jun	40	40.0	30.9	8.8	0	3	3	4	4	11	10	5	0	0	0	0
Fri 11 Jun	51	40.5	32.1	8.1	0	1	3	6	10	10	13	6	2	0	0	0
Sat 12 Jun	18	36.6	25.8	10.4	0	3	5	1	1	3	4	1	0	0	0	0
Sun 13 Jun	17	31.2	21.6	9.2	0	5	5	1	2	3	0	1	0	0	0	0
Mon 14 Jun	55	40.5	31.2	9.0	2	2	1	4	12	20	7	3	3	1	0	0
5 Day Ave.	46	38.3	30.2	7.9	0	2	3	5	11	12	9	3	1	0	0	0
7 Day Ave.	38	37.1	28.3	8.4	0	3	3	4	8	9	7	3	1	0	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 8 Jun	86	33.9	26.3	7.3	0	8	6	21	26	16	7	1	1	0	0	0
Wed 9 Jun	73	38.5	31.4	6.9	0	1	2	10	17	20	16	6	1	0	0	0
Thu 10 Jun	81	37.9	29.9	7.8	0	3	6	12	18	20	14	8	0	0	0	0
Fri 11 Jun	94	39.1	31.4	7.4	0	2	5	9	24	21	23	8	2	0	0	0
Sat 12 Jun	39	35.9	27.0	8.6	0	5	5	4	9	8	7	1	0	0	0	0
Sun 13 Jun	36	36.6	27.4	8.9	0	5	5	1	7	14	1	3	0	0	0	0
Mon 14 Jun	94	38.9	30.4	8.2	2	3	5	9	20	33	14	4	3	1	0	0
5 Day Ave.	86	37.7	29.9	7.5	0	3	5	12	21	22	15	5	1	0	0	0
7 Day Ave.	72	37.3	29.1	7.9	0	4	5	9	17	19	12	4	1	0	0	0

360 TSL Ltd

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	6	4	0	2	0
07:00	11	10	0	1	0
08:00	34	30	1	3	0
09:00	25	13	4	8	0
10:00	26	20	1	3	2
11:00	11	9	1	1	0
12:00	18	15	0	3	0
13:00	11	8	0	3	0
14:00	22	14	0	8	0
15:00	21	16	0	5	0
16:00	30	29	0	1	0
17:00	12	12	0	0	0
18:00	14	14	0	0	0
19:00	9	8	0	1	0
20:00	8	7	1	0	0
21:00	8	8	0	0	0
22:00	5	5	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	235	190	7	36	2
16H(6-22)	266	217	8	39	2
18H(6-24)	272	223	8	39	2
24H(0-24)	275	226	8	39	2
AM Peak	08:00	08:00	09:00	09:00	10:00
	34	30	4	8	2
PM Peak	16:00	16:00	20:00	14:00	12:00
	30	29	1	8	0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	5	4	0	1	0
07:00	16	13	2	1	0
08:00	30	24	4	2	0
09:00	35	26	3	5	1
10:00	18	13	1	4	0
11:00	22	18	1	3	0
12:00	14	12	1	1	0
13:00	22	19	1	2	0
14:00	24	21	1	1	1
15:00	19	10	1	7	1
16:00	26	20	1	5	0
17:00	33	29	2	2	0
18:00	22	20	1	1	0
19:00	7	7	0	0	0
20:00	4	4	0	0	0
21:00	6	6	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	281	225	19	34	3
16H(6-22)	303	246	19	35	3
18H(6-24)	304	247	19	35	3
24H(0-24)	306	249	19	35	3
AM Peak	09:00	09:00	08:00	09:00	09:00
	35	26	4	5	1
PM Peak	17:00	17:00	17:00	15:00	14:00
	33	29	2	7	1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	3	3	0	0	0
06:00	11	8	0	3	0
07:00	27	23	2	2	0
08:00	64	54	5	5	0
09:00	60	39	7	13	1
10:00	44	33	2	7	2
11:00	33	27	2	4	0
12:00	32	27	1	4	0
13:00	33	27	1	5	0
14:00	46	35	1	9	1
15:00	40	26	1	12	1
16:00	56	49	1	6	0
17:00	45	41	2	2	0
18:00	36	34	1	1	0
19:00	16	15	0	1	0
20:00	12	11	1	0	0
21:00	14	14	0	0	0
22:00	6	6	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	516	415	26	70	5
16H(6-22)	569	463	27	74	5
18H(6-24)	576	470	27	74	5
24H(0-24)	581	475	27	74	5
AM Peak	08:00	08:00	09:00	09:00	10:00
	64	54	7	13	2
PM Peak	16:00	16:00	17:00	15:00	14:00
	56	49	2	12	1

360 TSL Ltd

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	3	3	0	0	0
06:00	8	6	0	2	0
07:00	25	19	4	2	0
08:00	38	37	1	0	0
09:00	18	11	4	2	1
10:00	23	18	2	3	0
11:00	18	13	4	1	0
12:00	23	15	3	4	1
13:00	17	9	5	3	0
14:00	16	11	1	3	1
15:00	17	14	1	2	0
16:00	19	18	0	1	0
17:00	20	20	0	0	0
18:00	15	14	1	0	0
19:00	10	6	2	2	0
20:00	5	5	0	0	0
21:00	2	2	0	0	0
22:00	4	4	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	249	199	26	21	3
16H(6-22)	274	218	28	25	3
18H(6-24)	280	224	28	25	3
24H(0-24)	284	228	28	25	3
AM Peak	08:00	08:00	07:00	10:00	09:00
	38	37	4	3	1
PM Peak	12:00	17:00	13:00	12:00	12:00
	23	20	5	4	1

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	3	3	0	0	0
06:00	3	3	0	0	0
07:00	25	21	2	2	0
08:00	31	26	1	4	0
09:00	22	18	2	2	0
10:00	24	18	2	3	1
11:00	17	13	1	2	1
12:00	21	18	1	1	1
13:00	15	11	1	3	0
14:00	21	12	1	7	1
15:00	19	14	1	2	2
16:00	15	10	1	4	0
17:00	40	35	3	2	0
18:00	9	8	1	0	0
19:00	7	7	0	0	0
20:00	8	5	3	0	0
21:00	5	3	2	0	0
22:00	5	5	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	259	204	17	32	6
16H(6-22)	282	222	22	32	6
18H(6-24)	288	228	22	32	6
24H(0-24)	291	231	22	32	6
AM Peak	08:00	08:00	07:00	08:00	10:00
	31	26	2	4	1
PM Peak	17:00	17:00	17:00	14:00	15:00
	40	35	3	7	2

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	6	6	0	0	0
06:00	11	9	0	2	0
07:00	50	40	6	4	0
08:00	69	63	2	4	0
09:00	40	29	6	4	1
10:00	47	36	4	6	1
11:00	35	26	5	3	1
12:00	44	33	4	5	2
13:00	32	20	6	6	0
14:00	37	23	2	10	2
15:00	36	28	2	4	2
16:00	34	28	1	5	0
17:00	60	55	3	2	0
18:00	24	22	2	0	0
19:00	17	13	2	2	0
20:00	13	10	3	0	0
21:00	7	5	2	0	0
22:00	9	9	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	508	403	43	53	9
16H(6-22)	556	440	50	57	9
18H(6-24)	568	452	50	57	9
24H(0-24)	575	459	50	57	9
AM Peak	08:00	08:00	07:00	10:00	09:00
	69	63	6	6	1
PM Peak	17:00	17:00	13:00	14:00	12:00
	60	55	6	10	2

360 TSL Ltd

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	7	5	1	1	0
07:00	27	22	3	2	0
08:00	34	26	5	3	0
09:00	10	8	1	0	1
10:00	17	12	2	3	0
11:00	17	13	3	0	1
12:00	19	12	3	3	1
13:00	20	15	2	3	0
14:00	23	15	4	3	1
15:00	18	13	2	3	0
16:00	28	22	0	6	0
17:00	17	17	0	0	0
18:00	19	16	3	0	0
19:00	9	8	1	0	0
20:00	9	8	1	0	0
21:00	2	2	0	0	0
22:00	2	2	0	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	249	191	28	26	4
16H(6-22)	276	214	31	27	4
18H(6-24)	279	217	31	27	4
24H(0-24)	281	219	31	27	4
AM Peak	08:00	08:00	08:00	08:00	09:00
	34	26	5	3	1
PM Peak	16:00	16:00	14:00	16:00	12:00
	28	22	4	6	1

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	4	4	0	0	0
06:00	1	1	0	0	0
07:00	25	21	3	1	0
08:00	22	15	2	5	0
09:00	27	18	4	4	1
10:00	14	9	1	3	1
11:00	10	4	2	4	0
12:00	30	24	1	3	2
13:00	16	12	1	3	0
14:00	17	13	1	2	1
15:00	23	18	2	3	0
16:00	27	23	2	2	0
17:00	34	27	2	4	1
18:00	14	11	3	0	0
19:00	6	6	0	0	0
20:00	9	9	0	0	0
21:00	5	5	0	0	0
22:00	3	3	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	259	195	24	34	6
16H(6-22)	280	216	24	34	6
18H(6-24)	283	219	24	34	6
24H(0-24)	287	223	24	34	6
AM Peak	09:00	07:00	09:00	08:00	09:00
	27	21	4	5	1
PM Peak	17:00	17:00	18:00	17:00	12:00
	34	27	3	4	2

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	5	5	0	0	0
06:00	8	6	1	1	0
07:00	52	43	6	3	0
08:00	56	41	7	8	0
09:00	37	26	5	4	2
10:00	31	21	3	6	1
11:00	27	17	5	4	1
12:00	49	36	4	6	3
13:00	36	27	3	6	0
14:00	40	28	5	5	2
15:00	41	31	4	6	0
16:00	55	45	2	8	0
17:00	51	44	2	4	1
18:00	33	27	6	0	0
19:00	15	14	1	0	0
20:00	18	17	1	0	0
21:00	7	7	0	0	0
22:00	5	5	0	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	508	386	52	60	10
16H(6-22)	556	430	55	61	10
18H(6-24)	562	436	55	61	10
24H(0-24)	568	442	55	61	10
AM Peak	08:00	07:00	08:00	08:00	09:00
	56	43	7	8	2
PM Peak	16:00	16:00	18:00	16:00	12:00
	55	45	6	8	3

360 TSL Ltd

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	4	4	0	0	0
06:00	3	2	0	1	0
07:00	20	16	2	2	0
08:00	25	23	1	1	0
09:00	15	12	2	1	0
10:00	21	14	2	5	0
11:00	18	15	0	3	0
12:00	25	22	0	3	0
13:00	12	9	1	1	1
14:00	19	18	0	1	0
15:00	24	21	1	2	0
16:00	15	14	1	0	0
17:00	12	9	2	0	1
18:00	17	16	0	1	0
19:00	11	9	2	0	0
20:00	11	11	0	0	0
21:00	2	2	0	0	0
22:00	2	2	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	223	189	12	20	2
16H(6-22)	250	213	14	21	2
18H(6-24)	255	218	14	21	2
24H(0-24)	260	223	14	21	2
AM Peak	08:00	08:00	07:00	10:00	00:00
	25	23	2	5	0
PM Peak	12:00	12:00	17:00	12:00	13:00
	25	22	2	3	1

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	4	3	0	1	0
06:00	0	0	0	0	0
07:00	19	15	1	3	0
08:00	18	15	1	2	0
09:00	23	18	1	3	1
10:00	18	12	1	4	1
11:00	27	24	1	2	0
12:00	11	8	0	3	0
13:00	26	22	1	3	0
14:00	18	16	1	1	0
15:00	33	28	1	1	3
16:00	22	18	1	3	0
17:00	25	24	1	0	0
18:00	12	12	0	0	0
19:00	11	11	0	0	0
20:00	4	4	0	0	0
21:00	3	3	0	0	0
22:00	4	4	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	252	212	10	25	5
16H(6-22)	270	230	10	25	5
18H(6-24)	276	236	10	25	5
24H(0-24)	280	239	10	26	5
AM Peak	11:00	11:00	07:00	10:00	09:00
	27	24	1	4	1
PM Peak	15:00	15:00	13:00	12:00	15:00
	33	28	1	3	3

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	8	7	0	1	0
06:00	3	2	0	1	0
07:00	39	31	3	5	0
08:00	43	38	2	3	0
09:00	38	30	3	4	1
10:00	39	26	3	9	1
11:00	45	39	1	5	0
12:00	36	30	0	6	0
13:00	38	31	2	4	1
14:00	37	34	1	2	0
15:00	57	49	2	3	3
16:00	37	32	2	3	0
17:00	37	33	3	0	1
18:00	29	28	0	1	0
19:00	22	20	2	0	0
20:00	15	15	0	0	0
21:00	5	5	0	0	0
22:00	6	6	0	0	0
23:00	5	5	0	0	0
Total					
12H(7-19)	475	401	22	45	7
16H(6-22)	520	443	24	46	7
18H(6-24)	531	454	24	46	7
24H(0-24)	540	462	24	47	7
AM Peak	11:00	11:00	07:00	10:00	09:00
	45	39	3	9	1
PM Peak	15:00	15:00	17:00	12:00	15:00
	57	49	3	6	3

360 TSL Ltd

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	3	3	0	0	0
07:00	6	6	0	0	0
08:00	10	9	0	1	0
09:00	18	17	1	0	0
10:00	22	22	0	0	0
11:00	19	19	0	0	0
12:00	20	20	0	0	0
13:00	8	8	0	0	0
14:00	9	9	0	0	0
15:00	12	12	0	0	0
16:00	11	11	0	0	0
17:00	12	12	0	0	0
18:00	10	10	0	0	0
19:00	6	6	0	0	0
20:00	4	4	0	0	0
21:00	4	4	0	0	0
22:00	0	0	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	157	155	1	1	0
16H(6-22)	174	172	1	1	0
18H(6-24)	177	175	1	1	0
24H(0-24)	180	178	1	1	0
AM Peak	10:00	10:00	09:00	08:00	00:00
	22	22	1	1	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	20	20	0	0	0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	1	1	0	0	0
07:00	8	4	4	0	0
08:00	14	12	2	0	0
09:00	26	24	1	0	1
10:00	18	14	2	2	0
11:00	21	20	1	0	0
12:00	18	17	1	0	0
13:00	18	17	1	0	0
14:00	8	8	0	0	0
15:00	10	10	0	0	0
16:00	21	20	1	0	0
17:00	12	12	0	0	0
18:00	9	7	2	0	0
19:00	8	6	2	0	0
20:00	4	4	0	0	0
21:00	4	4	0	0	0
22:00	3	3	0	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	183	165	15	2	1
16H(6-22)	200	180	17	2	1
18H(6-24)	209	189	17	2	1
24H(0-24)	213	193	17	2	1
AM Peak	09:00	09:00	07:00	10:00	09:00
	26	24	4	2	1
PM Peak	16:00	16:00	18:00	12:00	12:00
	21	20	2	0	0

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	4	4	0	0	0
07:00	14	10	4	0	0
08:00	24	21	2	1	0
09:00	44	41	2	0	1
10:00	40	36	2	2	0
11:00	40	39	1	0	0
12:00	38	37	1	0	0
13:00	26	25	1	0	0
14:00	17	17	0	0	0
15:00	22	22	0	0	0
16:00	32	31	1	0	0
17:00	24	24	0	0	0
18:00	19	17	2	0	0
19:00	14	12	2	0	0
20:00	8	8	0	0	0
21:00	8	8	0	0	0
22:00	3	3	0	0	0
23:00	9	9	0	0	0
Total					
12H(7-19)	340	320	16	3	1
16H(6-22)	374	352	18	3	1
18H(6-24)	386	364	18	3	1
24H(0-24)	393	371	18	3	1
AM Peak	09:00	09:00	07:00	10:00	09:00
	44	41	4	2	1
PM Peak	12:00	12:00	18:00	12:00	12:00
	38	37	2	0	0

360 TSL Ltd

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	3	3	0	0	0
07:00	3	2	1	0	0
08:00	12	11	1	0	0
09:00	18	17	1	0	0
10:00	10	10	0	0	0
11:00	12	12	0	0	0
12:00	18	18	0	0	0
13:00	11	11	0	0	0
14:00	11	11	0	0	0
15:00	8	8	0	0	0
16:00	11	11	0	0	0
17:00	5	5	0	0	0
18:00	10	10	0	0	0
19:00	5	5	0	0	0
20:00	2	2	0	0	0
21:00	2	2	0	0	0
22:00	4	4	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	129	126	3	0	0
16H(6-22)	141	138	3	0	0
18H(6-24)	145	142	3	0	0
24H(0-24)	146	143	3	0	0
AM Peak	09:00	09:00	07:00	00:00	00:00
	18	17	1	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	18	18	0	0	0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	2	2	0	0	0
07:00	7	7	0	0	0
08:00	8	8	0	0	0
09:00	21	19	2	0	0
10:00	25	23	1	1	0
11:00	16	16	0	0	0
12:00	16	14	1	1	0
13:00	11	11	0	0	0
14:00	11	10	0	1	0
15:00	6	6	0	0	0
16:00	6	6	0	0	0
17:00	6	6	0	0	0
18:00	4	4	0	0	0
19:00	10	8	2	0	0
20:00	2	2	0	0	0
21:00	4	4	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	137	130	4	3	0
16H(6-22)	155	146	6	3	0
18H(6-24)	156	147	6	3	0
24H(0-24)	157	148	6	3	0
AM Peak	10:00	10:00	09:00	10:00	00:00
	25	23	2	1	0
PM Peak	12:00	12:00	19:00	12:00	12:00
	16	14	2	1	0

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	5	5	0	0	0
07:00	10	9	1	0	0
08:00	20	19	1	0	0
09:00	39	36	3	0	0
10:00	35	33	1	1	0
11:00	28	28	0	0	0
12:00	34	32	1	1	0
13:00	22	22	0	0	0
14:00	22	21	0	1	0
15:00	14	14	0	0	0
16:00	17	17	0	0	0
17:00	11	11	0	0	0
18:00	14	14	0	0	0
19:00	15	13	2	0	0
20:00	4	4	0	0	0
21:00	6	6	0	0	0
22:00	5	5	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	266	256	7	3	0
16H(6-22)	296	284	9	3	0
18H(6-24)	301	289	9	3	0
24H(0-24)	303	291	9	3	0
AM Peak	09:00	09:00	09:00	10:00	00:00
	39	36	3	1	0
PM Peak	12:00	12:00	19:00	12:00	12:00
	34	32	2	1	0

360 TSL Ltd

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	2	2	0	0	0
06:00	4	3	0	1	0
07:00	22	17	1	4	0
08:00	36	32	1	3	0
09:00	18	16	2	0	0
10:00	12	11	0	1	0
11:00	13	12	1	0	0
12:00	19	16	1	1	1
13:00	13	10	1	2	0
14:00	21	18	0	2	1
15:00	18	12	0	5	1
16:00	12	7	0	5	0
17:00	21	19	1	1	0
18:00	13	13	0	0	0
19:00	12	11	0	1	0
20:00	5	4	0	1	0
21:00	5	5	0	0	0
22:00	3	3	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	218	183	8	24	3
16H(6-22)	244	206	8	27	3
18H(6-24)	247	209	8	27	3
24H(0-24)	252	214	8	27	3
AM Peak	08:00	08:00	09:00	07:00	00:00
	36	32	2	4	0
PM Peak	14:00	17:00	12:00	15:00	12:00
	21	19	1	5	1

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	5	3	0	2	0
07:00	17	14	2	1	0
08:00	27	22	2	3	0
09:00	29	23	1	4	1
10:00	17	13	2	2	0
11:00	17	15	0	2	0
12:00	8	6	0	1	1
13:00	18	14	1	2	1
14:00	27	24	1	2	0
15:00	28	27	1	0	0
16:00	23	16	1	6	0
17:00	32	26	1	5	0
18:00	15	12	3	0	0
19:00	17	15	1	1	0
20:00	1	1	0	0	0
21:00	1	1	0	0	0
22:00	2	2	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	258	212	15	28	3
16H(6-22)	282	232	16	31	3
18H(6-24)	285	235	16	31	3
24H(0-24)	287	237	16	31	3
AM Peak	09:00	09:00	07:00	09:00	09:00
	29	23	2	4	1
PM Peak	17:00	15:00	18:00	16:00	12:00
	32	27	3	6	1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	3	3	0	0	0
06:00	9	6	0	3	0
07:00	39	31	3	5	0
08:00	63	54	3	6	0
09:00	47	39	3	4	1
10:00	29	24	2	3	0
11:00	30	27	1	2	0
12:00	27	22	1	2	2
13:00	31	24	2	4	1
14:00	48	42	1	4	1
15:00	46	39	1	5	1
16:00	35	23	1	11	0
17:00	53	45	2	6	0
18:00	28	25	3	0	0
19:00	29	26	1	2	0
20:00	6	5	0	1	0
21:00	6	6	0	0	0
22:00	5	5	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	476	395	23	52	6
16H(6-22)	526	438	24	58	6
18H(6-24)	532	444	24	58	6
24H(0-24)	539	451	24	58	6
AM Peak	08:00	08:00	07:00	08:00	09:00
	63	54	3	6	1
PM Peak	17:00	17:00	18:00	16:00	12:00
	53	45	3	11	2

360 TSL Ltd

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	37.5	37.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
06:00	6	40.5	30.8	9.3	0	0	1	1	0	2	1	1	0	0	0	0
07:00	11	36.8	28.0	8.5	0	1	1	2	2	2	3	0	0	0	0	0
08:00	34	37.1	29.4	7.4	0	2	3	2	8	12	6	1	0	0	0	0
09:00	25	31.7	25.7	5.8	0	0	3	9	10	1	1	1	0	0	0	0
10:00	26	34.4	27.3	6.9	0	1	3	5	8	5	4	0	0	0	0	0
11:00	11	36.0	28.4	7.4	0	1	0	1	5	3	0	1	0	0	0	0
12:00	18	36.1	29.4	6.4	0	0	2	3	2	8	3	0	0	0	0	0
13:00	11	33.4	27.0	6.1	0	0	1	4	2	3	1	0	0	0	0	0
14:00	22	32.4	25.7	6.5	0	1	1	11	4	2	3	0	0	0	0	0
15:00	21	37.6	28.9	8.4	0	2	0	4	5	7	1	1	1	0	0	0
16:00	30	36.8	30.7	5.9	0	1	1	2	5	17	3	1	0	0	0	0
17:00	12	40.4	32.1	8.0	1	0	0	0	0	7	4	0	0	0	0	0
18:00	14	36.3	29.6	6.4	0	0	1	3	2	5	3	0	0	0	0	0
19:00	9	34.5	26.4	7.8	0	1	0	3	3	0	2	0	0	0	0	0
20:00	8	40.0	30.0	9.6	0	1	0	1	2	1	2	1	0	0	0	0
21:00	8	33.9	30.0	3.8	0	0	0	0	5	2	1	0	0	0	0	0
22:00	5	43.3	36.5	6.5	0	0	0	0	0	3	1	0	1	0	0	0
23:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
Total																
2H(10-12)	37	34.8	27.6	6.9	0	2	3	6	13	8	4	1	0	0	0	0
2H(14-16)	43	35.1	27.3	7.6	0	3	1	15	9	9	4	1	1	0	0	0
12H(7-19)	235	35.7	28.5	7.0	1	9	16	46	53	72	32	5	1	0	0	0
24H(0-24)	275	36.3	28.8	7.2	1	11	17	51	64	80	41	7	3	0	0	0
AM Peak	08:00	06:00	05:00	06:00	00:00	08:00	08:00	09:00	09:00	08:00	08:00	06:00	00:00	00:00	00:00	00:00
	34	**40.5**	**37.5**	**9.3**	**0**	**2**	**3**	**9**	**10**	**12**	**6**	**1**	**0**	**0**	**0**	**0**
PM Peak	16:00	22:00	23:00	20:00	17:00	15:00	12:00	14:00	15:00	16:00	17:00	15:00	15:00	12:00	12:00	12:00
	30	**43.3**	**47.5**	**9.6**	**1**	**2**	**2**	**11**	**5**	**17**	**4**	**1**	**1**	**0**	**0**	**0**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
06:00	5	41.4	35.5	5.7	0	0	0	0	1	1	2	1	0	0	0	0
07:00	16	40.3	33.4	6.6	0	0	0	1	4	6	2	2	1	0	0	0
08:00	30	38.9	30.8	7.8	0	2	0	4	5	12	4	2	1	0	0	0
09:00	35	37.5	28.4	8.9	0	4	1	7	8	7	5	2	1	0	0	0
10:00	18	33.6	26.4	7.0	0	1	2	4	6	4	0	1	0	0	0	0
11:00	22	30.8	24.1	6.4	0	2	4	5	8	2	1	0	0	0	0	0
12:00	14	32.9	26.1	6.6	0	1	1	4	4	3	1	0	0	0	0	0
13:00	22	35.5	26.8	8.4	0	2	3	5	3	4	5	0	0	0	0	0
14:00	24	31.7	23.3	8.0	0	5	4	4	6	3	2	0	0	0	0	0
15:00	19	32.6	28.0	4.4	0	0	1	2	11	4	1	0	0	0	0	0
16:00	26	35.9	27.3	8.2	2	0	0	7	9	4	2	2	0	0	0	0
17:00	33	40.4	30.7	9.4	0	3	3	1	7	7	7	4	1	0	0	0
18:00	22	43.6	30.9	12.3	0	1	4	4	2	3	3	1	3	0	1	0
19:00	7	38.9	33.9	4.8	0	0	0	0	2	1	4	0	0	0	0	0
20:00	4	26.5	18.8	7.5	0	2	0	1	1	0	0	0	0	0	0	0
21:00	6	35.2	28.3	6.6	0	0	1	0	3	1	1	0	0	0	0	0
22:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	40	32.1	25.1	6.7	0	3	6	9	14	6	1	1	0	0	0	0
2H(14-16)	43	32.7	25.4	7.0	0	5	5	6	17	7	3	0	0	0	0	0
12H(7-19)	281	37.0	28.1	8.6	2	21	23	48	73	59	33	14	7	0	1	0
24H(0-24)	306	37.1	28.2	8.6	2	24	25	50	80	62	40	15	7	0	1	0
AM Peak	09:00	06:00	06:00	09:00	00:00	09:00	11:00	09:00	09:00	08:00	09:00	07:00	07:00	00:00	00:00	00:00
	35	**41.4**	**35.5**	**8.9**	**0**	**4**	**4**	**7**	**8**	**12**	**5**	**2**	**1**	**0**	**0**	**0**
PM Peak	17:00	18:00	19:00	18:00	16:00	14:00	14:00	16:00	15:00	17:00	17:00	17:00	18:00	12:00	18:00	12:00
	33	**43.6**	**33.9**	**12.3**	**2**	**5**	**4**	**7**	**11**	**7**	**7**	**4**	**3**	**0**	**1**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	3	44.1	29.2	14.4	0	1	0	0	0	0	2	0	0	0	0	0
06:00	11	41.1	33.0	7.9	0	0	1	1	1	3	3	2	0	0	0	0
07:00	27	39.3	31.2	7.8	0	1	1	3	6	8	5	2	1	0	0	0
08:00	64	37.9	30.1	7.6	0	4	3	6	13	24	10	3	1	0	0	0
09:00	60	35.3	27.3	7.8	0	4	4	16	18	8	6	3	1	0	0	0
10:00	44	34.0	26.9	6.8	0	2	5	9	14	9	4	1	0	0	0	0
11:00	33	32.7	25.5	7.0	0	3	4	6	13	5	1	1	0	0	0	0
12:00	32	34.9	28.0	6.6	0	1	3	7	6	11	4	0	0	0	0	0
13:00	33	34.7	26.9	7.6	0	2	4	9	5	7	6	0	0	0	0	0
14:00	46	32.1	24.5	7.3	0	6	5	15	10	5	5	0	0	0	0	0
15:00	40	35.5	28.5	6.7	0	2	1	6	16	11	2	1	1	0	0	0
16:00	56	36.6	29.1	7.2	2	1	1	9	14	21	5	3	0	0	0	0
17:00	45	40.4	31.1	9.0	1	3	3	1	7	14	11	4	1	0	0	0
18:00	36	41.1	30.4	10.3	0	1	5	7	4	8	6	1	3	0	1	0
19:00	16	37.5	29.7	7.5	0	1	0	3	5	1	6	0	0	0	0	0
20:00	12	36.9	26.3	10.3	0	3	0	2	3	1	2	1	0	0	0	0
21:00	14	34.5	29.3	5.0	0	0	1	0	8	3	2	0	0	0	0	0
22:00	6	42.6	34.2	8.2	0	0	0	1	0	3	1	0	1	0	0	0
23:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
Total																
2H(10-12)	77	33.5	26.3	6.9	0	5	9	15	27	14	5	2	0	0	0	0
2H(14-16)	86	33.9	26.3	7.3	0	8	6	21	26	16	7	1	1	0	0	0
12H(7-19)	516	36.5	28.3	7.9	3	30	39	94	126	131	65	19	8	0	1	0
24H(0-24)	581	36.7	28.5	8.0	3	35	42	101	144	142	81	22	10	0	1	0
AM Peak	08:00	05:00	06:00	05:00	00:00	08:00	10:00	09:00	09:00	08:00	08:00	08:00	07:00	00:00	00:00	00:00
	64	44.1	33.0	14.4	0	4	5	16	18	24	10	3	1	0	0	0
PM Peak	16:00	22:00	23:00	18:00	16:00	14:00	14:00	14:00	15:00	16:00	17:00	17:00	18:00	12:00	18:00	12:00
	56	42.6	47.5	10.3	2	6	5	15	16	21	11	4	3	0	1	0

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	37.5	37.5	0.0	0	0	0	0	0	0	3	0	0	0	0	0
06:00	8	34.9	26.9	7.8	0	1	0	2	2	2	1	0	0	0	0	0
07:00	25	39.0	32.7	6.0	0	0	0	3	4	10	6	1	1	0	0	0
08:00	38	36.6	28.4	7.9	0	2	5	4	8	14	3	1	1	0	0	0
09:00	18	34.5	29.2	5.1	0	0	0	5	4	7	2	0	0	0	0	0
10:00	23	35.7	27.1	8.3	1	0	2	6	8	3	1	1	1	0	0	0
11:00	18	36.9	30.0	6.7	0	0	2	2	3	8	2	1	0	0	0	0
12:00	23	33.5	27.9	5.4	0	0	3	2	9	8	1	0	0	0	0	0
13:00	17	34.9	28.1	6.6	0	1	0	4	5	6	0	1	0	0	0	0
14:00	16	40.0	32.8	6.9	0	0	0	2	3	7	1	2	1	0	0	0
15:00	17	38.4	30.1	7.9	0	1	0	4	3	3	5	1	0	0	0	0
16:00	19	42.3	30.9	10.9	0	2	2	1	4	1	6	2	0	1	0	0
17:00	20	37.5	31.0	6.3	0	1	0	1	6	6	6	0	0	0	0	0
18:00	15	36.3	30.2	5.9	0	0	1	0	8	3	2	1	0	0	0	0
19:00	10	34.4	30.0	4.2	0	0	0	1	4	4	1	0	0	0	0	0
20:00	5	36.4	30.5	5.7	0	0	0	1	1	2	1	0	0	0	0	0
21:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
22:00	4	36.7	32.5	4.1	0	0	0	0	1	2	1	0	0	0	0	0
23:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
Total																
2H(10-12)	41	36.4	28.4	7.7	1	0	4	8	11	11	3	2	1	0	0	0
2H(14-16)	33	39.2	31.4	7.5	0	1	0	6	6	10	6	3	1	0	0	0
12H(7-19)	249	37.3	29.7	7.3	1	7	15	34	65	76	35	11	4	1	0	0
24H(0-24)	284	37.2	29.9	7.1	1	8	15	38	74	88	44	11	4	1	0	0
AM Peak	08:00	07:00	05:00	10:00	10:00	08:00	08:00	10:00	08:00	08:00	07:00	07:00	07:00	00:00	00:00	00:00
	38	39.0	37.5	8.3	1	2	5	6	8	14	6	1	1	0	0	0
PM Peak	12:00	16:00	21:00	16:00	12:00	16:00	12:00	13:00	12:00	12:00	16:00	14:00	14:00	16:00	12:00	12:00
	23	42.3	35.0	10.9	0	2	3	4	9	8	6	2	1	1	0	0

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	64.1	56.7	7.2	0	0	0	0	0	0	0	0	0	2	0	1
06:00	3	37.1	29.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
07:00	25	43.8	35.1	8.4	0	2	0	0	1	7	10	4	0	1	0	0
08:00	31	36.0	27.2	8.6	0	5	2	2	10	5	7	0	0	0	0	0
09:00	22	39.0	32.7	6.1	0	0	0	2	6	6	5	3	0	0	0	0
10:00	24	35.3	29.8	5.3	0	0	0	5	8	6	5	0	0	0	0	0
11:00	17	36.1	27.8	8.0	0	2	0	3	6	3	2	1	0	0	0	0
12:00	21	32.7	23.2	9.1	0	4	6	3	3	2	2	1	0	0	0	0
13:00	15	34.1	28.5	5.4	0	0	1	3	4	6	1	0	0	0	0	0
14:00	21	38.6	32.0	6.3	0	0	0	2	8	4	4	3	0	0	0	0
15:00	19	37.6	30.7	6.7	0	0	2	2	3	6	6	0	0	0	0	0
16:00	15	32.0	28.5	3.4	0	0	0	1	11	2	1	0	0	0	0	0
17:00	40	38.2	29.5	8.4	0	2	3	6	12	5	8	3	1	0	0	0
18:00	9	32.9	23.1	9.5	0	3	1	0	3	1	1	0	0	0	0	0
19:00	7	39.6	28.2	11.0	0	2	0	0	0	3	2	0	0	0	0	0
20:00	8	22.1	19.4	2.6	0	0	5	3	0	0	0	0	0	0	0	0
21:00	5	40.8	38.5	2.2	0	0	0	0	0	0	4	1	0	0	0	0
22:00	5	36.2	32.5	3.5	0	0	0	0	1	3	1	0	0	0	0	0
23:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
Total																
2H(10-12)	41	35.7	29.0	6.5	0	2	0	8	14	9	7	1	0	0	0	0
2H(14-16)	40	38.1	31.4	6.5	0	0	2	4	11	10	10	3	0	0	0	0
12H(7-19)	259	37.6	29.4	7.9	0	18	15	29	75	53	52	15	1	1	0	0
24H(0-24)	291	38.4	29.6	8.5	0	20	20	33	77	59	61	16	1	3	0	1
AM Peak	08:00	05:00	05:00	08:00	00:00	08:00	08:00	10:00	08:00	07:00	07:00	07:00	00:00	05:00	00:00	05:00
	31	64.1	56.7	8.6	0	5	2	5	10	7	10	4	0	2	0	1
PM Peak	17:00	21:00	21:00	19:00	12:00	12:00	12:00	17:00	17:00	13:00	17:00	14:00	17:00	12:00	12:00	12:00
	40	40.8	38.5	11.0	0	4	6	6	12	6	8	3	1	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	6	58.9	47.1	11.4	0	0	0	0	0	0	3	0	0	2	0	1
06:00	11	35.2	27.5	7.4	0	1	0	3	3	2	2	0	0	0	0	0
07:00	50	41.5	33.9	7.4	0	2	0	3	5	17	16	5	1	1	0	0
08:00	69	36.3	27.9	8.1	0	7	7	6	18	19	10	1	1	0	0	0
09:00	40	37.2	31.1	5.9	0	0	0	7	10	13	7	3	0	0	0	0
10:00	47	35.7	28.5	7.0	1	0	2	11	16	9	6	1	1	0	0	0
11:00	35	36.5	28.9	7.3	0	2	2	5	9	11	4	2	0	0	0	0
12:00	44	33.7	25.7	7.7	0	4	9	5	12	10	3	1	0	0	0	0
13:00	32	34.5	28.3	6.0	0	1	1	7	9	12	1	1	0	0	0	0
14:00	37	39.1	32.4	6.5	0	0	0	4	11	11	5	5	1	0	0	0
15:00	36	37.9	30.4	7.2	0	1	2	6	6	9	11	1	0	0	0	0
16:00	34	38.6	29.9	8.5	0	2	2	2	15	3	7	2	0	1	0	0
17:00	60	38.0	30.0	7.7	0	3	3	7	18	11	14	3	1	0	0	0
18:00	24	35.9	27.5	8.1	0	3	2	0	11	4	3	1	0	0	0	0
19:00	17	37.0	29.3	7.5	0	2	0	1	4	7	3	0	0	0	0	0
20:00	13	30.7	23.7	6.8	0	0	5	4	1	2	1	0	0	0	0	0
21:00	7	40.5	37.5	2.9	0	0	0	0	0	1	5	1	0	0	0	0
22:00	9	36.2	32.5	3.5	0	0	0	0	2	5	2	0	0	0	0	0
23:00	3	38.8	35.8	2.9	0	0	0	0	0	1	2	0	0	0	0	0
Total																
2H(10-12)	82	36.0	28.7	7.1	1	2	4	16	25	20	10	3	1	0	0	0
2H(14-16)	73	38.5	31.4	6.9	0	1	2	10	17	20	16	6	1	0	0	0
12H(7-19)	508	37.5	29.6	7.6	1	25	30	63	140	129	87	26	5	2	0	0
24H(0-24)	575	37.9	29.7	7.8	1	28	35	71	151	147	105	27	5	4	0	1
AM Peak	08:00	05:00	05:00	05:00	10:00	08:00	08:00	10:00	08:00	08:00	07:00	07:00	07:00	05:00	00:00	05:00
	69	58.9	47.1	11.4	1	7	7	11	18	19	16	5	1	2	0	1
PM Peak	17:00	21:00	21:00	16:00	12:00	12:00	12:00	13:00	17:00	13:00	17:00	14:00	14:00	16:00	12:00	12:00
	60	40.5	37.5	8.5	0	4	9	7	18	12	14	5	1	1	0	0

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
06:00	7	36.0	31.1	4.8	0	0	0	1	1	4	1	0	0	0	0	0
07:00	27	36.1	29.9	5.9	0	1	0	5	4	13	4	0	0	0	0	0
08:00	34	36.6	30.7	5.6	0	0	1	6	5	14	8	0	0	0	0	0
09:00	10	40.1	30.0	9.8	0	1	0	2	3	0	2	2	0	0	0	0
10:00	17	32.1	27.8	4.1	0	0	0	5	6	6	0	0	0	0	0	0
11:00	17	34.2	28.4	5.7	0	1	0	1	10	3	2	0	0	0	0	0
12:00	19	33.4	27.8	5.4	0	1	0	3	9	5	1	0	0	0	0	0
13:00	20	32.3	24.3	7.8	1	2	2	4	8	1	2	0	0	0	0	0
14:00	23	34.1	28.4	5.6	0	0	1	5	9	6	1	1	0	0	0	0
15:00	18	37.7	29.7	7.7	0	0	2	3	5	3	3	2	0	0	0	0
16:00	28	34.2	29.3	4.8	0	0	0	4	14	7	2	1	0	0	0	0
17:00	17	35.3	30.4	4.7	0	0	0	2	6	6	3	0	0	0	0	0
18:00	19	34.2	29.9	4.2	0	0	0	2	8	7	2	0	0	0	0	0
19:00	9	33.5	25.3	7.9	0	2	0	1	3	3	0	0	0	0	0	0
20:00	9	40.3	32.5	7.5	0	0	0	1	3	2	2	0	1	0	0	0
21:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
22:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
23:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
Total																
2H(10-12)	34	33.2	28.1	4.9	0	1	0	6	16	9	2	0	0	0	0	0
2H(14-16)	41	35.7	29.0	6.5	0	0	3	8	14	9	4	3	0	0	0	0
12H(7-19)	249	35.2	29.0	6.0	1	6	6	42	87	71	30	6	0	0	0	0
24H(0-24)	281	35.5	29.1	6.1	1	8	6	45	95	84	35	6	1	0	0	0
AM Peak	08:00	09:00	05:00	09:00	00:00	07:00	08:00	08:00	11:00	08:00	08:00	09:00	00:00	00:00	00:00	00:00
	34	40.1	37.5	9.8	0	1	1	6	10	14	8	2	0	0	0	0
PM Peak	16:00	20:00	23:00	19:00	13:00	13:00	13:00	14:00	16:00	16:00	15:00	15:00	20:00	12:00	12:00	12:00
	28	40.3	37.5	7.9	1	2	2	5	14	7	3	2	1	0	0	0

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	44.0	35.0	8.7	0	0	0	0	2	0	0	2	0	0	0	0
06:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	25	40.8	31.5	9.0	0	1	2	3	3	8	4	2	2	0	0	0
08:00	22	39.4	30.9	8.2	0	1	1	2	6	6	3	2	1	0	0	0
09:00	27	38.1	33.1	4.9	0	0	0	1	7	8	10	1	0	0	0	0
10:00	14	40.8	33.2	7.3	0	0	1	0	3	5	3	1	1	0	0	0
11:00	10	42.4	36.5	5.7	0	0	0	0	1	3	4	1	1	0	0	0
12:00	30	36.0	27.0	8.6	0	3	4	5	5	10	1	1	1	0	0	0
13:00	16	34.9	25.6	8.9	0	3	1	4	2	3	3	0	0	0	0	0
14:00	17	40.1	31.0	8.8	0	1	1	3	1	4	5	2	0	0	0	0
15:00	23	40.1	30.8	9.0	0	2	2	1	3	7	5	3	0	0	0	0
16:00	27	42.1	30.4	11.3	0	1	5	2	6	5	4	2	1	0	0	1
17:00	34	42.2	31.8	10.1	0	3	2	3	5	7	7	5	1	1	0	0
18:00	14	40.6	36.4	4.0	0	0	0	0	0	6	5	3	0	0	0	0
19:00	6	40.1	35.8	4.1	0	0	0	0	0	3	2	1	0	0	0	0
20:00	9	34.3	29.2	5.0	0	0	0	2	3	3	1	0	0	0	0	0
21:00	5	40.3	33.5	6.5	0	0	0	0	2	1	1	1	0	0	0	0
22:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	24	41.6	34.6	6.7	0	0	1	0	4	8	7	2	2	0	0	0
2H(14-16)	40	40.0	30.9	8.8	0	3	3	4	4	11	10	5	0	0	0	0
12H(7-19)	259	40.3	31.1	8.8	0	15	19	24	42	72	54	23	8	1	0	1
24H(0-24)	287	40.1	31.1	8.7	0	15	22	27	49	79	58	27	8	1	0	1
AM Peak	09:00	05:00	11:00	07:00	00:00	07:00	07:00	07:00	09:00	07:00	09:00	05:00	07:00	00:00	00:00	00:00
	27	44.0	36.5	9.0	0	1	2	3	7	8	10	2	2	0	0	0
PM Peak	17:00	17:00	18:00	16:00	12:00	12:00	16:00	12:00	16:00	12:00	17:00	17:00	12:00	17:00	12:00	16:00
	34	42.2	36.4	11.3	0	3	5	5	6	10	7	5	1	1	0	1

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	43.4	35.5	7.6	0	0	0	0	2	0	1	2	0	0	0	0
06:00	8	36.1	29.4	6.5	0	0	1	1	1	4	1	0	0	0	0	0
07:00	52	38.5	30.7	7.5	0	2	2	8	7	21	8	2	2	0	0	0
08:00	56	37.7	30.8	6.7	0	1	2	8	11	20	11	2	1	0	0	0
09:00	37	39.0	32.2	6.6	0	1	0	3	10	8	12	3	0	0	0	0
10:00	31	36.8	30.2	6.3	0	0	1	5	9	11	3	1	1	0	0	0
11:00	27	38.5	31.4	6.8	0	1	0	1	11	6	6	1	1	0	0	0
12:00	49	35.1	27.3	7.5	0	4	4	8	14	15	2	1	1	0	0	0
13:00	36	33.4	24.9	8.2	1	5	3	8	10	4	5	0	0	0	0	0
14:00	40	36.9	29.5	7.1	0	1	2	8	10	10	6	3	0	0	0	0
15:00	41	39.0	30.3	8.4	0	2	4	4	8	10	8	5	0	0	0	0
16:00	55	38.7	29.8	8.6	0	1	5	6	20	12	6	3	1	0	0	1
17:00	51	40.3	31.3	8.6	0	3	2	5	11	13	10	5	1	1	0	0
18:00	33	38.1	32.7	5.2	0	0	0	2	8	13	7	3	0	0	0	0
19:00	15	38.2	29.5	8.4	0	2	0	1	3	6	2	1	0	0	0	0
20:00	18	37.5	30.8	6.4	0	0	0	3	6	5	3	0	1	0	0	0
21:00	7	38.8	33.2	5.3	0	0	0	0	2	3	1	1	0	0	0	0
22:00	5	32.4	24.5	7.6	0	0	2	1	0	2	0	0	0	0	0	0
23:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
Total																
2H(10-12)	58	37.5	30.8	6.5	0	1	1	6	20	17	9	2	2	0	0	0
2H(14-16)	81	37.9	29.9	7.8	0	3	6	12	18	20	14	8	0	0	0	0
12H(7-19)	508	38.0	30.1	7.6	1	21	25	66	129	143	84	29	8	1	0	1
24H(0-24)	568	38.0	30.1	7.6	1	23	28	72	144	163	93	33	9	1	0	1
AM Peak	08:00	05:00	05:00	05:00	00:00	07:00	07:00	07:00	08:00	07:00	09:00	09:00	07:00	00:00	00:00	00:00
	56	43.4	35.5	7.6	0	2	2	8	11	21	12	3	2	0	0	0
PM Peak	16:00	17:00	23:00	17:00	13:00	13:00	16:00	12:00	16:00	12:00	17:00	15:00	12:00	17:00	12:00	16:00
	55	40.3	37.5	8.6	1	5	5	8	20	15	10	5	1	1	0	1

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	31.3	28.8	2.5	0	0	0	0	3	1	0	0	0	0	0	0
06:00	3	32.5	32.5	0.0	0	0	0	0	0	3	0	0	0	0	0	0
07:00	20	39.5	33.5	5.8	0	0	0	1	4	8	5	1	1	0	0	0
08:00	25	38.5	31.7	6.6	0	1	0	1	8	7	6	2	0	0	0	0
09:00	15	38.0	30.2	7.5	0	0	2	2	2	5	3	1	0	0	0	0
10:00	21	38.0	28.5	9.2	2	1	1	1	1	12	3	0	0	0	0	0
11:00	18	35.4	30.0	5.2	0	0	1	1	7	6	3	0	0	0	0	0
12:00	25	36.9	29.3	7.3	1	0	1	1	12	6	3	0	1	0	0	0
13:00	12	37.1	31.3	5.7	0	0	0	2	3	3	4	0	0	0	0	0
14:00	19	40.1	32.0	7.8	0	1	1	0	5	4	6	2	0	0	0	0
15:00	24	35.1	29.6	5.3	0	0	1	3	9	7	4	0	0	0	0	0
16:00	15	36.4	28.5	7.6	0	2	0	1	4	6	2	0	0	0	0	0
17:00	12	36.5	31.7	4.7	0	0	0	0	5	5	1	1	0	0	0	0
18:00	17	39.0	31.6	7.1	0	1	1	0	2	7	6	0	0	0	0	0
19:00	11	41.2	33.9	7.1	0	0	0	1	2	4	2	1	1	0	0	0
20:00	11	36.7	31.6	4.9	0	0	0	1	3	4	3	0	0	0	0	0
21:00	2	51.0	40.0	10.6	0	0	0	0	0	1	0	0	1	0	0	0
22:00	2	41.0	30.0	10.6	0	0	0	1	0	0	1	0	0	0	0	0
23:00	3	37.7	32.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
Total																
2H(10-12)	39	37.0	29.2	7.6	2	1	2	2	8	18	6	0	0	0	0	0
2H(14-16)	43	37.4	30.6	6.5	0	1	2	3	14	11	10	2	0	0	0	0
12H(7-19)	223	37.7	30.6	6.8	3	6	8	13	62	76	46	7	2	0	0	0
24H(0-24)	260	37.8	30.9	6.7	3	6	8	16	72	90	53	8	4	0	0	0
AM Peak	08:00	07:00	07:00	10:00	10:00	08:00	09:00	09:00	08:00	10:00	08:00	08:00	07:00	00:00	00:00	00:00
	25	**39.5**	**33.5**	**9.2**	**2**	**1**	**2**	**2**	**8**	**12**	**6**	**2**	**1**	**0**	**0**	**0**
PM Peak	12:00	21:00	21:00	21:00	12:00	16:00	12:00	15:00	12:00	15:00	14:00	14:00	12:00	12:00	12:00	12:00
	25	**51.0**	**40.0**	**10.6**	**1**	**2**	**1**	**3**	**12**	**7**	**6**	**2**	**1**	**0**	**0**	**0**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	39.0	31.3	7.5	0	0	0	1	1	0	2	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	19	42.1	33.0	8.8	0	1	1	1	3	3	7	2	1	0	0	0
08:00	18	34.9	26.7	7.9	0	2	2	2	6	3	3	0	0	0	0	0
09:00	23	40.9	32.7	7.9	0	1	2	0	3	5	10	2	0	0	0	0
10:00	18	37.4	28.1	9.1	0	2	1	3	5	3	3	0	1	0	0	0
11:00	27	39.0	29.9	8.8	0	4	0	0	9	5	7	2	0	0	0	0
12:00	11	34.1	27.5	6.3	0	0	2	0	7	0	2	0	0	0	0	0
13:00	26	41.8	32.7	8.8	0	2	0	2	3	10	4	3	2	0	0	0
14:00	18	38.1	30.3	7.5	0	0	2	3	3	4	5	1	0	0	0	0
15:00	33	41.8	33.1	8.4	0	1	1	3	7	6	8	5	2	0	0	0
16:00	22	45.1	33.9	10.8	0	2	1	1	3	4	4	3	4	0	0	0
17:00	25	41.0	32.7	8.0	0	1	1	2	3	8	5	5	0	0	0	0
18:00	12	39.1	32.5	6.4	0	0	0	1	4	3	2	2	0	0	0	0
19:00	11	38.2	32.5	5.5	0	0	0	0	5	2	3	1	0	0	0	0
20:00	4	23.0	20.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
21:00	3	56.8	50.8	5.8	0	0	0	0	0	0	0	0	2	0	1	0
22:00	4	31.9	21.3	10.3	0	2	0	0	1	1	0	0	0	0	0	0
23:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
Total																
2H(10-12)	45	38.3	29.2	8.9	0	6	1	3	14	8	10	2	1	0	0	0
2H(14-16)	51	40.5	32.1	8.1	0	1	3	6	10	10	13	6	2	0	0	0
12H(7-19)	252	40.3	31.4	8.6	0	16	13	18	56	54	60	25	10	0	0	0
24H(0-24)	280	40.4	31.3	8.8	0	18	15	21	65	57	65	26	12	0	1	0
AM Peak	11:00	07:00	07:00	10:00	00:00	11:00	08:00	10:00	11:00	09:00	09:00	07:00	07:00	00:00	00:00	00:00
	27	**42.1**	**33.0**	**9.1**	**0**	**4**	**2**	**3**	**9**	**5**	**10**	**2**	**1**	**0**	**0**	**0**
PM Peak	15:00	21:00	21:00	16:00	12:00	13:00	12:00	14:00	12:00	13:00	15:00	15:00	16:00	12:00	21:00	12:00
	33	**56.8**	**50.8**	**10.8**	**0**	**2**	**2**	**3**	**7**	**10**	**8**	**5**	**4**	**0**	**1**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	8	35.5	30.0	5.3	0	0	0	1	4	1	2	0	0	0	0	0
06:00	3	32.5	32.5	0.0	0	0	0	0	0	3	0	0	0	0	0	0
07:00	39	40.8	33.3	7.3	0	1	1	2	7	11	12	3	2	0	0	0
08:00	43	37.4	29.6	7.5	0	3	2	3	14	10	9	2	0	0	0	0
09:00	38	39.7	31.7	7.8	0	1	4	2	5	10	13	3	0	0	0	0
10:00	39	37.6	28.3	9.0	2	3	2	4	6	15	6	0	1	0	0	0
11:00	45	37.7	29.9	7.5	0	4	1	1	16	11	10	2	0	0	0	0
12:00	36	36.0	28.8	7.0	1	0	3	1	19	6	5	0	1	0	0	0
13:00	38	40.4	32.2	7.9	0	2	0	4	6	13	8	3	2	0	0	0
14:00	37	39.0	31.1	7.6	0	1	3	3	8	8	11	3	0	0	0	0
15:00	57	39.3	31.6	7.4	0	1	2	6	16	13	12	5	2	0	0	0
16:00	37	41.9	31.7	9.9	0	4	1	2	7	10	6	3	4	0	0	0
17:00	37	39.6	32.4	7.0	0	1	1	2	8	13	6	6	0	0	0	0
18:00	29	39.0	32.0	6.7	0	1	1	1	6	10	8	2	0	0	0	0
19:00	22	39.6	33.2	6.2	0	0	0	1	7	6	5	2	1	0	0	0
20:00	15	35.6	28.5	6.9	0	0	2	3	3	4	3	0	0	0	0	0
21:00	5	55.8	46.5	8.9	0	0	0	0	0	1	0	0	3	0	1	0
22:00	6	34.9	24.2	10.3	0	2	0	1	1	1	1	0	0	0	0	0
23:00	5	35.1	30.5	4.5	0	0	0	0	3	1	1	0	0	0	0	0
Total																
2H(10-12)	84	37.7	29.2	8.2	2	7	3	5	22	26	16	2	1	0	0	0
2H(14-16)	94	39.1	31.4	7.4	0	2	5	9	24	21	23	8	2	0	0	0
12H(7-19)	475	39.1	31.0	7.8	3	22	21	31	118	130	106	32	12	0	0	0
24H(0-24)	540	39.2	31.1	7.8	3	24	23	37	137	147	118	34	16	0	1	0
AM Peak	11:00	07:00	07:00	10:00	10:00	11:00	09:00	10:00	11:00	10:00	09:00	07:00	07:00	00:00	00:00	00:00
	45	40.8	33.3	9.0	2	4	4	4	16	15	13	3	2	0	0	0
PM Peak	15:00	21:00	21:00	22:00	12:00	16:00	12:00	15:00	12:00	13:00	15:00	17:00	16:00	12:00	21:00	12:00
	57	55.8	46.5	10.3	1	4	3	6	19	13	12	6	4	0	1	0

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	58.3	40.0	17.7	0	0	0	0	1	0	0	0	0	1	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	37.2	34.2	2.9	0	0	0	0	0	2	1	0	0	0	0	0
07:00	6	42.7	31.7	10.7	0	1	0	0	1	1	2	1	0	0	0	0
08:00	10	36.9	31.5	5.2	0	0	0	1	3	3	3	0	0	0	0	0
09:00	18	36.7	26.4	9.9	0	4	2	1	2	6	2	1	0	0	0	0
10:00	22	38.2	27.0	10.8	0	6	0	1	5	7	1	0	2	0	0	0
11:00	19	28.1	18.7	9.1	4	5	2	2	3	3	0	0	0	0	0	0
12:00	20	37.3	27.8	9.2	1	3	0	0	6	6	4	0	0	0	0	0
13:00	8	37.1	27.5	9.3	0	2	0	0	0	6	0	0	0	0	0	0
14:00	9	36.4	28.1	8.1	0	1	0	2	2	2	2	0	0	0	0	0
15:00	12	34.3	27.9	6.2	0	1	0	1	6	3	1	0	0	0	0	0
16:00	11	38.1	29.8	8.0	1	0	0	0	3	5	2	0	0	0	0	0
17:00	12	36.4	29.6	6.6	0	1	0	0	5	4	2	0	0	0	0	0
18:00	10	41.3	32.0	9.0	0	1	0	0	3	2	2	2	0	0	0	0
19:00	6	36.2	30.8	5.2	0	0	0	1	1	3	1	0	0	0	0	0
20:00	4	44.9	31.3	13.1	0	1	0	0	0	1	1	1	0	0	0	0
21:00	4	36.2	31.3	4.8	0	0	0	0	2	1	1	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	38.8	35.8	2.9	0	0	0	0	0	1	2	0	0	0	0	0
Total																
2H(10-12)	41	34.3	23.2	10.8	4	11	2	3	8	10	1	0	2	0	0	0
2H(14-16)	21	35.1	28.0	6.9	0	2	0	3	8	5	3	0	0	0	0	0
12H(7-19)	157	37.0	27.4	9.3	6	25	4	8	39	48	21	4	2	0	0	0
24H(0-24)	180	37.6	28.0	9.3	6	26	4	9	44	56	27	5	2	1	0	0
AM Peak	10:00	00:00	00:00	00:00	11:00	10:00	09:00	11:00	10:00	10:00	08:00	07:00	10:00	00:00	00:00	00:00
	22	58.3	40.0	17.7	4	6	2	2	5	7	3	1	2	1	0	0
PM Peak	12:00	20:00	23:00	20:00	12:00	12:00	12:00	14:00	12:00	12:00	12:00	18:00	12:00	12:00	12:00	12:00
	20	44.9	35.8	13.1	1	3	0	2	6	6	4	2	0	0	0	0

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	12.5	12.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
06:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	8	48.3	45.6	2.6	0	0	0	0	0	0	0	3	5	0	0	0
08:00	14	45.3	36.4	8.6	0	0	0	1	3	2	4	0	4	0	0	0
09:00	26	36.2	27.3	8.5	0	3	3	3	7	3	7	0	0	0	0	0
10:00	18	40.1	29.7	10.0	0	2	3	0	1	6	5	0	1	0	0	0
11:00	21	41.0	31.5	9.2	0	1	2	1	5	3	7	0	2	0	0	0
12:00	18	32.4	24.4	7.7	0	3	2	3	7	1	2	0	0	0	0	0
13:00	18	38.1	29.2	8.6	0	2	0	3	5	2	5	1	0	0	0	0
14:00	8	28.1	19.4	8.4	0	3	3	0	0	2	0	0	0	0	0	0
15:00	10	40.5	31.0	9.1	0	0	2	1	1	1	4	1	0	0	0	0
16:00	21	40.9	35.6	5.1	0	0	0	0	4	4	9	4	0	0	0	0
17:00	12	36.7	25.5	10.8	2	0	2	1	1	5	0	1	0	0	0	0
18:00	9	42.7	35.8	6.6	0	0	0	0	2	2	3	1	1	0	0	0
19:00	8	53.1	39.7	12.9	0	0	0	0	2	1	3	0	0	1	0	1
20:00	4	23.8	21.3	2.5	0	0	1	3	0	0	0	0	0	0	0	0
21:00	4	23.8	21.3	2.5	0	0	1	3	0	0	0	0	0	0	0	0
22:00	3	22.5	22.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
23:00	6	41.8	39.2	2.6	0	0	0	0	0	0	4	2	0	0	0	0
Total																
2H(10-12)	39	40.5	30.7	9.5	0	3	5	1	6	9	12	0	3	0	0	0
2H(14-16)	18	36.6	25.8	10.4	0	3	5	1	1	3	4	1	0	0	0	0
12H(7-19)	183	40.6	30.5	9.7	2	14	17	13	36	31	46	11	13	0	0	0
24H(0-24)	213	40.8	30.3	10.1	2	17	20	23	38	32	53	13	13	1	0	1
AM Peak	09:00	07:00	07:00	10:00	00:00	09:00	09:00	09:00	09:00	10:00	09:00	07:00	07:00	00:00	00:00	00:00
	26	48.3	45.6	10.0	0	3	3	3	7	6	7	3	5	0	0	0
PM Peak	16:00	19:00	19:00	19:00	17:00	12:00	14:00	12:00	12:00	17:00	16:00	16:00	18:00	19:00	12:00	19:00
	21	53.1	39.7	12.9	2	3	3	3	7	5	9	4	1	1	0	1

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	46.1	30.0	15.5	0	0	1	1	1	0	0	0	0	1	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	12.5	12.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
06:00	4	40.2	28.8	11.1	0	1	0	0	0	2	1	0	0	0	0	0
07:00	14	49.9	39.6	9.9	0	1	0	0	1	1	2	4	5	0	0	0
08:00	24	42.3	34.4	7.6	0	0	0	2	6	5	7	0	4	0	0	0
09:00	44	36.3	26.9	9.0	0	7	5	4	9	9	9	1	0	0	0	0
10:00	40	39.0	28.3	10.4	0	8	3	1	6	13	6	0	3	0	0	0
11:00	40	37.0	25.4	11.1	4	6	4	3	8	6	7	0	2	0	0	0
12:00	38	35.1	26.2	8.6	1	6	2	3	13	7	6	0	0	0	0	0
13:00	26	37.6	28.7	8.6	0	4	0	3	5	8	5	1	0	0	0	0
14:00	17	33.4	24.0	9.1	0	4	3	2	2	4	2	0	0	0	0	0
15:00	22	37.2	29.3	7.6	0	1	2	2	7	4	5	1	0	0	0	0
16:00	32	40.6	33.6	6.7	1	0	0	0	7	9	11	4	0	0	0	0
17:00	24	36.9	27.5	9.0	2	1	2	1	6	9	2	1	0	0	0	0
18:00	19	42.1	33.8	8.0	0	1	0	0	5	4	5	3	1	0	0	0
19:00	14	47.3	35.9	11.0	0	0	0	1	3	4	4	0	0	1	0	1
20:00	8	36.9	26.3	10.3	0	1	1	3	0	1	1	1	0	0	0	0
21:00	8	32.9	26.3	6.4	0	0	1	3	2	1	1	0	0	0	0	0
22:00	3	22.5	22.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
23:00	9	41.2	38.1	3.0	0	0	0	0	0	1	6	2	0	0	0	0
Total																
2H(10-12)	80	38.0	26.8	10.8	4	14	7	4	14	19	13	0	5	0	0	0
2H(14-16)	39	35.9	27.0	8.6	0	5	5	4	9	8	7	1	0	0	0	0
12H(7-19)	340	39.1	29.1	9.7	8	39	21	21	75	79	67	15	15	0	0	0
24H(0-24)	393	39.4	29.3	9.8	8	43	24	32	82	88	80	18	15	2	0	1
AM Peak	09:00	07:00	07:00	00:00	11:00	10:00	09:00	09:00	09:00	10:00	09:00	07:00	07:00	00:00	00:00	00:00
	44	49.9	39.6	15.5	4	8	5	4	9	13	9	4	5	1	0	0
PM Peak	12:00	19:00	23:00	19:00	17:00	12:00	14:00	12:00	12:00	16:00	16:00	16:00	18:00	19:00	12:00	19:00
	38	47.3	38.1	11.0	2	6	3	3	13	9	11	4	1	1	0	1

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	37.7	32.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
07:00	3	35.0	24.2	10.4	0	1	0	0	1	1	0	0	0	0	0	0
08:00	12	37.9	28.3	9.3	0	2	1	0	2	4	3	0	0	0	0	0
09:00	18	37.9	25.1	12.4	2	5	0	0	3	5	1	1	1	0	0	0
10:00	10	32.6	21.6	10.7	1	4	0	0	1	4	0	0	0	0	0	0
11:00	12	32.5	26.3	6.1	0	1	1	1	6	3	0	0	0	0	0	0
12:00	18	39.9	28.9	10.6	2	1	0	2	1	8	3	0	1	0	0	0
13:00	11	40.1	31.1	8.7	0	1	0	0	4	3	2	0	1	0	0	0
14:00	11	36.9	32.0	4.7	0	0	0	0	4	5	1	1	0	0	0	0
15:00	8	37.4	33.1	4.2	0	0	0	0	1	6	0	1	0	0	0	0
16:00	11	38.2	32.5	5.5	0	0	0	1	3	2	5	0	0	0	0	0
17:00	5	42.9	29.6	12.8	1	0	0	0	1	0	3	0	0	0	0	0
18:00	10	34.8	31.5	3.2	0	0	0	0	3	6	1	0	0	0	0	0
19:00	5	33.3	30.5	2.7	0	0	0	0	2	3	0	0	0	0	0	0
20:00	2	46.0	35.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
21:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
22:00	4	38.7	33.8	4.8	0	0	0	0	1	1	2	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	22	33.0	24.1	8.6	1	5	1	1	7	7	0	0	0	0	0	0
2H(14-16)	19	37.1	32.5	4.4	0	0	0	0	5	11	1	2	0	0	0	0
12H(7-19)	129	38.1	28.6	9.2	6	15	2	4	30	47	19	3	3	0	0	0
24H(0-24)	146	38.1	29.0	8.8	6	15	2	5	37	52	22	4	3	0	0	0
AM Peak	09:00	09:00	06:00	09:00	09:00	09:00	08:00	11:00	11:00	09:00	08:00	09:00	09:00	00:00	00:00	00:00
	18	37.9	32.5	12.4	2	5	1	1	6	5	3	1	1	0	0	0
PM Peak	12:00	20:00	20:00	17:00	12:00	12:00	12:00	12:00	13:00	12:00	16:00	14:00	12:00	12:00	12:00	12:00
	18	46.0	35.0	12.8	2	1	0	2	4	8	5	1	1	0	0	0

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	12.5	12.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
07:00	7	23.1	20.4	2.7	0	0	3	4	0	0	0	0	0	0	0	0
08:00	8	43.3	26.3	16.4	0	3	2	0	0	0	0	1	2	0	0	0
09:00	21	31.4	22.0	9.1	0	6	6	1	2	4	2	0	0	0	0	0
10:00	25	37.8	25.9	11.5	1	7	1	2	3	3	6	2	0	0	0	0
11:00	16	29.5	21.0	8.3	1	4	3	2	3	3	0	0	0	0	0	0
12:00	16	36.6	25.9	10.3	0	4	2	1	1	4	4	0	0	0	0	0
13:00	11	36.9	30.7	6.0	0	0	1	1	1	6	2	0	0	0	0	0
14:00	11	35.0	24.3	10.3	0	3	2	0	2	3	0	1	0	0	0	0
15:00	6	20.6	16.7	3.8	0	2	3	1	0	0	0	0	0	0	0	0
16:00	6	36.3	30.0	6.1	0	0	0	1	3	0	2	0	0	0	0	0
17:00	6	42.5	29.2	12.9	0	2	0	0	0	0	4	0	0	0	0	0
18:00	4	45.3	38.8	6.3	0	0	0	0	0	1	2	0	1	0	0	0
19:00	10	61.5	49.3	11.8	0	0	0	0	0	0	3	2	1	1	0	3
20:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
21:00	4	21.3	18.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
22:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	41	34.9	24.0	10.5	2	11	4	4	6	6	6	2	0	0	0	0
2H(14-16)	17	31.2	21.6	9.2	0	5	5	1	2	3	0	1	0	0	0	0
12H(7-19)	137	35.7	25.0	10.3	2	31	23	13	15	24	22	4	3	0	0	0
24H(0-24)	157	38.7	26.3	11.9	2	33	26	16	15	25	26	6	4	1	0	3
AM Peak	10:00	08:00	08:00	08:00	10:00	10:00	09:00	07:00	10:00	09:00	10:00	10:00	08:00	00:00	00:00	00:00
	25	43.3	26.3	16.4	1	7	6	4	3	4	6	2	2	0	0	0
PM Peak	12:00	19:00	19:00	17:00	12:00	12:00	15:00	12:00	16:00	13:00	12:00	19:00	18:00	19:00	12:00	19:00
	16	61.5	49.3	12.9	0	4	3	1	3	6	4	2	1	1	0	3

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	5	36.4	24.5	11.5	0	2	0	0	1	1	1	0	0	0	0	0
07:00	10	27.4	21.5	5.7	0	1	3	4	1	1	0	0	0	0	0	0
08:00	20	40.2	27.5	12.2	0	5	3	0	2	4	3	1	2	0	0	0
09:00	39	34.5	23.4	10.7	2	11	6	1	5	9	3	1	1	0	0	0
10:00	35	36.4	24.7	11.3	2	11	1	2	4	7	6	2	0	0	0	0
11:00	28	31.3	23.2	7.7	1	5	4	3	9	6	0	0	0	0	0	0
12:00	34	38.3	27.5	10.4	2	5	2	3	2	12	7	0	1	0	0	0
13:00	22	38.5	30.9	7.3	0	1	1	1	5	9	4	0	1	0	0	0
14:00	22	37.3	28.2	8.8	0	3	2	0	6	8	1	2	0	0	0	0
15:00	14	35.7	26.1	9.3	0	2	3	1	1	6	0	1	0	0	0	0
16:00	17	37.5	31.6	5.7	0	0	0	2	6	2	7	0	0	0	0	0
17:00	11	42.0	29.4	12.2	1	2	0	0	1	0	7	0	0	0	0	0
18:00	14	39.0	33.6	5.3	0	0	0	0	3	7	3	0	1	0	0	0
19:00	15	56.8	43.0	13.3	0	0	0	0	2	3	3	2	1	1	0	3
20:00	4	41.7	35.0	6.5	0	0	0	0	1	1	1	1	0	0	0	0
21:00	6	25.1	20.8	4.1	0	0	3	2	1	0	0	0	0	0	0	0
22:00	5	38.3	31.5	6.5	0	0	0	1	1	1	2	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	63	34.2	24.0	9.8	3	16	5	5	13	13	6	2	0	0	0	0
2H(14-16)	36	36.6	27.4	8.9	0	5	5	1	7	14	1	3	0	0	0	0
12H(7-19)	266	37.1	26.8	9.9	8	46	25	17	45	71	41	7	6	0	0	0
24H(0-24)	303	38.6	27.6	10.6	8	48	28	21	52	77	48	10	7	1	0	3
AM Peak	09:00	08:00	08:00	08:00	09:00	09:00	09:00	07:00	11:00	09:00	10:00	10:00	08:00	00:00	00:00	00:00
	39	40.2	27.5	12.2	2	11	6	4	9	9	6	2	2	0	0	0
PM Peak	12:00	19:00	19:00	19:00	12:00	12:00	15:00	12:00	14:00	12:00	12:00	14:00	12:00	19:00	12:00	19:00
	34	56.8	43.0	13.3	2	5	3	3	6	12	7	2	1	1	0	3

Long Newnton ATC 1, Crudwell Lane

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
06:00	4	31.7	27.5	4.1	0	0	0	1	2	1	0	0	0	0	0	0
07:00	22	34.2	29.1	5.0	0	0	0	6	5	9	2	0	0	0	0	0
08:00	36	36.1	30.1	5.8	0	0	2	5	9	12	8	0	0	0	0	0
09:00	18	37.3	32.8	4.4	0	0	0	0	5	8	4	1	0	0	0	0
10:00	12	35.2	30.0	5.0	0	0	0	1	7	1	3	0	0	0	0	0
11:00	13	36.0	29.4	6.3	0	1	0	0	6	4	2	0	0	0	0	0
12:00	19	33.0	24.1	8.6	2	2	1	2	8	3	1	0	0	0	0	0
13:00	13	35.6	29.8	5.6	0	0	0	3	4	3	3	0	0	0	0	0
14:00	21	35.8	29.2	6.4	0	1	1	2	6	8	3	0	0	0	0	0
15:00	18	37.6	29.4	7.9	0	0	3	3	2	5	4	1	0	0	0	0
16:00	12	32.9	25.4	7.2	0	1	2	2	4	2	1	0	0	0	0	0
17:00	21	33.8	27.5	6.1	0	2	0	3	7	9	0	0	0	0	0	0
18:00	13	40.2	32.1	7.8	0	1	0	0	4	2	5	1	0	0	0	0
19:00	12	33.3	26.3	6.8	0	1	0	5	2	3	1	0	0	0	0	0
20:00	5	37.5	30.5	6.7	0	0	0	1	2	0	2	0	0	0	0	0
21:00	5	31.4	25.5	5.7	0	0	1	1	2	1	0	0	0	0	0	0
22:00	3	50.2	44.2	5.8	0	0	0	0	0	0	1	0	2	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	25	35.5	29.7	5.6	0	1	0	1	13	5	5	0	0	0	0	0
2H(14-16)	39	36.6	29.3	7.0	0	1	4	5	8	13	7	1	0	0	0	0
12H(7-19)	218	36.0	29.1	6.6	2	8	9	27	67	66	36	3	0	0	0	0
24H(0-24)	252	36.1	29.1	6.7	2	9	10	36	76	73	41	3	2	0	0	0
AM Peak	08:00	05:00	05:00	11:00	00:00	11:00	08:00	07:00	08:00	08:00	08:00	09:00	00:00	00:00	00:00	00:00
	36	38.7	35.0	6.3	0	1	2	6	9	12	8	1	0	0	0	0
PM Peak	14:00	22:00	22:00	12:00	12:00	12:00	15:00	19:00	12:00	17:00	18:00	15:00	22:00	12:00	12:00	12:00
	21	50.2	44.2	8.6	2	2	3	5	8	9	5	1	2	0	0	0

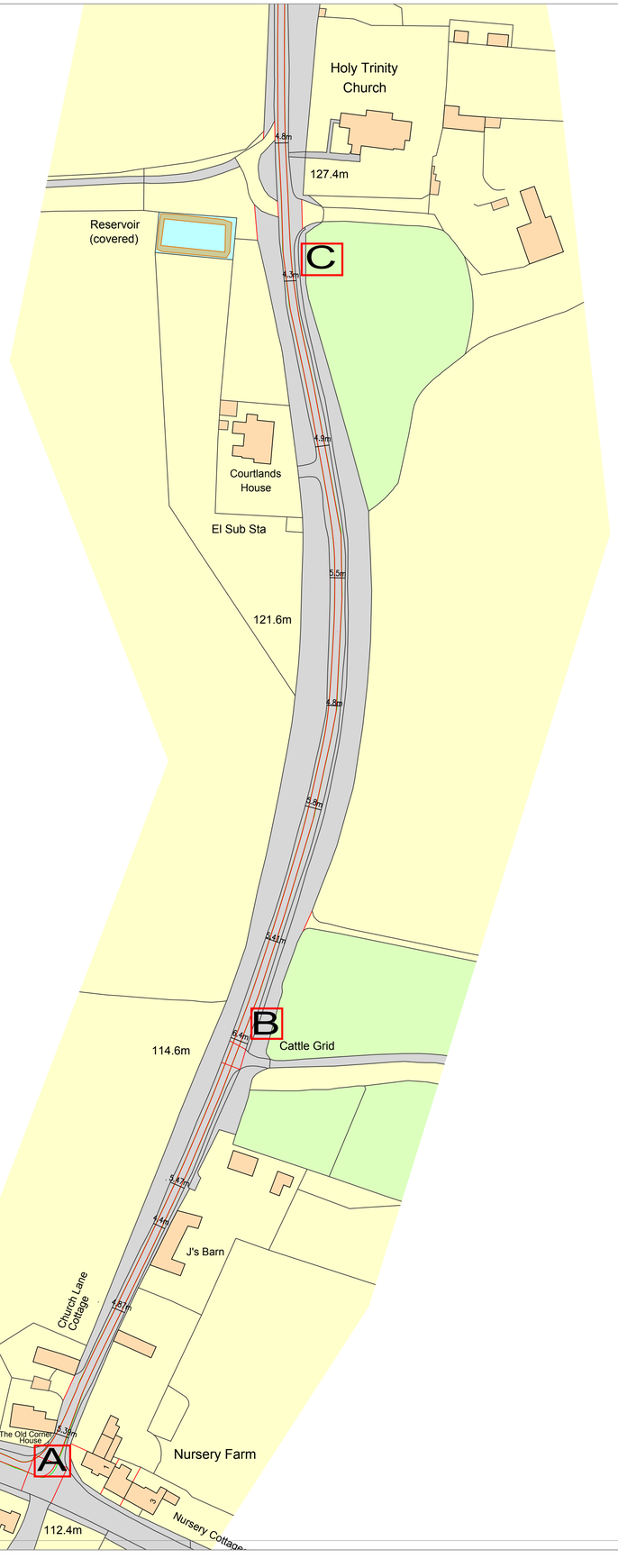
Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	5	36.4	30.5	5.7	0	0	0	1	1	2	1	0	0	0	0	0
07:00	17	38.8	29.3	9.2	0	2	1	2	2	6	2	2	0	0	0	0
08:00	27	36.7	29.0	7.4	0	1	2	6	4	8	5	1	0	0	0	0
09:00	29	35.9	28.9	6.8	0	1	2	4	9	8	4	1	0	0	0	0
10:00	17	40.6	35.4	5.0	0	0	0	1	1	4	9	2	0	0	0	0
11:00	17	38.0	27.5	10.2	0	4	0	1	5	3	2	2	0	0	0	0
12:00	8	36.4	32.5	3.8	0	0	0	0	2	4	2	0	0	0	0	0
13:00	18	37.2	30.0	6.9	0	0	2	2	5	3	6	0	0	0	0	0
14:00	27	39.4	28.6	10.3	2	2	1	2	6	9	2	1	2	0	0	0
15:00	28	40.7	33.6	6.9	0	0	0	2	6	11	5	2	1	1	0	0
16:00	23	34.0	25.8	7.9	0	4	0	6	6	4	3	0	0	0	0	0
17:00	32	38.5	30.3	7.9	0	2	1	3	11	4	8	3	0	0	0	0
18:00	15	37.9	34.2	3.6	0	0	0	0	1	9	4	1	0	0	0	0
19:00	17	37.0	29.3	7.5	0	1	2	0	5	5	4	0	0	0	0	0
20:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
21:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
22:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
23:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	34	40.7	31.5	8.9	0	4	0	2	6	7	11	4	0	0	0	0
2H(14-16)	55	40.5	31.2	9.0	2	2	1	4	12	20	7	3	3	1	0	0
12H(7-19)	258	38.4	30.1	8.0	2	16	9	29	58	73	52	15	3	1	0	0
24H(0-24)	287	38.2	30.0	7.9	2	17	12	33	64	82	58	15	3	1	0	0
AM Peak	09:00	10:00	10:00	11:00	00:00	11:00	08:00	08:00	09:00	08:00	10:00	07:00	00:00	00:00	00:00	00:00
	29	40.6	35.4	10.2	0	4	2	6	9	8	9	2	0	0	0	0
PM Peak	17:00	15:00	22:00	14:00	14:00	16:00	13:00	16:00	17:00	15:00	17:00	17:00	14:00	15:00	12:00	12:00
	32	40.7	35.0	10.3	2	4	2	6	11	11	8	3	2	1	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
05:00	3	40.0	29.2	10.4	0	0	1	0	0	1	1	0	0	0	0	0
06:00	9	34.3	29.2	5.0	0	0	0	2	3	3	1	0	0	0	0	0
07:00	39	36.4	29.2	7.0	0	2	1	8	7	15	4	2	0	0	0	0
08:00	63	36.4	29.6	6.5	0	1	4	11	13	20	13	1	0	0	0	0
09:00	47	36.8	30.4	6.2	0	1	2	4	14	16	8	2	0	0	0	0
10:00	29	39.0	33.2	5.6	0	0	0	2	8	5	12	2	0	0	0	0
11:00	30	37.3	28.3	8.6	0	5	0	1	11	7	4	2	0	0	0	0
12:00	27	35.3	26.6	8.4	2	2	1	2	10	7	3	0	0	0	0	0
13:00	31	36.5	29.9	6.3	0	0	2	5	9	6	9	0	0	0	0	0
14:00	48	37.9	28.9	8.7	2	3	2	4	12	17	5	1	2	0	0	0
15:00	46	39.7	32.0	7.5	0	0	3	5	8	16	9	3	1	1	0	0
16:00	35	33.5	25.6	7.6	0	5	2	8	10	6	4	0	0	0	0	0
17:00	53	36.8	29.2	7.3	0	4	1	6	18	13	8	3	0	0	0	0
18:00	28	39.3	33.2	5.9	0	1	0	0	5	11	9	2	0	0	0	0
19:00	29	35.5	28.0	7.2	0	2	2	5	7	8	5	0	0	0	0	0
20:00	6	36.2	29.2	6.8	0	0	0	2	2	0	2	0	0	0	0	0
21:00	6	32.7	26.7	5.8	0	0	1	1	2	2	0	0	0	0	0	0
22:00	5	47.5	40.5	6.7	0	0	0	0	0	1	2	0	2	0	0	0
23:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	59	38.6	30.7	7.6	0	5	0	3	19	12	16	4	0	0	0	0
2H(14-16)	94	38.9	30.4	8.2	2	3	5	9	20	33	14	4	3	1	0	0
12H(7-19)	476	37.3	29.7	7.4	4	24	18	56	125	139	88	18	3	1	0	0
24H(0-24)	539	37.3	29.6	7.4	4	26	22	69	140	155	99	18	5	1	0	0
AM Peak	08:00	05:00	10:00	05:00	00:00	11:00	08:00	08:00	09:00	08:00	08:00	07:00	00:00	00:00	00:00	00:00
	63	40.0	33.2	10.4	0	5	4	11	14	20	13	2	0	0	0	0
PM Peak	17:00	22:00	22:00	14:00	12:00	16:00	15:00	16:00	17:00	14:00	13:00	15:00	14:00	15:00	12:00	12:00
	53	47.5	40.5	8.7	2	5	3	8	18	17	9	3	2	1	0	0

APPENDIX B – VEHICLE TRACKING



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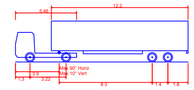


Large Articulated Vehicle	
Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	3.662m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

REV	DRN	DATE	DESCRIPTION	CSE	ICSE
-	XX	17/09/21	PRELIMINARY ISSUE	MM	XX

ORIGINATOR:

RIDGE
PROPERTY & CONSTRUCTION CONSULTANTS

PARTNERSHIP HOUSE
MOORSIDE ROAD
WINCHESTER
SO23 7RX
TEL: 01962 834400
WWW.RIDGE.CO.UK

CLIENT:
LONG NEWNTON PARISH COUNCIL

IN ASSOCIATION WITH:

PROJECT:
MELCOURT INDUSTRIES

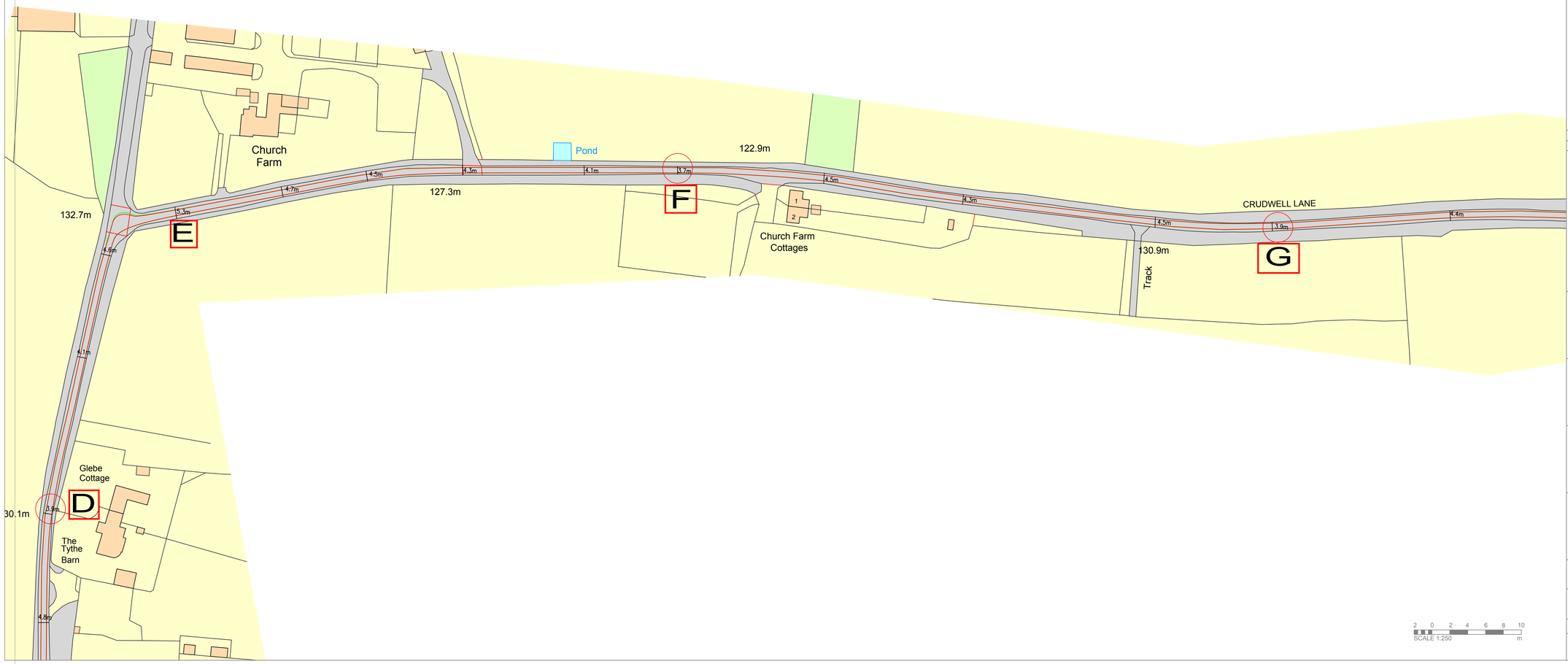
TITLE:
LARGE ARTICULATED VEHICLE TRACKING

TECH:	CSE:	ICSE:	SCALE: @ A1
MM			INITIAL ISSUE:

STATUS:

DRAWING No:

PROJECT:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
5016466	RDG		XX	XX	C	2200	-



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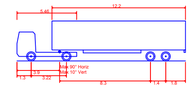

Large Articulated Vehicle	
Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.810m

REV	DRN	DATE	DESCRIPTION	CSE	ICSE
-	XX	17/09/21	PRELIMINARY ISSUE	MM	XX

ORIGINATOR:

RIDGE
PROPERTY & CONSTRUCTION CONSULTANTS

PARTNERSHIP HOUSE
MOORSIDE ROAD
WINCHESTER
SO23 7RX
TEL: 01962 834400
WWW.RIDGE.CO.UK

CLIENT:
LONG NEWNTON PARISH COUNCIL

IN ASSOCIATION WITH:

PROJECT:
MELCOURT INDUSTRIES

TITLE:
LARGE ARTICULATED VEHICLE TRACKING

TECH:	CSE:	ICSE:	SCALE: @ A1
MM			INITIAL ISSUE:

STATUS:

DRAWING No:

PROJECT:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
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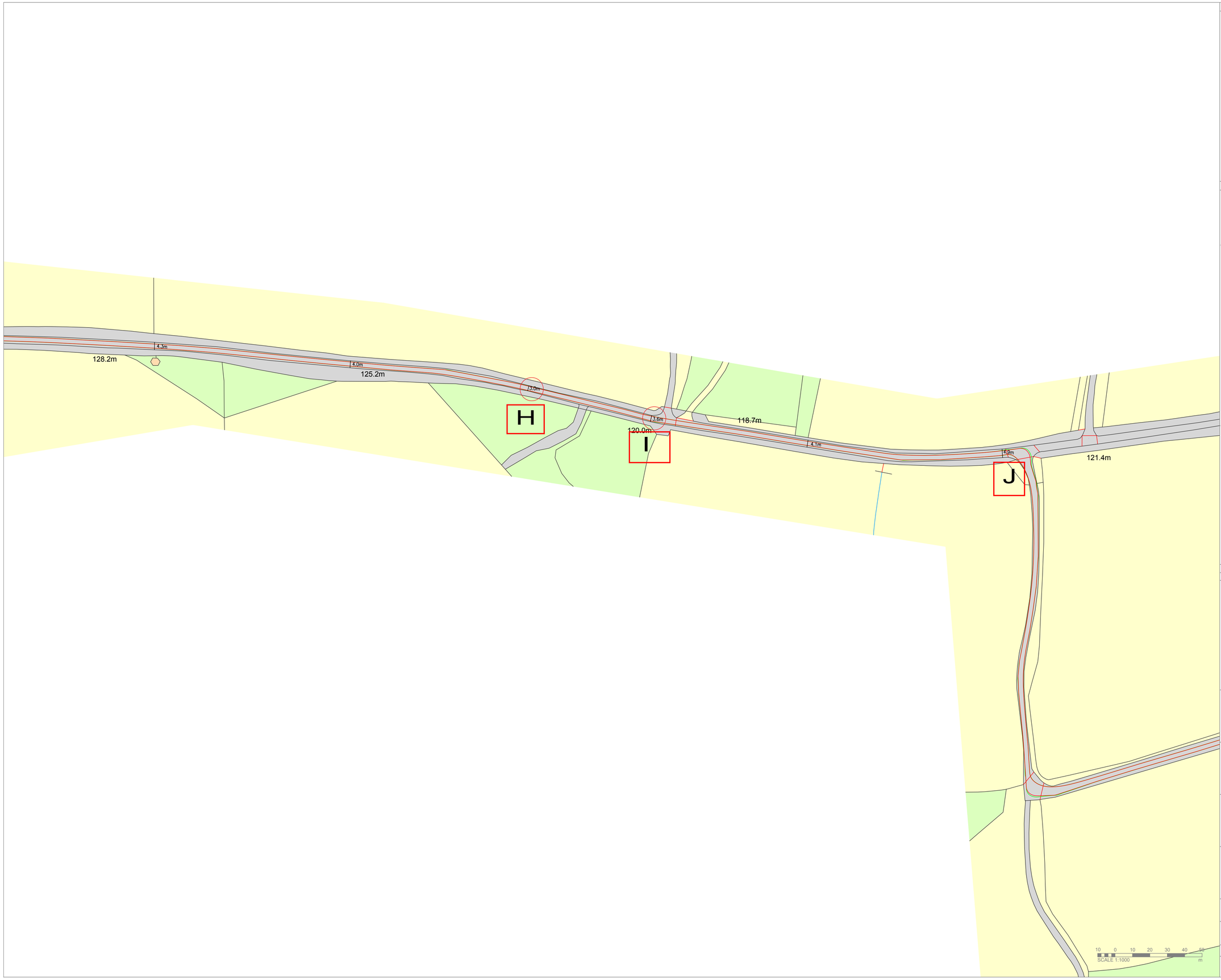

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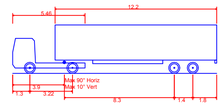

Large Articulated Vehicle	
Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

REV	DRN	DATE	DESCRIPTION	CSE	ICSE
-	XX	17/09/21	PRELIMINARY ISSUE	MM	XX

ORIGINATOR:

RIDGE
PROPERTY & CONSTRUCTION CONSULTANTS

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SO23 7RX

TEL: 01962 834400

WWW.RIDGE.CO.UK

CLIENT:
LONG NEWNTON PARISH COUNCIL

IN ASSOCIATION WITH:

PROJECT:
MELCOURT INDUSTRIES

TITLE:
LARGE ARTICULATED VEHICLE TRACKING
SHEET 3

TECH:	CSE:	ICSE:	SCALE: @ A1
MM			INITIAL ISSUE:

STATUS:

DRAWING No:

PROJECT:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
5016466	RDG		XX	XX	C	2202	-

APPENDIX C – IMA TRANSPORT STATEMENT

TRANSPORT PLANNING
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www.ima-tp.com

STORAGE YARD EXTENSION AT MELCOURT INDUSTRIES, BOLDRIDGE BRAKE, LONG NEWNTON, TETBURY, GLOUCESTERSHIRE, GL8 8RT

Transport Statement

November 2021
IMA-21-022

CONTENTS

APPENDICES

1 Introduction

1.1 Background

1.1.1 This Transport Statement has been produced to support a planning application on behalf of Melcourt Industries Ltd to extend outside storage capacity at the existing horticultural products facility at Boldridge Brake, Long Newnton near Tetbury in Gloucestershire.

1.1.2 The site produces growing media and other horticultural products under an established B2 industrial use. Recent planning permissions include 17/00322/FUL for the existing hardstanding to store landscaping materials and 19/02816/FUL for an extension to the main industrial building.

1.1.3 The site accommodates production, storage (raw material and products) and the main administration office. Imports and exports are by 28-tonne bulk articulated lorries with deliveries of ancillary materials such as packaging generally by smaller rigid goods vehicles. Site capacity constraints have led to some off-site storage.

1.1.4 The proposal is to extend the outside storage over some 14,000m^2 to relieve operational production and storage issues arising from seasonality and increasing product demand. This will reduce instances of outbound lorries departing part-loaded when a product line is not available due to storage constraints and will remove articulated lorry movements to off-site storage premises.

1.1.5 Cotswold District Council provided a pre-application advice note (20/03880/PAYPRE) in December 2020 in relation to a smaller storage extension, making references on highway matters summarised as follows:

Local Plan Policy INF4:	Requiring safe and suitable access with regard to Manual for Gloucestershire Streets where appropriate.
Local Plan Policy INF5:	Requiring vehicle parking where there necessary to manage the local road network.
NPPF Section 9:	Ensuring appropriate opportunities for sustainable transport in the context of the use and location, safe and suitable access for all users and cost-effective mitigation of any significant transport impacts.

1.1.6 The pre-application advice note requested clarification regarding any increase in vehicle movements arising from the proposals, which is set out in this report, with recommendations for mitigation.

1.2 Scope of the Report

1.2.1 A description is provided of the application site, the existing operations, the means of access and the local highway network.

1.2.2 The section on baseline transport data summarises data from traffic surveys on the HGV access route to the site and considers year-round HGV movements based on load data. The history of Personal Injury Collisions on local roads is also researched.

1.2.3 The development proposal is described and the anticipated change in traffic movements set out, with typical daily distribution on local roads. The changes relative to the baseline traffic are quantified and the implications considered, with recommendations for mitigation.

2 Existing Site Information

2.1 Chapter Overview

2.1.1 A description is provided of the existing site, the existing operations, the means of access and the local highway network.

2.2 Site Location & Description

2.2.1 The Melcourt Industries site lies 4km south east of Tetbury by road and 6km north of Malmesbury, with the villages of Long Newnton and Crudwell 2km to the south west and 3km to the east respectively. The site location is shown in Appendix 1.

2.2.2 The Melcourt Industries facility operates under an established B2 industrial use on land to the south of Crudwell Lane. The existing site is shown in Appendix 2.

2.2.3 The Fosseway and the county boundary with Wiltshire run along the south eastern edge of the site with a former airfield beyond, developed as a solar farm.

2.2.4 The facility produces horticultural products from raw materials brought in by 28-tonne bulk articulated lorries. The raw material is stored, processed and packaged on the site. Packaged material is then stored in the yard prior to being exported to order by articulated lorry, although space constraints require some material to be stored off-site, also transported by articulated lorry.

2.2.5 Deliveries of ancillary materials associated with production and packaging are generally made by smaller rigid goods vehicles.

2.2.6 There are currently 13 staff employed on the site, 6 office based and 7 production staff. Staff arrivals are typically 07:30 and 08:00 for production and 08:45 to 09:00 for the office, with all staff normally departing between 17:00 and 17:30. There are also 6 sales staff that work off-site.

2.2.7 The site was formerly used as an operating centre for 20 articulated lorries operated by AW Jenkinson Transport, now mostly based at other sites but licence OH1126726 still allows 3 lorries and 3 trailers to operate from Boldridge Brake.

2.3 Existing Vehicular Access

2.3.1 The site is accessed via a private but surfaced access road, which joins Crudwell Lane, which runs east-west between Crudwell and Long Newnton. The lane is subject to the national speed limit outside the village boundaries (30mph at Crudwell, 40mph on the edge of Long Newnton, 30mph within the village).

2.3.2 The access onto Crudwell Lane has open visibility to the west. A hedge to the east of the access impinges on visibility but exiting drivers can pull forward to gain adequate visibility onto approaching vehicles.

2.3.3 The route east to Crudwell is single-track throughout and unsuited to large vehicles, so HGV drivers associated with the site are under instruction to approach and depart from/to the west on Crudwell Lane. A sign on the site access directs all departing HGV drivers to turn left.

2.3.4 At its western end, Crudwell Lane joins a lane running north-south between the B4104 at Long Newnton and the A433 north east of Tetbury via Newnton Hill.

2.3.5 An 18-tonne weight restriction prevents large HGV access to/from the north towards the A433, so all bulk HGV movements are via the B4014 at Long Newnton, as illustrated in Appendix 1. Advisory signs at the end of Crudwell Lane direct HGV drivers accordingly to avoid use of the lane to the north.

2.3.6 The lane south to Long Newnton, Church Lane, is generally about 4.8m in width between Crudwell Lane and the Church, south of which the lane widens slightly to 5m to 5.2m, narrowing again before it meets the B4014.

2.3.7 To the west of the site the carriageway width on Crudwell Lane is generally between 4.8m to 5m, adequate for a car and HGV to pass (see Figure 7.1 from Manual for Streets), although some sections are narrower, described in detail in this section.

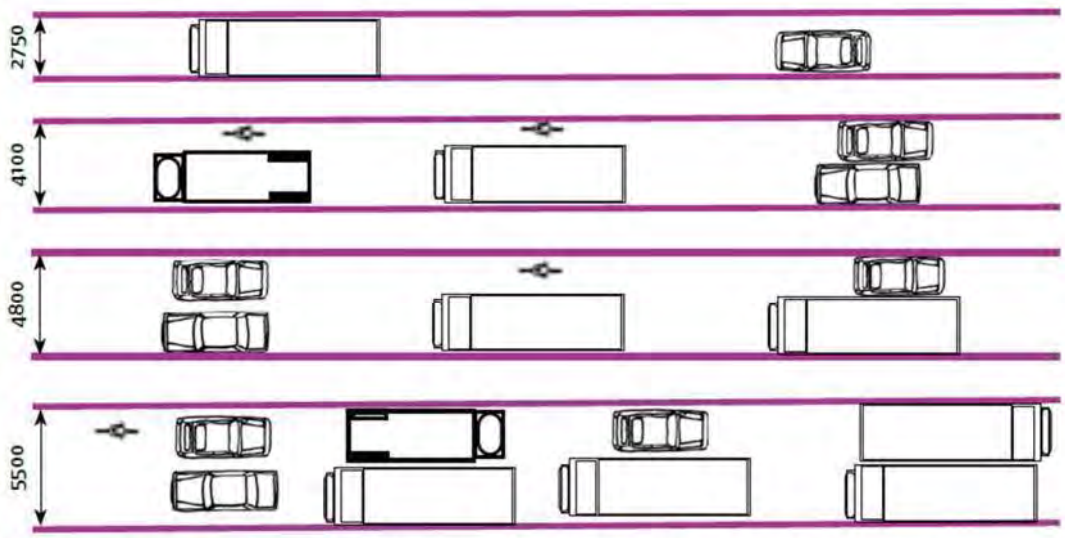


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

2.3.8 While most of Crudwell Lane is wide enough for a lorry to pass a light vehicle, when HGVs or farm vehicles meet, more clearance is required, defined as 5.5m define by Manual for Streets (see Figure 7.1 above). Areas used by large vehicles for passing along Crudwell Lane include field gates and highway verges in places, particularly on narrower sections or where forward vision is restricted.

2.3.9 Carriageway widths and areas used for passing have been examined on site, with visits undertaken in March, August and October. The plans in Appendix 3 summarise the site measurements and observations and the extent of public highway.

2.3.10 Plan 011 in Appendix 3 shows the section of Crudwell Lane to the west of the site access. The first stretch has a carriageway width measured at 4.6m, which is adequate for light vehicles to pass one another but too narrow for a lorry to pass a car or van. Verge over-run has resulted along much of this 180m stretch as lorries meet light vehicles more frequently than they meet other lorries.

2.3.11 West of that initial narrow section, Plan 011 shows typical widths of 4.8m to 5.2m, with some areas where verges have been over-run where HGVs and farm vehicles pass one another.

2.3.12 Plan 012 in Appendix 3 shows the western end of Crudwell Lane up to Church Lane. The carriageway is generally 5m to 5.2m with occasion verge over-run where HGVs and farm vehicles pass one another.

2.3.13 West of Church Farm Cottages the carriageway narrows to a single track over a length of 120m. Drivers approaching the single-track section have clear sight onto one another and there is space for larger vehicles to pass at Church Farm Cottages.

2.3.14 West of the single-track section a 40mph speed limit commences and Crudwell Lane widens again to about 5m then meets Church Lane at a Priority Junction.

2.3.15 Plan 013 in Appendix 3 shows the extent of public highway and carriageway widths on Church Lane. At the northern end, just south of the Crudwell Lane junction, the carriageway width is around 4.8m with some verge over-run evident where large vehicles pass one another.

2.3.16 Church Lane continues south at just over 5m in width then narrows to 4.6m over a localised section at The Tythe Barn before widening again, continuing south with a width of 5m to 5.2m or more in places, with a footway present on the eastern side between the Church and the B4014.

2.3.17 At its southern end, just before it meets the B4014, Church Lane narrows to 4.5m, with some over-running of the western verge evident to the north of Church Lane Cottage.

3 Baseline Transport Data

3.1 Chapter Overview

3.1.1 This chapter summarises traffic surveys commissioned for this report. The effects of seasonality on HGV numbers at the site is considered.

3.1.2 Traffic surveys commissioned by the Parish Council are discussed and compared against the data recorded on behalf of Melcourt Industries.

3.1.3 The history of Personal Injury Collisions on local roads is also researched.

3.2 Traffic Surveys on the HGV Access Route

3.2.1 As explained in section 2.3, all HGV access to the site is via the western end of Crudwell Lane and Long Newnton, through a combination of advisory signs and weight restrictions. Traffic surveys were therefore carried out on that route and on the site access.

3.2.2 Independent specialists Auto Surveys Ltd installed Automatic Traffic Counters to record data between Friday 26th February 2021 and Thursday 4th March 2021 on the site access, on Crudwell Lane west of the access and on the lane running south into Long Newnton. The ATC locations are shown in Appendix 1.

3.2.3 The survey was conducted during the third Covid-19 lockdown, so background traffic would have been much reduced relative to pre-pandemic levels, particularly trips associated with commuting.

3.2.4 It had been anticipated by Melcourt Industries that the surveys would capture one of their busier periods for HGV movements, but activity at the site reduced unexpectedly and temporarily through a combination of personnel factors. Section 3.4 explains how the ATC data relates to typical activity in that period.

3.2.5 The full survey data is included in Appendix 4. The following table summarises daily vehicle movements for the average weekday.

ATC Location	All Traffic	OGV1	OGV2	Bus	All HGVs
Site Access	124	5	22	0	27
Crudwell Lane	389	10	37	1	47
Long Newnton	629	10	40	1	51

Table 1: Average Weekday Surveyed Traffic (February/March 2021)

3.2.6 The OGV1 (Other Goods Vehicle) classification represents all 2 & 3-axle rigid lorries over 3.5 tonnes, while OGV2 represents all larger goods vehicles (4-axle rigids and all articulated lorries).

3.2.7 Vehicle movements varied day to day from the weekday average, but during the lockdown surveys weekday traffic at the Melcourt Industries site represented 57% of HGV traffic on Crudwell Lane and 54% of HGVs at Long Newnton.

3.3 Parish Council Traffic Surveys

3.3.1 The Parish Council commissioned their own ATC surveys on Crudwell Lane and Church Lane and shared the data with Melcourt Industries. The surveys were undertaken in mid-June 2021, after lockdown restrictions were lifted.

3.3.2 It is understood that the Parish Council will be submitting their own traffic report with full details of their ATC surveys, but the data provided to Melcourt Industries by the Parish Council is summarised to provide average weekday figures as follows:

ATC Location	All Traffic	OGV1	OGV2	Bus	All HGVs
Crudwell Lane	561	36	59	7	102
Long Newnton	907	142	60	7	209

Table 2: Average Weekday Surveyed Traffic (Parish Council Surveys in June 2021)

3.3.3 The following table compares the Parish Council ATC data from June 2021 with that from the off-site ATCs undertake in the February/March lockdown.

ATC Location	All Traffic	OGV1	OGV2	Bus	All HGVs
Crudwell Lane	+171 (45%)	+26	+22	+7	+55
Long Newnton	+278 (44%)	+132	+20	+6	+158

Table 3: Average Weekday Surveys (June 2021 relative to February/March 2021)

3.3.4 The overall level of traffic recorded at both sites in June 2021 after the lifting of lockdown restrictions increased 44-45% relative to the surveys in the February/March lockdown.

3.3.5 The Parish Council surveys showed higher increases in goods vehicle traffic however. Activity at the Melcourt Industries site had returned to normal levels, which made up some of the increase in OGV2 activity discussed below and in the following section, but there was a significant rise in category OGV1 (2 & 3-axle rigid lorries) on Church Lane that was unconnected with the Melcourt site.

3.3.6 On Crudwell Lane there were 26 additional OGV1 movements per weekday relative to the ATCs undertaken during lockdown. The following section analyses OGV1/2 movements at Melcourt Industries during both survey periods, which amounted to 6 daily OGV1 movements a day during the lock down surveys and 8 daily OGV1 movements after lockdown, so most of the rise in OGV1 traffic on Crudwell Lane post-lockdown was unconnected with Melcourt Industries.

3.3.7 The Parish Council's surveys recorded a far higher rise in OGV1 traffic on Church Lane in Long Newnton with 142 daily movements by OGV1 vehicles, a large increase of 132 over the 10 recorded during lockdown.

3.3.8 The reason for such a high increase in 2 & 3 axle lorries on Church Lane is unknown, but it exceeds the increase recorded on Crudwell Lane very substantially and therefore relates primarily to north-south movements between the A433 and the B4014 and properties on that route, with no connection to the Melcourt site.

3.4 HGV Movements at Melcourt Industries

3.4.1 Melcourt Industries have provided weekly data on the number of lorry loads associated with inbound and outbound deliveries, from which it has been possible to derive an accurate picture of year-round average weekday movements by HGVs.

3.4.2 The load data identifies rigid goods vehicles (OGV1 category) separately from articulated lorries (OGV2) and is summarised in following table for the week of the February/March ATC survey, with HGVs operating 5 ½ days per week.

Type	Weekly			Average Working Day		
	Arrive	Depart	All	Arrive	Depart	All
OGV1	13	13	26	2	2	4
OGV2	67	67	134	12	12	24
All OGV	80	80	160	14	14	28

Table 4: HGVs from Load Data (26/02/2021 to 04/03/2021)

3.4.3 The average weekday Melcourt HGV traffic derived from load data is consistent with the 27 daily HGV movements recorded by the ATC survey on the site access in that week (Table 1).

3.4.4 The following table shows the HGV movements derived from known loads to/from Melcourt during the week of the Parish Council's ATC surveys in June.

Type	Weekly			Average Working Day		
	Arrive	Depart	All	Arrive	Depart	All
OGV1	22	22	44	4	4	8
OGV2	115	115	230	21	21	42
All OGV	137	137	274	25	25	50

Table 5: HGVs from Load Data (08/06/2021 to 14/06/2021)

3.4.5 The Melcourt HGV traffic averaged 50 movements per day, representing 49% of all goods vehicle traffic recorded on Crudwell Lane (102 movements for the average weekday), a reduction relative to the 57% figure recorded in February/March (see Table 1 and paragraph 3.2.7).

3.4.6 The 42 daily vehicles in category OGV2 associated with Melcourt represented 71% of the 59 OGV2 traffic movements recorded on Crudwell Lane, while the 8 daily OGV1 movements associated with Melcourt represented just 22% of the OGV1 traffic recorded on Crudwell Lane by the Parish Council's surveys.

3.4.7 The 50 movements per day associated with Melcourt represented just 24% of the 209 daily goods vehicle (OGV1 & 2) movements recorded by the Parish Council on Church Lane, a substantial fall from the 54% figure recorded during lockdown (see Table 1 and paragraph 3.2.7), mostly attributable to the sharp rise in north-south OGV1 movements unconnected with Crudwelll Lane.

3.4.8 The Melcourt Industries lorry load data has also been provided on a quarterly basis to examine seasonal influences, showing peaks in activity in February and May which fall through summer to a low in November (all data is mid-month).

Period	Type	Weekly			Average Working Day		
		Arrive	Depart	All	Arrive	Depart	All
November	OGV1	13	13	26	2	2	4
	OGV2	73	73	146	14	14	28
	All OGV	86	86	172	16	16	32
February	OGV1	22	22	44	4	4	8
	OGV2	120	120	240	21	21	42
	All OGV	142	142	284	25	25	50
May	OGV1	23	23	46	4	4	8
	OGV2	126	126	252	23	23	46
	All OGV	149	149	298	27	27	54
August	OGV1	16	16	32	3	3	6
	OGV2	111	111	222	21	21	42
	All OGV	127	127	254	24	24	48

Table 6: Seasonal HGV Traffic at Melcourt Industries

3.4.9 May represents the busiest period with an average of 54 HGV movements per day (27 loads) associated with the site.

3.4.10 Comparing Table 4, Table 5 & Table 6 shows that HGV movements during the February/March ATC were well below normal February levels, whereas the HGV movements during the June ATC were representative of typical summer activity.

3.5 Personal Injury Collision History

3.5.1 The website Crashmap.co.uk is a database of road traffic collisions collected by the police when an injury is recorded. The data is approved by the National Statistics Authority and reported on by the Department for Transport.

3.5.2 The data shows each incident on a map, plotted to an accuracy of 10 metres, and is normally updated annually when the Department for Transport release data.

3.5.3 Road safety analysis is based on Personal Injury Collisions on public roads that are reported to the police and recorded using the STATS19 accident reporting form. Non-injury collisions may occur at a higher rate but are not officially recorded.

3.5.4 The most recent data released by the Department for Transport is currently 2020. Collisions may have occurred subsequently, but there have been no significant changes to the highway network, so the data remains relevant for analysis.

3.5.5 The website shows no collisions at all recorded on Crudwell Lane or on Church Lane through Long Newnton in the most recent 5-year period.

3.5.6 Four slight injury collisions were recorded on the B4104 between the A433 at Tetbury and the A429 at Malmesbury in the period, one near the access to Quobwell Farm to the north of Malmesbury in January 2017, involving an HGV and a car.

3.5.7 One other collision involving an HGV was recorded at the roundabout junction where the B4014 meets the A429 at Malmesbury, when a collision with a car in May 2018 resulted in slight injury.

3.5.8 The collisions were all at different locations with no common factors evident, so there is no pattern in the recorded accidents that suggests any inherent safety issues on the immediate local highway network.

4 Proposed Development

4.1 Chapter Overview

4.1.1 This chapter describes the development proposal and the anticipated change in traffic movements on local roads.

4.1.2 The changes relative to the baseline traffic are quantified and the implications considered, with recommendations for mitigation where necessary.

4.2 Development Description

4.2.1 Melcourt Industries has explained that over the last 10 years demand for peat free compost and professional growing media has grown considerably, as has the proportion of product sold in bags, which increases lorry trips relative to bulk material export.

4.2.2 To fulfil that increased demand, a new stocking yard is required to accommodate additional packed and bulk products, improving the efficiency of the processing plant and the site generally, while creating a safer working environment by separating stocking operations from other bulk handling and material deliveries.

4.2.3 The operators estimate that the increased demand could add an average of 6 articulated lorry loads (12 vehicle movements) per day, allowing for growth in raw material imports, product sales and other materials required for packaging etc. No change in staff is anticipated as a direct result of this application.

4.2.4 Current space constraints require use of off-site storage, which increases HGV movements as product is moved off site to storage by HGV and then brought back to the main site when orders are put together for delivery to customers.

4.2.5 Accommodating all stock on the main site will reduce those vehicle movements, which typically involve 40 HGV loads over the busiest 3-month period (March to May), although off-site storage will inevitably increase with product demand.

4.2.6 At current off-site storage levels, the additional on-site storage would remove 80 HGV movements over the peak months, which averages at about one articulated lorry load (2 movements) a day.

4.2.7 The cumulative effects of the changes proposed at the site and requirements for mitigation of residual transport impacts are considered in the following sections.

4.3 Development Traffic Implications

4.3.1 The cumulative effects of the development, derived from changes in daily lorry loads provided by Melcourt Industries, are expected to be as set out below. The figures are daily averages relating to the busiest period of the year (March to May), but day to day variation will occur.

- 12 additional daily articulated lorry movements from expansion
- 2 less articulated lorry movements from increased on-site storage

4.3.2 The net effect anticipated from the development is an average of 10 additional HGV movement per day, spread over the working day.

4.3.3 Condition 2 on planning permission 08/00191/FUL for the site office restricts use of the office building to 08:00 to 18:00 on weekdays and 08:00 to 14:00 on Saturdays, but no operating hours restrictions apply to the remainder of the site.

4.3.4 HGV arrival and departure times are therefore unrestricted and parking space for HGVs outside the site gate allows arrivals to occur before the site office opens.

4.3.5 At present HGVs typically arrive and depart from the site over the 12-hour period 06:00 to 18:00. The addition of 10 HGV movements arising from the development is therefore likely to add an average of less than 1 HGV movement per hour, although actual arrival departure times will vary over the working day.

4.3.6 The following table illustrates the effect of a single additional HGV movement on Crudwell Lane west of the site in the busiest hours of the average weekday for general traffic (08:00-09:00) and for HGVs (09:00-10:00), based on the post-lockdown surveys from June 2021 (see section 3.3).

Period	Surveyed Traffic on Crudwell Lane (June 2021)			Crudwell Lane with Development		
	East bound	West bound	Total	Arrive	Depart	Total
Traffic Peak (08:00-09:00)	33	26	59	34 (+1)	26	60 (+1)
HGV Peak (09:00-10:00)	5	7	12	6 (+1)	7	13 (+1)

Table 7: Change in Average Weekday Traffic Peaks on Crudwell Lane

4.3.7 The frequency of general traffic movements on Crudwell Lane would not change materially, remaining at one vehicle per minute in the busiest hour of the day. Considering HGV movements only (OGV1 & 2), in the busiest hour they would change from one movement every 5 minutes to one movement every 4.6 minutes.

4.3.8 There would be no perceptible change in the frequency of opposing vehicles meeting on Crudwell Lane, so development is unlikely to have any material effect on the operation of the lane.

4.3.9 The following table repeats the above exercise for Church Lane. The general traffic peak was also in the hour 08:00-09:00, while the HGV peak fell later at 15:00-16:00.

Period	Surveyed Traffic on Church Lane (June 2021)			Church Lane with Development		
	East bound	West bound	Total	Arrive	Depart	Total
Traffic Peak (08:00-09:00)	44	44	88	45 (+1)	44	89 (+1)
HGV Peak (15:00-16:00)	10	11	21	11 (+1)	11	22 (+1)

Table 8: Change in Average Weekday Traffic Peaks on Crudwell Lane

4.3.10 The frequency of general traffic movements on Church Lane would not change materially, remaining at an average of 0.7 minute intervals between vehicles. HGV movements (OGV1 & 2) in the busiest hour they would change from 2.8 minute intervals to 2.7 minute intervals.

4.3.11 There would be no material change in the frequency with which opposing vehicles meet at Long Newnton, so development is unlikely to have any effect on the operation of Church Lane.

4.3.12 Melcourt Industries own the Long Newnton site and are committed to working with the community to minimise the impact of their operations. The company has relocated existing soil processing operations to a site at South Cerney, which will remove an average of 10 articulated lorry movements a day (5 loads) in the busiest months (March to May).

4.3.13 The relocation of soils processing took place in early autumn this year when activity was low, but the effects will start to become evident when activity picks up from February next year, when the relocation will effectively off-set the increase from rising demand for peat-free products that this planning application would enable.

4.3.14 Even without considering the off-set from relocating the soils operations, the changes in traffic set out in this section are negligible, with no material impact on the highway network. Nevertheless, Melcourt Industries are committed to operating from this site so have proposed mitigation measures to minimise transport issues arising from their activities.

4.4 Proposed Mitigation

4.4.1 Melcourt Industries already operate policies to minimise adverse effects from HGVs associated with the site, but in association with this development it is proposed that the guidance should be formalised and expanded in an HGV Management Plan.

4.4.2 Compliance with the HGV Management plan could be secured by planning condition. The proposed document, included in Appendix 5, covers measures as follows:

(1) Instructions to all HGV drivers to only approach the site via Long Newnton and the western end of Crudwell Lane and to depart via the same route.

(2) Instructions to haulage operators to limit speeds to 30mph between the B4014 and the site.

(3) A 'phone-ahead regime whereby drivers provide an ETA to minimise instances of HGVs associated with Melcourt Industries meeting on the route from the B4014. This already operates but will be improved by providing a dedicated 'phone line, as the existing line is sometimes engaged when drivers try to report their inbound arrival time.

(4) Limiting HGV arrivals and departures to 06:00-20:00 where feasible.

(5) Instructions to drivers to avoid over-running verges wherever possible by using recognised passing places.

(6) A reporting procedure for residents via the Parish Council, with 6-monthly meetings to identify and address HGV issues associated with the site.

4.4.3 Melcourt Industries will commit to issuing the HGV Management Plan to all haulage contractors and product suppliers that regularly visit the site by HGV.

4.4.4 In addition to the HGV Management Plan, Melcourt Industries are prepared to fund an improvement to provide a formal passing place on the section of Crudwell lane to the west of the site.

4.4.5 The location would need to be agreed with the highway authority, but the suggested position, shown in the plan in Appendix 6, is situated on the narrowest section of the lane where the carriageway width is below 4.8m, so that lorries tend to over-run verges when passing light vehicles.

5 Summary and Conclusions

5.1 Summary

5.1.1 This Transport Statement has considered proposals by Melcourt Industries Ltd to extend outside storage capacity at the existing horticultural products facility at Boldridge Brake, Long Newnton near Tetbury in Gloucestershire. The main points are summarised as follows.

(i) The site lies 4km south east of Tetbury by road and 6km north of Malmesbury, with the villages of Long Newnton and Crudwell 2km to the south west and 3km to the east respectively.

(ii) The Melcourt Industries facility operates under an established B2 industrial use on land to the south of Crudwell Lane, producing horticultural products from raw materials that are stored, processed and packaged on the site.

(iii) The private access road joins Crudwell Lane between Crudwell and Long Newnton, which is single track to the east, so HGV access is from the south west via Long Newnton, due to an 18-tonne weight restriction to the north.

(iv) The access route from Long Newnton varies in width but the carriageway is mostly a minimum of 4.8m, adequate for a car and HGV to pass (Manual for Streets), with a short section of single-track road near Church Farm and a 4.6m wide section west of the site access.

(v) HGVs require more width to pass and there are areas used by large vehicles for passing along Crudwell Lane, including field gates, but highway verges have also been over-run in places.

(vi) ATC surveys during the pandemic lockdown in February/March 2021 showed that HGVs associated with Melcourt Industries represented 57% of HGV traffic on Crudwell Lane and 54% of HGVs at Long Newnton.

(vii) Melcourt Industries HGV traffic during post-lockdown surveys commissioned by the Parish Council in June 2021 represented 49% of HGVs on Crudwell Lane and just 22% of HGVs on Church Lane. Traffic levels had increased 44-45% over the lockdown levels in February/March.

(viii) Site activity is seasonal, reflecting demand from the horticulture sector. HGV load logs show an average weekday peak of 54 daily HGV movements in May, with activity reducing through summer to a low in November.

(ix) Personal Injury Collision data shows no pattern that suggests any inherent safety issues on the immediate local highway network.

(x) To meet growth in demand for peat free compost and professional growing media, a new stocking yard is required to accommodate additional packed and bulk products, improving processing plant efficiency and creating a safer working environment. No change in staff level is anticipated.

(xi) The operators estimate that the development will add an average of 6 articulated lorry loads (12 vehicle movements) per day, allowing for growth in raw material imports, product sales and other materials.

(xii) The increased storage space will remove at least 80 HGV movements associated with off-site storage of product in the busiest months of the year, typically 1 articulated lorry load meaning 2 movements a day, so the net change will be 10 daily HGV movements.

(xiii) The development would have no perceptible effect on general vehicle movement frequencies on Crudwell lane or Church Lane during the busiest periods of the day.

(xiv) The frequency of HGV movements in the busiest hours have also been considered. On Crudwell Lane, peak HGV movements would alter from 5 minute intervals to 4.6 minutes, while on Church Lane HGV intervals would change from 2.8 minutes to 2.7 minutes.

(xv) With no significant change in the frequency with which opposing vehicles meet on Crudwell Lane or at Long Newnton, the development is unlikely to have any material effect on the operation of the lanes serving the site.

(xvi) The effects of the development will be off-set by the relocation of soils processing to another site, which was carried out in a period of low activity but will remove 10 articulated lorry movements a day from the Long Newnton site during busy periods.

(xvii) Melcourt Industries propose to formalise and expand existing policies to minimise adverse effects from large vehicles associated with the site in an HGV Management Plan.

(xviii) Melcourt Industries are also prepared to fund a passing place improvement on the narrow section of Crudwell Lane to the west of the site access.

5.2 Conclusion

5.2.1 The proposed extension to the storage area at Melcourt Industries will reduce HGV movements to off-site storage in seasonal peaks and while it would facilitate additional throughput of wood-based products, the relocation of soils processing to another site will off-set those increases.

5.2.2 The company is however committed to operating from this site and wish to minimise their transport impacts by formalising and expanding existing policies in an HGV Management Plan and by funding a passing place improvement to minimise the adverse effects of large vehicles on local roads.

TRANSPORT PLANNING

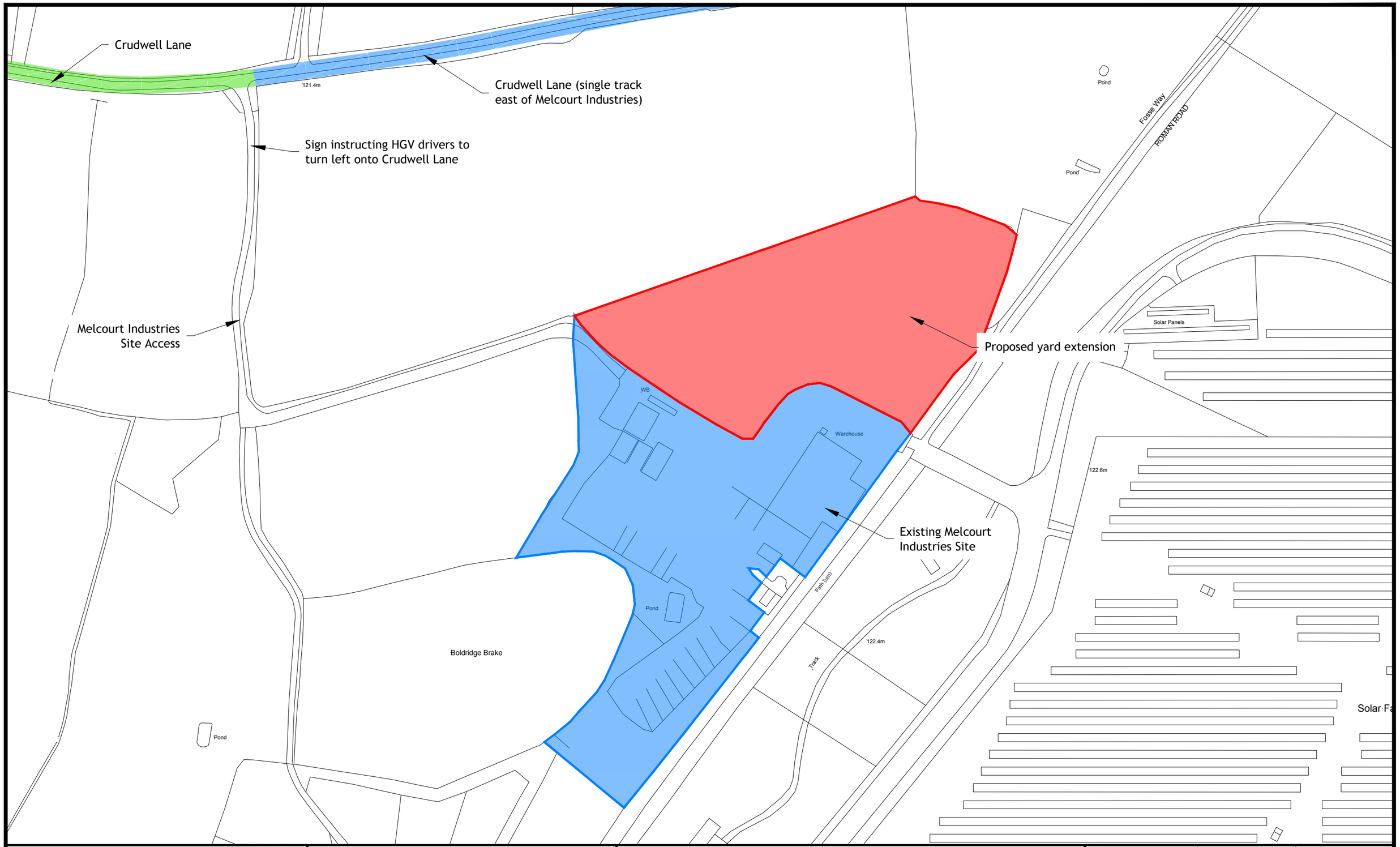
Appendix 1

TRANSPORT PLANNING
11 KINGSMEAD SQUARE
BATH BA1 2AB
t:01225 444 011
www.ima-tp.com

CLIENT:	Melcourt Industries Ltd
PROJECT:	Proposed Extension Long Newnton
TITLE:	Site Location & Highway Network
SCALE: (A3)	NTS
CHECKED:	
APPROVED:	
CAD FILE:	Access V1-1.dwg
DESIGN/DRAWN:	PMG
DATE:	Mar 2021
PROJECT No:	IMA-21-022
DRAWING No:	001
REV:	

TRANSPORT PLANNING

Appendix 2

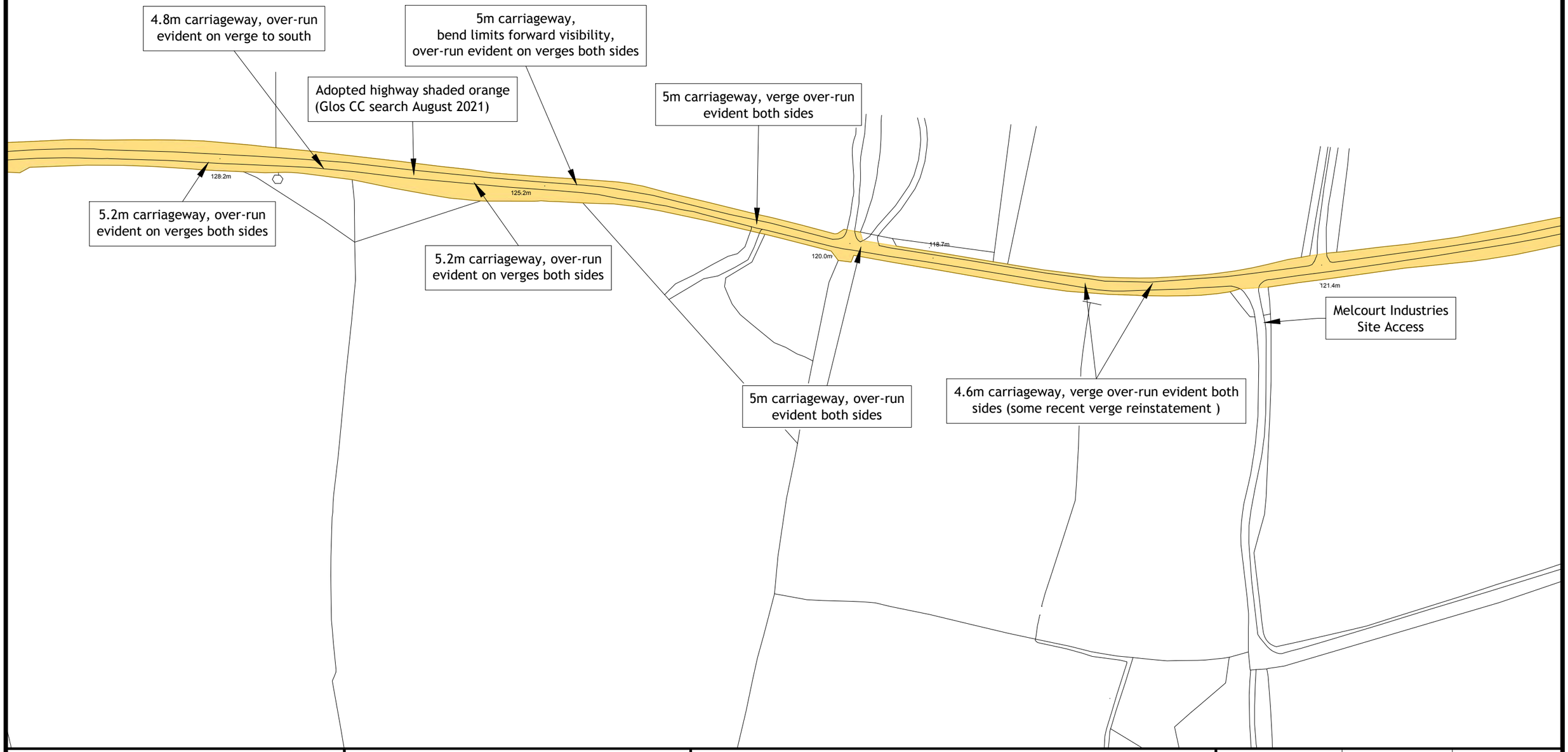


IMA TRANSPORT PLANNING
11 KINGSMEAD SQUARE
BATH BA1 2AB
t: 01225 444 011
www.ima-tp.com

CLIENT:	Melcourt Industries Ltd
PROJECT:	Proposed Extension Long Newnton
TITLE:	Existing Site and Access
SCALE: (A3)	1:2000
CHECKED:	
APPROVED:	
CAD FILE:	Access V1-1.dwg
DESIGN/DRAWN:	PMG
DATE:	Mar 2021
PROJECT No:	IMA-21-022
DRAWING No:	002
REV:	

TRANSPORT PLANNING

Appendix 3



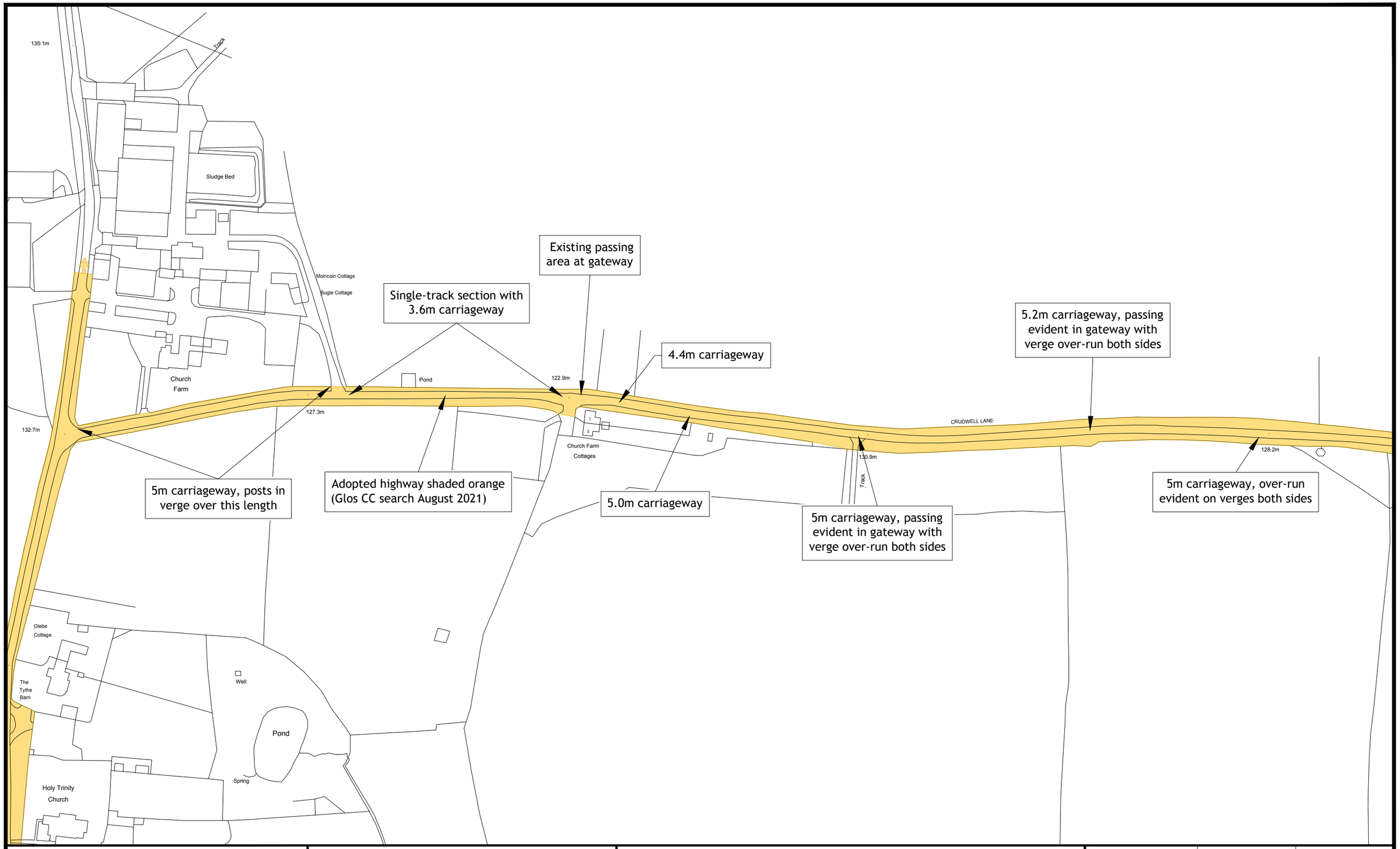
I M A TRANSPORT PLANNING
11 KINGSMEAD SQUARE
BATH BA1 2AB
t: 01225 444 011
www.ima-tp.com

CLIENT: Melcourt Industries Ltd

PROJECT: Proposed Extension Long Newnton

TITLE: Existing Highway - Crudwell Lane near Site

SCALE: (A3) 1:2000	CHECKED:	APPROVED:
CAD FILE: Access V2-1.dwg	DESIGN/DRAWN: PMG	DATE: October 2021
PROJECT No: IMA-21-022	DRAWING No: 011	REV:



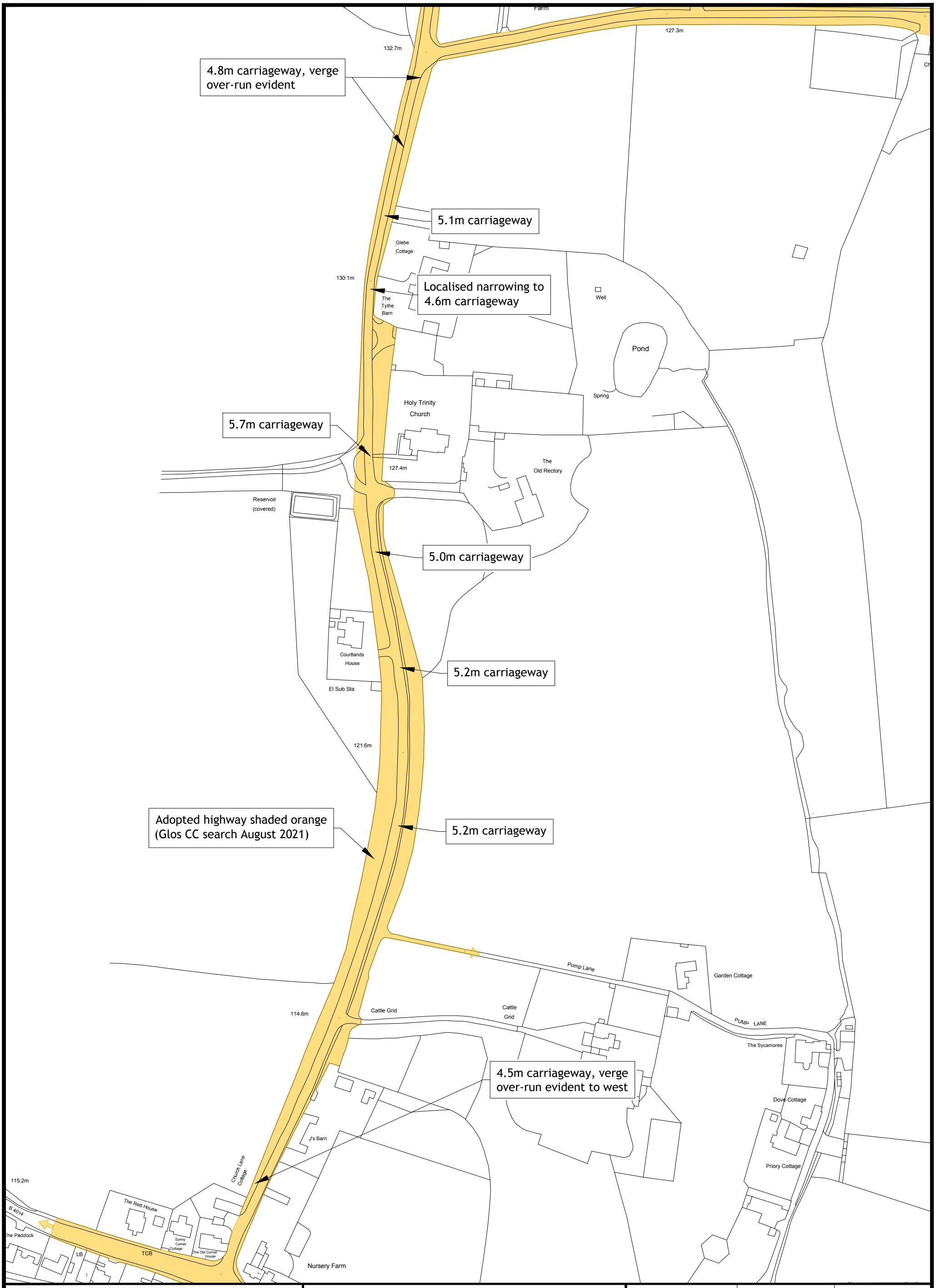
TRANSPORT PLANNING
11 KINGSMEAD SQUARE
BATH BA1 2AB
t: 01225 444 011
www.ima-tp.com

CLIENT: Melcourt Industries Ltd

PROJECT: Proposed Extension Long Newnton

TITLE: Existing Highway - Crudwell Lane near Church Lane

SCALE: (A3)	CHECKED:	APPROVED:
1:2000		
CAD FILE: Access V2-1.dwg	DESIGN/DRAWN: PMG	DATE: October 2021
PROJECT No: IMA-21-022	DRAWING No: 012	REV:



IMA TRANSPORT PLANNING

11 KINGSMEAD SQUARE
BATH BA1 2AB
t: 01225 444 011
www.ima-tp.com

TITLE:

Melcourt Industries, Long Newnton Existing Highway - Church Lane

SCALE: (A3)	CHECKED:	APPROVED:
1:2000		
CAD FILE:	DESIGN/DRAWN:	DATE:
Access V2-1.dwg	PMG	October 2021
PROJECT No:	DRAWING No:	REV:
IMA-21-022	013	

TRANSPORT PLANNING

Appendix 4

10322	MELCOURT INDUSTRIES LTD, TETBURY									
		MARCH 2021								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10322001	Site 1 - Unnamed Rd, Long Newton S of Church OSGR - ST 90931 92404	Channel: Northbound	Fri 26-Feb-21	Thu 04-Mar-21	40	1992	313	285	44.5	35.7
		Channel: Southbound	Fri 26-Feb-21	Thu 04-Mar-21		2019	316	288	42.1	34.2

10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322001		Location	Site 1 - Unnamed Rd, Long Newton S of Church			
	MARCH 2021				Channel: Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 26-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
06:00	**5**	1	20.0	1	20.0	2	40.0	1	20.0	0	0.0
07:00	**24**	0	0.0	16	66.7	7	29.2	1	4.2	0	0.0
08:00	**26**	1	3.9	22	84.6	2	7.7	1	3.9	0	0.0
09:00	**16**	1	6.3	10	62.5	3	18.8	2	12.5	0	0.0
10:00	**19**	2	10.5	10	52.6	5	26.3	2	10.5	0	0.0
11:00	**20**	1	5.0	13	65.0	2	10.0	4	20.0	0	0.0
12:00	**43**	4	9.3	28	65.1	10	23.3	1	2.3	0	0.0
13:00	**27**	1	3.7	21	77.8	4	14.8	1	3.7	0	0.0
14:00	**21**	0	0.0	16	76.2	4	19.1	1	4.8	0	0.0
15:00	**29**	0	0.0	21	72.4	5	17.2	3	10.3	0	0.0
16:00	**24**	0	0.0	19	79.2	4	16.7	1	4.2	0	0.0
17:00	**18**	2	11.1	16	88.9	0	0.0	0	0.0	0	0.0
18:00	**20**	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
19:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**287**	**12**	**4.2**	**210**	**73.2**	**48**	**16.7**	**17**	**5.9**	**0**	**0.0**
16H,6-22	**303**	**13**	**4.3**	**222**	**73.3**	**50**	**16.5**	**18**	**5.9**	**0**	**0.0**
18H,6-24	**304**	**13**	**4.3**	**223**	**73.4**	**50**	**16.5**	**18**	**5.9**	**0**	**0.0**
24H,0-24	**308**	**13**	**4.2**	**225**	**73.1**	**52**	**16.9**	**18**	**5.8**	**0**	**0.0**
Sat 27-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
07:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
08:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
09:00	**18**	0	0.0	13	72.2	5	27.8	0	0.0	0	0.0
10:00	**26**	4	15.4	20	76.9	2	7.7	0	0.0	0	0.0
11:00	**29**	8	27.6	20	69.0	1	3.5	0	0.0	0	0.0
12:00	**21**	2	9.5	19	90.5	0	0.0	0	0.0	0	0.0
13:00	**16**	2	12.5	14	87.5	0	0.0	0	0.0	0	0.0
14:00	**25**	4	16.0	19	76.0	2	8.0	0	0.0	0	0.0
15:00	**16**	3	18.8	11	68.8	2	12.5	0	0.0	0	0.0
16:00	**17**	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
17:00	**13**	1	7.7	12	92.3	0	0.0	0	0.0	0	0.0
18:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
19:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
20:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
21:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**201**	**24**	**11.9**	**163**	**81.1**	**14**	**7.0**	**0**	**0.0**	**0**	**0.0**
16H,6-22	**217**	**24**	**11.1**	**176**	**81.1**	**17**	**7.8**	**0**	**0.0**	**0**	**0.0**
18H,6-24	**217**	**24**	**11.1**	**176**	**81.1**	**17**	**7.8**	**0**	**0.0**	**0**	**0.0**
24H,0-24	**219**	**24**	**11.0**	**178**	**81.3**	**17**	**7.8**	**0**	**0.0**	**0**	**0.0**
Sun 28-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
07:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
08:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
09:00	**17**	5	29.4	8	47.1	3	17.7	1	5.9	0	0.0
10:00	**37**	9	24.3	26	70.3	0	0.0	2	5.4	0	0.0
11:00	**28**	4	14.3	21	75.0	0	0.0	3	10.7	0	0.0
12:00	**15**	4	26.7	9	60.0	0	0.0	2	13.3	0	0.0

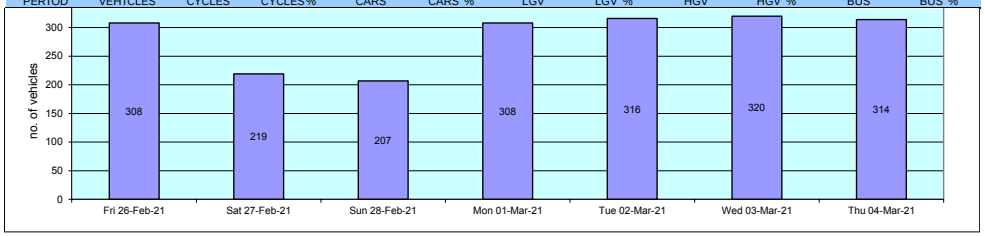
10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322001		Location	Site 1 - Unnamed Rd, Long Newton S of Church			
	MARCH 2021				Channel: Northbound						

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	**18**	3	16.7	14	77.8	0	0.0	1	5.6	0	0.0
14:00	**16**	3	18.8	12	75.0	1	6.3	0	0.0	0	0.0
15:00	**19**	1	5.3	15	79.0	2	10.5	1	5.3	0	0.0
16:00	**12**	1	8.3	10	83.3	1	8.3	0	0.0	0	0.0
17:00	**17**	0	0.0	13	76.5	2	11.8	2	11.8	0	0.0
18:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
19:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
20:00	**4**	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**194**	**30**	**15.5**	**141**	**72.7**	**11**	**5.7**	**12**	**6.2**	**0**	**0.0**
16H,6-22	**203**	**30**	**14.8**	**149**	**73.4**	**11**	**5.4**	**13**	**6.4**	**0**	**0.0**
18H,6-24	**205**	**30**	**14.6**	**151**	**73.7**	**11**	**5.4**	**13**	**6.3**	**0**	**0.0**
24H,0-24	**207**	**30**	**14.5**	**152**	**73.4**	**12**	**5.8**	**13**	**6.3**	**0**	**0.0**
Mon 01-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**12**	0	0.0	8	66.7	0	0.0	4	33.3	0	0.0
07:00	**21**	0	0.0	15	71.4	3	14.3	3	14.3	0	0.0
08:00	**31**	1	3.2	24	77.4	4	12.9	2	6.5	0	0.0
09:00	**22**	0	0.0	12	54.6	9	40.9	1	4.6	0	0.0
10:00	**29**	1	3.5	16	55.2	9	31.0	3	10.3	0	0.0
11:00	**22**	0	0.0	18	81.8	4	18.2	0	0.0	0	0.0
12:00	**28**	1	3.6	23	82.1	2	7.1	2	7.1	0	0.0
13:00	**23**	1	4.4	17	73.9	2	8.7	3	13.0	0	0.0
14:00	**18**	2	11.1	10	55.6	0	0.0	6	33.3	0	0.0
15:00	**25**	0	0.0	19	76.0	4	16.0	2	8.0	0	0.0
16:00	**26**	0	0.0	20	76.9	6	23.1	0	0.0	0	0.0
17:00	**22**	1	4.6	20	90.9	1	4.6	0	0.0	0	0.0
18:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
19:00	**12**	0	0.0	8	66.7	2	16.7	2	16.7	0	0.0
20:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
21:00	**2**	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**272**	**7**	**2.6**	**199**	**73.2**	**44**	**16.2**	**22**	**8.1**	**0**	**0.0**
16H,6-22	**303**	**7**	**2.3**	**220**	**72.6**	**48**	**15.8**	**28**	**9.2**	**0**	**0.0**
18H,6-24	**303**	**7**	**2.3**	**220**	**72.6**	**48**	**15.8**	**28**	**9.2**	**0**	**0.0**
24H,0-24	**308**	**7**	**2.3**	**223**	**72.4**	**50**	**16.2**	**28**	**9.1**	**0**	**0.0**
Tue 02-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	**13**	1	7.7	7	53.9	2	15.4	3	23.1	0	0.0
07:00	**35**	0	0.0	21	60.0	11	31.4	3	8.6	0	0.0
08:00	**28**	0	0.0	16	57.1	11	39.3	1	3.6	0	0.0
09:00	**28**	1	3.6	21	75.0	5	17.9	1	3.6	0	0.0
10:00	**18**	1	5.6	16	88.9	0	0.0	1	5.6	0	0.0
11:00	**22**	1	4.6	10	45.5	8	36.4	3	13.6	0	0.0
12:00	**25**	2	8.0	14	56.0	5	20.0	3	12.0	1	4.0
13:00	**30**	1	3.3	20	66.7	8	26.7	1	3.3	0	0.0
14:00	**19**	3	15.8	11	57.9	4	21.1	1	5.3	0	0.0
15:00	**25**	0	0.0	19	76.0	5	20.0	1	4.0	0	0.0
16:00	**32**	0	0.0	23	71.9	7	21.9	2	6.3	0	0.0
17:00	**19**	4	21.1	14	73.7	1	5.3	0	0.0	0	0.0
18:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
19:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
20:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
21:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**290**	**13**	**4.5**	**194**	**66.9**	**65**	**22.4**	**17**	**5.9**	**1**	**0.3**
16H,6-22	**312**	**14**	**4.5**	**209**	**67.0**	**68**	**21.8**	**20**	**6.4**	**1**	**0.3**
18H,6-24	**312**	**14**	**4.5**	**209**	**67.0**	**68**	**21.8**	**20**	**6.4**	**1**	**0.3**

Data produced by
Auto Surveys Ltd

10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322001		Location	Site 1 - Unnamed Rd, Long Newton S of Church			
	MARCH 2021				Channel: Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	**316**	**14**	**4.4**	**212**	**67.1**	**69**	**21.8**	**20**	**6.3**	**1**	**0.3**
Wed 03-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**21**	0	0.0	17	81.0	3	14.3	1	4.8	0	0.0
07:00	**31**	1	3.2	22	71.0	5	16.1	3	9.7	0	0.0
08:00	**23**	0	0.0	15	65.2	5	21.7	2	8.7	1	4.4
09:00	**17**	0	0.0	13	76.5	3	17.7	1	5.9	0	0.0
10:00	**28**	3	10.7	19	67.9	4	14.3	2	7.1	0	0.0
11:00	**18**	0	0.0	13	72.2	3	16.7	2	11.1	0	0.0
12:00	**25**	0	0.0	19	76.0	4	16.0	2	8.0	0	0.0
13:00	**30**	1	3.3	24	80.0	4	13.3	1	3.3	0	0.0
14:00	**32**	1	3.1	21	65.6	5	15.6	5	15.6	0	0.0
15:00	**29**	1	3.5	19	65.5	7	24.1	2	6.9	0	0.0
16:00	**23**	1	4.4	18	78.3	3	13.0	1	4.4	0	0.0
17:00	**23**	1	4.4	20	87.0	2	8.7	0	0.0	0	0.0
18:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
19:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
20:00	**4**	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
21:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**285**	**9**	**3.2**	**209**	**73.3**	**45**	**15.8**	**21**	**7.4**	**1**	**0.4**
16H,6-22	**318**	**9**	**2.8**	**235**	**73.9**	**51**	**16.0**	**22**	**6.9**	**1**	**0.3**
18H,6-24	**318**	**9**	**2.8**	**235**	**73.9**	**51**	**16.0**	**22**	**6.9**	**1**	**0.3**
24H,0-24	**320**	**9**	**2.8**	**237**	**74.1**	**51**	**15.9**	**22**	**6.9**	**1**	**0.3**
Thu 04-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	**11**	1	9.1	9	81.8	0	0.0	1	9.1	0	0.0
07:00	**31**	0	0.0	18	58.1	8	25.8	5	16.1	0	0.0
08:00	**26**	0	0.0	18	69.2	3	11.5	4	15.4	1	3.9
09:00	**31**	2	6.5	17	54.8	9	29.0	3	9.7	0	0.0
10:00	**22**	1	4.6	16	72.7	5	22.7	0	0.0	0	0.0
11:00	**19**	1	5.3	11	57.9	4	21.1	3	15.8	0	0.0
12:00	**22**	0	0.0	16	72.7	3	13.6	2	9.1	1	4.6
13:00	**31**	0	0.0	17	54.8	9	29.0	5	16.1	0	0.0
14:00	**26**	0	0.0	18	69.2	2	7.7	6	23.1	0	0.0
15:00	**23**	0	0.0	18	78.3	4	17.4	1	4.4	0	0.0
16:00	**29**	0	0.0	25	86.2	4	13.8	0	0.0	0	0.0
17:00	**21**	1	4.8	16	76.2	3	14.3	1	4.8	0	0.0
18:00	**8**	0	0.0	5	62.5	2	25.0	1	12.5	0	0.0
19:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
20:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**289**	**5**	**1.7**	**195**	**67.5**	**56**	**19.4**	**31**	**10.7**	**2**	**0.7**
16H,6-22	**310**	**6**	**1.9**	**213**	**68.7**	**57**	**18.4**	**32**	**10.3**	**2**	**0.7**
18H,6-24	**310**	**6**	**1.9**	**213**	**68.7**	**57**	**18.4**	**32**	**10.3**	**2**	**0.7**
24H,0-24	**314**	**6**	**1.9**	**216**	**68.8**	**58**	**18.5**	**32**	**10.2**	**2**	**0.6**
Daily Totals											
Fri 26-Feb-21	**308**	13	4.2	225	73.1	52	16.9	18	5.8	0	0.0
Sat 27-Feb-21	**219**	24	11.0	178	81.3	17	7.8	0	0.0	0	0.0
Sun 28-Feb-21	**207**	30	14.5	152	73.4	12	5.8	13	6.3	0	0.0
Mon 01-Mar-21	**308**	7	2.3	223	72.4	50	16.2	28	9.1	0	0.0
Tue 02-Mar-21	**316**	14	4.4	212	67.1	69	21.8	20	6.3	1	0.3
Wed 03-Mar-21	**320**	9	2.8	237	74.1	51	15.9	22	6.9	1	0.3
Thu 04-Mar-21	**314**	6	1.9	216	68.8	58	18.5	32	10.2	2	0.6
Total Vehicles											
[--]	**1992**	103	5.9	1443	72.9	309	14.7	133	6.4	4	0.2

10322 MELCOURT INDUSTRIES LTD, TETBURY Site No: 10322001 Location Site 1 - Unnamed Rd, Long Newton S of Church
MARCH 2021 Channel: Northbound



Data produced by
Auto Surveys Ltd

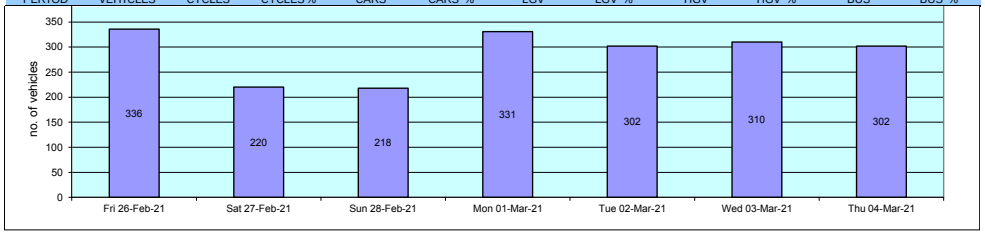
10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322001		Location	Site 1 - Unnamed Rd, Long Newton S of Church			
	MARCH 2021				Channel: Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 26-Feb-21											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
07:00	**21**	1	4.8	16	76.2	4	19.1	0	0.0	0	0.0
08:00	**26**	0	0.0	17	65.4	6	23.1	3	11.5	0	0.0
09:00	**17**	0	0.0	9	52.9	7	41.2	1	5.9	0	0.0
10:00	**15**	3	20.0	8	53.3	2	13.3	1	6.7	1	6.7
11:00	**33**	2	6.1	20	60.6	7	21.2	4	12.1	0	0.0
12:00	**34**	0	0.0	24	70.6	9	26.5	1	2.9	0	0.0
13:00	**30**	4	13.3	17	56.7	5	16.7	4	13.3	0	0.0
14:00	**28**	4	14.3	19	67.9	3	10.7	2	7.1	0	0.0
15:00	**26**	2	7.7	23	88.5	1	3.9	0	0.0	0	0.0
16:00	**47**	0	0.0	41	87.2	4	8.5	2	4.3	0	0.0
17:00	**23**	0	0.0	18	78.3	4	17.4	1	4.4	0	0.0
18:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
19:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
20:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
21:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**314**	**16**	**5.1**	**225**	**71.7**	**53**	**16.9**	**19**	**6.1**	**1**	**0.3**
16H,6-22	**328**	**16**	**4.9**	**238**	**72.6**	**54**	**16.5**	**19**	**5.8**	**1**	**0.3**
18H,6-24	**330**	**16**	**4.9**	**240**	**72.7**	**54**	**16.4**	**19**	**5.8**	**1**	**0.3**
24H,0-24	**336**	**16**	**4.8**	**245**	**72.9**	**55**	**16.4**	**19**	**5.7**	**1**	**0.3**
Sat 27-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
08:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
09:00	**25**	10	40.0	13	52.0	2	8.0	0	0.0	0	0.0
10:00	**21**	5	23.8	13	61.9	3	14.3	0	0.0	0	0.0
11:00	**20**	1	5.0	16	80.0	1	5.0	2	10.0	0	0.0
12:00	**28**	6	21.4	20	71.4	2	7.1	0	0.0	0	0.0
13:00	**20**	3	15.0	17	85.0	0	0.0	0	0.0	0	0.0
14:00	**20**	2	10.0	15	75.0	2	10.0	1	5.0	0	0.0
15:00	**24**	2	8.3	19	79.2	3	12.5	0	0.0	0	0.0
16:00	**22**	2	9.1	18	81.8	2	9.1	0	0.0	0	0.0
17:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
18:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
19:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
20:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**203**	**31**	**15.3**	**153**	**75.4**	**16**	**7.9**	**3**	**1.5**	**0**	**0.0**
16H,6-22	**217**	**31**	**14.3**	**164**	**75.6**	**18**	**8.3**	**4**	**1.8**	**0**	**0.0**
18H,6-24	**217**	**31**	**14.3**	**164**	**75.6**	**18**	**8.3**	**4**	**1.8**	**0**	**0.0**
24H,0-24	**220**	**31**	**14.1**	**167**	**75.9**	**18**	**8.2**	**4**	**1.8**	**0**	**0.0**
Sun 28-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
08:00	**8**	1	12.5	6	75.0	1	12.5	0	0.0	0	0.0
09:00	**12**	2	16.7	7	58.3	2	16.7	1	8.3	0	0.0
10:00	**24**	4	16.7	16	66.7	3	12.5	1	4.2	0	0.0
11:00	**26**	5	19.2	19	73.1	0	0.0	2	7.7	0	0.0
12:00	**32**	8	25.0	21	65.6	0	0.0	3	9.4	0	0.0

10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322001		Location	Site 1 - Unnamed Rd, Long Newton S of Church			
	MARCH 2021				Channel: Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	**18**	5	27.8	13	72.2	0	0.0	0	0.0	0	0.0
14:00	**28**	3	10.7	23	82.1	0	0.0	2	7.1	0	0.0
15:00	**20**	4	20.0	14	70.0	2	10.0	0	0.0	0	0.0
16:00	**12**	1	8.3	10	83.3	1	8.3	0	0.0	0	0.0
17:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
18:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
19:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
20:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
21:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**206**	**33**	**16.0**	**153**	**74.3**	**11**	**5.3**	**9**	**4.4**	**0**	**0.0**
16H,6-22	**214**	**33**	**15.4**	**160**	**74.8**	**12**	**5.6**	**9**	**4.2**	**0**	**0.0**
18H,6-24	**216**	**33**	**15.3**	**162**	**75.0**	**12**	**5.6**	**9**	**4.2**	**0**	**0.0**
24H,0-24	**218**	**33**	**15.1**	**164**	**75.2**	**12**	**5.5**	**9**	**4.1**	**0**	**0.0**
Mon 01-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
06:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
07:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
08:00	**27**	1	3.7	19	70.4	4	14.8	3	11.1	0	0.0
09:00	**30**	1	3.3	11	36.7	11	36.7	7	23.3	0	0.0
10:00	**27**	0	0.0	20	74.1	5	18.5	2	7.4	0	0.0
11:00	**26**	1	3.9	20	76.9	3	11.5	2	7.7	0	0.0
12:00	**34**	0	0.0	22	64.7	8	23.5	4	11.8	0	0.0
13:00	**24**	0	0.0	16	66.7	7	29.2	1	4.2	0	0.0
14:00	**14**	3	21.4	8	57.1	1	7.1	2	14.3	0	0.0
15:00	**29**	1	3.5	18	62.1	5	17.2	5	17.2	0	0.0
16:00	**38**	1	2.6	27	71.1	5	13.2	5	13.2	0	0.0
17:00	**22**	0	0.0	22	100.0	0	0.0	0	0.0	0	0.0
18:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
19:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
20:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
21:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**298**	**8**	**2.7**	**208**	**69.8**	**51**	**17.1**	**31**	**10.4**	**0**	**0.0**
16H,6-22	**326**	**8**	**2.5**	**233**	**71.5**	**54**	**16.6**	**31**	**9.5**	**0**	**0.0**
18H,6-24	**327**	**8**	**2.5**	**234**	**71.6**	**54**	**16.5**	**31**	**9.5**	**0**	**0.0**
24H,0-24	**331**	**8**	**2.4**	**236**	**71.3**	**55**	**16.6**	**32**	**9.7**	**0**	**0.0**
Tue 02-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**10**	1	10.0	8	80.0	1	10.0	0	0.0	0	0.0
07:00	**18**	1	5.6	12	66.7	2	11.1	3	16.7	0	0.0
08:00	**29**	0	0.0	21	72.4	4	13.8	4	13.8	0	0.0
09:00	**27**	0	0.0	17	63.0	7	25.9	3	11.1	0	0.0
10:00	**20**	0	0.0	13	65.0	6	30.0	1	5.0	0	0.0
11:00	**27**	5	18.5	13	48.2	7	25.9	2	7.4	0	0.0
12:00	**19**	1	5.3	10	52.6	6	31.6	2	10.5	0	0.0
13:00	**22**	0	0.0	12	54.6	4	18.2	5	22.7	1	4.6
14:00	**19**	1	5.3	12	63.2	5	26.3	1	5.3	0	0.0
15:00	**16**	1	6.3	13	81.3	1	6.3	1	6.3	0	0.0
16:00	**41**	2	4.9	33	80.5	4	9.8	2	4.9	0	0.0
17:00	**23**	0	0.0	21	91.3	1	4.4	1	4.4	0	0.0
18:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
19:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
20:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
21:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**271**	**11**	**4.1**	**187**	**69.0**	**47**	**17.3**	**25**	**9.2**	**1**	**0.4**
16H,6-22	**297**	**12**	**4.0**	**209**	**70.4**	**50**	**16.8**	**25**	**8.4**	**1**	**0.3**
18H,6-24	**299**	**12**	**4.0**	**211**	**70.6**	**50**	**16.7**	**25**	**8.4**	**1**	**0.3**

10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322001		Location	Site 1 - Unnamed Rd, Long Newton S of Church			
	MARCH 2021				Channel: Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	**302**	**12**	**4.0**	**214**	**70.9**	**50**	**16.6**	**25**	**8.3**	**1**	**0.3**
Wed 03-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
07:00	**18**	0	0.0	17	94.4	0	0.0	1	5.6	0	0.0
08:00	**25**	0	0.0	18	72.0	4	16.0	2	8.0	1	4.0
09:00	**20**	0	0.0	17	85.0	1	5.0	2	10.0	0	0.0
10:00	**26**	1	3.9	19	73.1	3	11.5	3	11.5	0	0.0
11:00	**31**	2	6.5	22	71.0	4	12.9	3	9.7	0	0.0
12:00	**25**	0	0.0	18	72.0	5	20.0	2	8.0	0	0.0
13:00	**22**	2	9.1	12	54.6	5	22.7	3	13.6	0	0.0
14:00	**26**	0	0.0	18	69.2	6	23.1	2	7.7	0	0.0
15:00	**23**	1	4.4	16	69.6	4	17.4	2	8.7	0	0.0
16:00	**38**	0	0.0	29	76.3	7	18.4	2	5.3	0	0.0
17:00	**24**	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
18:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
19:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
20:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**285**	**6**	**2.1**	**214**	**75.1**	**42**	**14.7**	**22**	**7.7**	**1**	**0.4**
16H,6-22	**307**	**6**	**2.0**	**231**	**75.2**	**47**	**15.3**	**22**	**7.2**	**1**	**0.3**
18H,6-24	**308**	**6**	**2.0**	**232**	**75.3**	**47**	**15.3**	**22**	**7.1**	**1**	**0.3**
24H,0-24	**310**	**6**	**1.9**	**234**	**75.5**	**47**	**15.2**	**22**	**7.1**	**1**	**0.3**
Thu 04-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	**8**	2	25.0	3	37.5	2	25.0	1	12.5	0	0.0
07:00	**21**	0	0.0	18	85.7	2	9.5	1	4.8	0	0.0
08:00	**33**	1	3.0	21	63.6	5	15.2	6	18.2	0	0.0
09:00	**24**	0	0.0	13	54.2	7	29.2	4	16.7	0	0.0
10:00	**14**	0	0.0	8	57.1	4	28.6	2	14.3	0	0.0
11:00	**30**	0	0.0	20	66.7	7	23.3	3	10.0	0	0.0
12:00	**26**	1	3.9	15	57.7	6	23.1	4	15.4	0	0.0
13:00	**20**	1	5.0	12	60.0	5	25.0	2	10.0	0	0.0
14:00	**24**	0	0.0	17	70.8	4	16.7	3	12.5	0	0.0
15:00	**27**	0	0.0	20	74.1	3	11.1	4	14.8	0	0.0
16:00	**28**	0	0.0	21	75.0	5	17.9	2	7.1	0	0.0
17:00	**19**	0	0.0	16	84.2	3	15.8	0	0.0	0	0.0
18:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
19:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
20:00	**9**	1	11.1	6	66.7	2	22.2	0	0.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**275**	**3**	**1.1**	**190**	**69.1**	**51**	**18.6**	**31**	**11.3**	**0**	**0.0**
16H,6-22	**298**	**6**	**2.0**	**204**	**68.5**	**56**	**18.8**	**32**	**10.7**	**0**	**0.0**
18H,6-24	**298**	**6**	**2.0**	**204**	**68.5**	**56**	**18.8**	**32**	**10.7**	**0**	**0.0**
24H,0-24	**302**	**6**	**2.0**	**208**	**68.9**	**56**	**18.5**	**32**	**10.6**	**0**	**0.0**
Daily Totals											
Fri 26-Feb-21	**336**	16	4.8	245	72.9	55	16.4	19	5.7	1	0.3
Sat 27-Feb-21	**220**	31	14.1	167	75.9	18	8.2	4	1.8	0	0.0
Sun 28-Feb-21	**218**	33	15.1	164	75.2	12	5.5	9	4.1	0	0.0
Mon 01-Mar-21	**331**	8	2.4	236	71.3	55	16.6	32	9.7	0	0.0
Tue 02-Mar-21	**302**	12	4.0	214	70.9	50	16.6	25	8.3	1	0.3
Wed 03-Mar-21	**310**	6	1.9	234	75.5	47	15.2	22	7.1	1	0.3
Thu 04-Mar-21	**302**	6	2.0	208	68.9	56	18.5	32	10.6	0	0.0
Total Vehicles											
[--]	**2019**	112	6.3	1468	72.9	293	13.8	143	6.8	3	0.1

Data produced by Auto Surveys Ltd

10322 MELCOURT INDUSTRIES LTD, TETBURY Site No: 10322001 Location Site 1 - Unnamed Rd, Long Newton S of Church
MARCH 2021 Channel: Southbound



Data produced by Auto Surveys Ltd

10322	MELCOURT INDUSTRIES LTD, TETBURY									
		MARCH 2021								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10322002	Site 2 - Crudwell Lane, Long Newton att to Hedgerow OSGR - ST 91743 92681	Channel: Eastbound	Fri 26-Feb-21	Thu 04-Mar-21	60	1207	188	172	47.3	37.4
		Channel: Westbound	Fri 26-Feb-21	Thu 04-Mar-21		1308	201	187	47.7	36.0

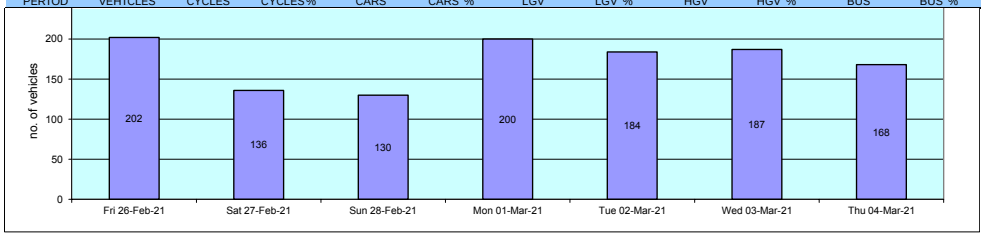
10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322002		Location	Site 2 - Crudwell Lane, Long Newton att to Hedger			
	MARCH 2021				Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 26-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
06:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
07:00	**14**	0	0.0	9	64.3	4	28.6	1	7.1	0	0.0
08:00	**21**	1	4.8	15	71.4	3	14.3	2	9.5	0	0.0
09:00	**7**	1	14.3	3	42.9	1	14.3	2	28.6	0	0.0
10:00	**13**	1	7.7	6	46.2	4	30.8	2	15.4	0	0.0
11:00	**20**	1	5.0	15	75.0	2	10.0	2	10.0	0	0.0
12:00	**25**	3	12.0	16	64.0	5	20.0	1	4.0	0	0.0
13:00	**17**	3	17.7	12	70.6	1	5.9	1	5.9	0	0.0
14:00	**14**	0	0.0	11	78.6	2	14.3	1	7.1	0	0.0
15:00	**18**	1	5.6	12	66.7	3	16.7	2	11.1	0	0.0
16:00	**18**	1	5.6	13	72.2	3	16.7	1	5.6	0	0.0
17:00	**11**	1	9.1	9	81.8	1	9.1	0	0.0	0	0.0
18:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
19:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**187**	**13**	**7.0**	**129**	**69.0**	**30**	**16.0**	**15**	**8.0**	**0**	**0.0**
16H,6-22	**197**	**13**	**6.6**	**138**	**70.1**	**30**	**15.2**	**16**	**8.1**	**0**	**0.0**
18H,6-24	**198**	**13**	**6.6**	**139**	**70.2**	**30**	**15.2**	**16**	**8.1**	**0**	**0.0**
24H,0-24	**202**	**13**	**6.4**	**141**	**69.8**	**32**	**15.8**	**16**	**7.9**	**0**	**0.0**
Sat 27-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
08:00	**4**	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
09:00	**15**	1	6.7	12	80.0	2	13.3	0	0.0	0	0.0
10:00	**13**	4	30.8	8	61.5	0	0.0	1	7.7	0	0.0
11:00	**23**	4	17.4	18	78.3	1	4.4	0	0.0	0	0.0
12:00	**17**	5	29.4	12	70.6	0	0.0	0	0.0	0	0.0
13:00	**5**	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
14:00	**14**	4	28.6	10	71.4	0	0.0	0	0.0	0	0.0
15:00	**10**	2	20.0	6	60.0	2	20.0	0	0.0	0	0.0
16:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
17:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
18:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
19:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
20:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
21:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**126**	**21**	**16.7**	**98**	**77.8**	**5**	**4.0**	**2**	**1.6**	**0**	**0.0**
16H,6-22	**135**	**21**	**15.6**	**107**	**79.3**	**5**	**3.7**	**2**	**1.5**	**0**	**0.0**
18H,6-24	**135**	**21**	**15.6**	**107**	**79.3**	**5**	**3.7**	**2**	**1.5**	**0**	**0.0**
24H,0-24	**136**	**21**	**15.4**	**108**	**79.4**	**5**	**3.7**	**2**	**1.5**	**0**	**0.0**
Sun 28-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	**0**	0	-	0	-	0	-	0	-	0	-
08:00	**9**	1	11.1	5	55.6	1	11.1	2	22.2	0	0.0
09:00	**7**	1	14.3	3	42.9	2	28.6	1	14.3	0	0.0
10:00	**21**	7	33.3	12	57.1	0	0.0	2	9.5	0	0.0
11:00	**20**	12	60.0	6	30.0	0	0.0	2	10.0	0	0.0
12:00	**15**	4	26.7	10	66.7	0	0.0	1	6.7	0	0.0

10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322002		Location	Site 2 - Crudwell Lane, Long Newton att to Hedger			
	MARCH 2021				Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	**9**	3	33.3	5	55.6	0	0.0	1	11.1	0	0.0
14:00	**12**	2	16.7	9	75.0	1	8.3	0	0.0	0	0.0
15:00	**12**	1	8.3	11	91.7	0	0.0	0	0.0	0	0.0
16:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
17:00	**9**	0	0.0	5	55.6	2	22.2	2	22.2	0	0.0
18:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
19:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
20:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**122**	**31**	**25.4**	**74**	**60.7**	**6**	**4.9**	**11**	**9.0**	**0**	**0.0**
16H,6-22	**127**	**31**	**24.4**	**78**	**61.4**	**6**	**4.7**	**12**	**9.5**	**0**	**0.0**
18H,6-24	**129**	**31**	**24.0**	**80**	**62.0**	**6**	**4.7**	**12**	**9.3**	**0**	**0.0**
24H,0-24	**130**	**31**	**23.9**	**80**	**61.5**	**7**	**5.4**	**12**	**9.2**	**0**	**0.0**
Mon 01-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	**7**	0	0.0	4	57.1	0	0.0	3	42.9	0	0.0
07:00	**17**	0	0.0	12	70.6	2	11.8	3	17.7	0	0.0
08:00	**23**	1	4.4	16	69.6	3	13.0	3	13.0	0	0.0
09:00	**11**	0	0.0	7	63.6	4	36.4	0	0.0	0	0.0
10:00	**16**	1	6.3	8	50.0	5	31.3	2	12.5	0	0.0
11:00	**14**	0	0.0	9	64.3	3	21.4	2	14.3	0	0.0
12:00	**14**	3	21.4	9	64.3	1	7.1	1	7.1	0	0.0
13:00	**17**	0	0.0	15	88.2	0	0.0	2	11.8	0	0.0
14:00	**20**	2	10.0	12	60.0	1	5.0	5	25.0	0	0.0
15:00	**17**	2	11.8	12	70.6	2	11.8	1	5.9	0	0.0
16:00	**14**	1	7.1	12	85.7	1	7.1	0	0.0	0	0.0
17:00	**11**	1	9.1	10	90.9	0	0.0	0	0.0	0	0.0
18:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
19:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
20:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**179**	**11**	**6.2**	**127**	**71.0**	**22**	**12.3**	**19**	**10.6**	**0**	**0.0**
16H,6-22	**195**	**11**	**5.6**	**139**	**71.3**	**22**	**11.3**	**23**	**11.8**	**0**	**0.0**
18H,6-24	**195**	**11**	**5.6**	**139**	**71.3**	**22**	**11.3**	**23**	**11.8**	**0**	**0.0**
24H,0-24	**200**	**11**	**5.5**	**142**	**71.0**	**24**	**12.0**	**23**	**11.5**	**0**	**0.0**
Tue 02-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	**7**	1	14.3	3	42.9	0	0.0	3	42.9	0	0.0
07:00	**20**	0	0.0	15	75.0	3	15.0	2	10.0	0	0.0
08:00	**27**	1	3.7	16	59.3	9	33.3	1	3.7	0	0.0
09:00	**12**	0	0.0	6	50.0	4	33.3	2	16.7	0	0.0
10:00	**10**	0	0.0	7	70.0	2	20.0	1	10.0	0	0.0
11:00	**6**	0	0.0	1	16.7	4	66.7	1	16.7	0	0.0
12:00	**15**	1	6.7	8	53.3	2	13.3	3	20.0	1	6.7
13:00	**13**	0	0.0	9	69.2	2	15.4	2	15.4	0	0.0
14:00	**14**	0	0.0	8	57.1	4	28.6	2	14.3	0	0.0
15:00	**19**	2	10.5	14	73.7	2	10.5	1	5.3	0	0.0
16:00	**14**	0	0.0	12	85.7	1	7.1	1	7.1	0	0.0
17:00	**12**	1	8.3	10	83.3	1	8.3	0	0.0	0	0.0
18:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
19:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
20:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
21:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**167**	**5**	**3.0**	**110**	**65.9**	**35**	**21.0**	**16**	**9.6**	**1**	**0.6**
16H,6-22	**180**	**6**	**3.3**	**118**	**65.6**	**36**	**20.0**	**19**	**10.6**	**1**	**0.6**
18H,6-24	**180**	**6**	**3.3**	**118**	**65.6**	**36**	**20.0**	**19**	**10.6**	**1**	**0.6**

10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322002		Location	Site 2 - Crudwell Lane, Long Newton att to Hedger			
	MARCH 2021				Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	184	6	3.3	121	65.8	37	20.1	19	10.3	1	0.5
Wed 03-Mar-21											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	6	0	0.0	3	50.0	1	16.7	2	33.3	0	0.0
07:00	22	1	4.6	16	72.7	2	9.1	3	13.6	0	0.0
08:00	21	0	0.0	16	76.2	2	9.5	3	14.3	0	0.0
09:00	7	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
10:00	16	2	12.5	11	68.8	2	12.5	1	6.3	0	0.0
11:00	14	0	0.0	10	71.4	2	14.3	2	14.3	0	0.0
12:00	20	0	0.0	12	60.0	5	25.0	3	15.0	0	0.0
13:00	15	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
14:00	20	1	5.0	13	65.0	3	15.0	3	15.0	0	0.0
15:00	13	1	7.7	6	46.2	5	38.5	1	7.7	0	0.0
16:00	11	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
17:00	12	1	8.3	11	91.7	0	0.0	0	0.0	0	0.0
18:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
19:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
20:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
21:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	174	6	3.5	125	71.8	24	13.8	19	10.9	0	0.0
16H,6-22	185	6	3.2	133	71.9	25	13.5	21	11.4	0	0.0
18H,6-24	185	6	3.2	133	71.9	25	13.5	21	11.4	0	0.0
24H,0-24	187	6	3.2	135	72.2	25	13.4	21	11.2	0	0.0
Thu 04-Mar-21											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
06:00	9	1	11.1	6	66.7	1	11.1	1	11.1	0	0.0
07:00	19	1	5.3	10	52.6	2	10.5	6	31.6	0	0.0
08:00	17	0	0.0	13	76.5	2	11.8	2	11.8	0	0.0
09:00	16	0	0.0	6	37.5	6	37.5	4	25.0	0	0.0
10:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
11:00	9	0	0.0	5	55.6	1	11.1	3	33.3	0	0.0
12:00	14	0	0.0	10	71.4	2	14.3	2	14.3	0	0.0
13:00	12	0	0.0	5	41.7	2	16.7	5	41.7	0	0.0
14:00	20	0	0.0	12	60.0	2	10.0	6	30.0	0	0.0
15:00	10	1	10.0	8	80.0	0	0.0	1	10.0	0	0.0
16:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
17:00	13	1	7.7	8	61.5	3	23.1	1	7.7	0	0.0
18:00	6	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
19:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
20:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
21:00	0	0	-	0	-	0	-	0	-	0	-
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	155	3	1.9	99	63.9	22	14.2	31	20.0	0	0.0
16H,6-22	166	4	2.4	107	64.5	23	13.9	32	19.3	0	0.0
18H,6-24	166	4	2.4	107	64.5	23	13.9	32	19.3	0	0.0
24H,0-24	168	4	2.4	108	64.3	24	14.3	32	19.1	0	0.0
Daily Totals											
Fri 26-Feb-21	202	13	6.4	141	69.8	32	15.8	16	7.9	0	0.0
Sat 27-Feb-21	136	21	15.4	108	79.4	5	3.7	2	1.5	0	0.0
Sun 28-Feb-21	130	31	23.9	80	61.5	7	5.4	12	9.2	0	0.0
Mon 01-Mar-21	200	11	5.5	142	71.0	24	12.0	23	11.5	0	0.0
Tue 02-Mar-21	184	6	3.3	121	65.8	37	20.1	19	10.3	1	0.5
Wed 03-Mar-21	187	6	3.2	135	72.2	25	13.4	21	11.2	0	0.0
Thu 04-Mar-21	168	4	2.4	108	64.3	24	14.3	32	19.1	0	0.0
Total Vehicles											
[--]	1207	92	8.6	835	69.1	154	12.1	125	10.1	1	0.1

Data produced by
Auto Surveys Ltd

10322 MELCOURT INDUSTRIES LTD, TETBURY Site No: 10322002 Location Site 2 - Crudwell Lane, Long Newton att to Hedger
MARCH 2021 Channel: Eastbound
TIME PERIOD TOTAL VEHICLES MOTOR-CYCLES MOTOR-CYCLES% CARS CARS % LGV LGV % HGV HGV % BUS BUS %



Data produced by
Auto Surveys Ltd

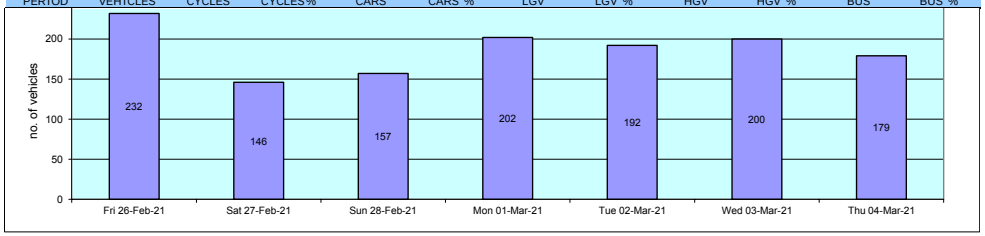
10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322002		Location	Site 2 - Crudwell Lane, Long Newton att to Hedger			
	MARCH 2021				Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 26-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
07:00	**12**	0	0.0	8	66.7	4	33.3	0	0.0	0	0.0
08:00	**16**	0	0.0	9	56.3	4	25.0	3	18.8	0	0.0
09:00	**16**	0	0.0	11	68.8	4	25.0	1	6.3	0	0.0
10:00	**20**	5	25.0	12	60.0	0	0.0	2	10.0	1	5.0
11:00	**22**	3	13.6	13	59.1	2	9.1	4	18.2	0	0.0
12:00	**28**	1	3.6	21	75.0	5	17.9	1	3.6	0	0.0
13:00	**19**	5	26.3	9	47.4	3	15.8	2	10.5	0	0.0
14:00	**17**	6	35.3	9	52.9	1	5.9	1	5.9	0	0.0
15:00	**13**	2	15.4	10	76.9	1	7.7	0	0.0	0	0.0
16:00	**27**	0	0.0	23	85.2	2	7.4	2	7.4	0	0.0
17:00	**24**	1	4.2	15	62.5	7	29.2	1	4.2	0	0.0
18:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
19:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
20:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**221**	23	10.4	147	66.5	33	14.9	17	7.7	1	0.5
16H,6-22	**227**	23	10.1	153	67.4	33	14.5	17	7.5	1	0.4
18H,6-24	**229**	23	10.0	155	67.7	33	14.4	17	7.4	1	0.4
24H,0-24	**232**	23	9.9	157	67.7	34	14.7	17	7.3	1	0.4
Sat 27-Feb-21											
00:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
08:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
09:00	**19**	4	21.1	14	73.7	1	5.3	0	0.0	0	0.0
10:00	**15**	6	40.0	8	53.3	1	6.7	0	0.0	0	0.0
11:00	**20**	3	15.0	13	65.0	1	5.0	3	15.0	0	0.0
12:00	**19**	8	42.1	9	47.4	1	5.3	1	5.3	0	0.0
13:00	**16**	6	37.5	10	62.5	0	0.0	0	0.0	0	0.0
14:00	**12**	2	16.7	9	75.0	0	0.0	1	8.3	0	0.0
15:00	**12**	3	25.0	9	75.0	0	0.0	0	0.0	0	0.0
16:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
17:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
18:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
19:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
20:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
21:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**135**	32	23.7	93	68.9	5	3.7	5	3.7	0	0.0
16H,6-22	**144**	32	22.2	101	70.1	6	4.2	5	3.5	0	0.0
18H,6-24	**144**	32	22.2	101	70.1	6	4.2	5	3.5	0	0.0
24H,0-24	**146**	32	21.9	102	69.9	7	4.8	5	3.4	0	0.0
Sun 28-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
08:00	**6**	3	50.0	2	33.3	1	16.7	0	0.0	0	0.0
09:00	**9**	4	44.4	5	55.6	0	0.0	0	0.0	0	0.0
10:00	**26**	8	30.8	14	53.9	3	11.5	1	3.9	0	0.0
11:00	**32**	14	43.8	18	56.3	0	0.0	0	0.0	0	0.0
12:00	**19**	8	42.1	9	47.4	1	5.3	1	5.3	0	0.0

10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322002		Location	Site 2 - Crudwell Lane, Long Newton att to Hedger			
	MARCH 2021				Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	**13**	7	53.9	5	38.5	0	0.0	1	7.7	0	0.0
14:00	**17**	2	11.8	14	82.4	0	0.0	1	5.9	0	0.0
15:00	**10**	2	20.0	7	70.0	1	10.0	0	0.0	0	0.0
16:00	**5**	2	40.0	3	60.0	0	0.0	0	0.0	0	0.0
17:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
18:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
21:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**152**	50	32.9	91	59.9	7	4.6	4	2.6	0	0.0
16H,6-22	**155**	50	32.3	93	60.0	8	5.2	4	2.6	0	0.0
18H,6-24	**156**	50	32.1	94	60.3	8	5.1	4	2.6	0	0.0
24H,0-24	**157**	50	31.9	95	60.5	8	5.1	4	2.6	0	0.0
Mon 01-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
06:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
07:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
08:00	**14**	0	0.0	10	71.4	2	14.3	2	14.3	0	0.0
09:00	**24**	1	4.2	11	45.8	6	25.0	6	25.0	0	0.0
10:00	**19**	0	0.0	14	73.7	3	15.8	2	10.5	0	0.0
11:00	**15**	1	6.7	7	46.7	5	33.3	2	13.3	0	0.0
12:00	**18**	0	0.0	10	55.6	2	11.1	6	33.3	0	0.0
13:00	**10**	0	0.0	8	80.0	0	0.0	2	20.0	0	0.0
14:00	**16**	2	12.5	11	68.8	2	12.5	1	6.3	0	0.0
15:00	**20**	0	0.0	14	70.0	3	15.0	3	15.0	0	0.0
16:00	**24**	1	4.2	19	79.2	1	4.2	3	12.5	0	0.0
17:00	**16**	1	6.3	14	87.5	1	6.3	0	0.0	0	0.0
18:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
19:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
20:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
21:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**190**	6	3.2	132	69.5	25	13.2	27	14.2	0	0.0
16H,6-22	**199**	6	3.0	141	70.9	25	12.6	27	13.6	0	0.0
18H,6-24	**199**	6	3.0	141	70.9	25	12.6	27	13.6	0	0.0
24H,0-24	**202**	6	3.0	142	70.3	26	12.9	28	13.9	0	0.0
Tue 02-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
07:00	**12**	2	16.7	7	58.3	0	0.0	3	25.0	0	0.0
08:00	**19**	0	0.0	13	68.4	3	15.8	3	15.8	0	0.0
09:00	**14**	0	0.0	9	64.3	2	14.3	3	21.4	0	0.0
10:00	**13**	1	7.7	8	61.5	3	23.1	1	7.7	0	0.0
11:00	**18**	1	5.6	10	55.6	4	22.2	3	16.7	0	0.0
12:00	**12**	0	0.0	7	58.3	4	33.3	1	8.3	0	0.0
13:00	**17**	1	5.9	9	52.9	4	23.5	2	11.8	1	5.9
14:00	**11**	1	9.1	2	18.2	7	63.6	1	9.1	0	0.0
15:00	**16**	3	18.8	11	68.8	1	6.3	1	6.3	0	0.0
16:00	**27**	1	3.7	23	85.2	1	3.7	2	7.4	0	0.0
17:00	**13**	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
18:00	**9**	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
19:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**181**	10	5.5	118	65.2	31	17.1	21	11.6	1	0.6
16H,6-22	**191**	10	5.2	128	67.0	31	16.2	21	11.0	1	0.5
18H,6-24	**191**	10	5.2	128	67.0	31	16.2	21	11.0	1	0.5

10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322002		Location	Site 2 - Crudwell Lane, Long Newton att to Hedger			
	MARCH 2021				Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	**192**	**10**	**5.2**	**129**	**67.2**	**31**	**16.2**	**21**	**10.9**	**1**	**0.5**
Wed 03-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	**12**	0	0.0	9	75.0	0	0.0	3	25.0	0	0.0
08:00	**21**	0	0.0	12	57.1	5	23.8	3	14.3	1	4.8
09:00	**16**	0	0.0	14	87.5	0	0.0	2	12.5	0	0.0
10:00	**19**	2	10.5	11	57.9	3	15.8	3	15.8	0	0.0
11:00	**18**	1	5.6	12	66.7	2	11.1	3	16.7	0	0.0
12:00	**15**	0	0.0	11	73.3	3	20.0	1	6.7	0	0.0
13:00	**16**	3	18.8	5	31.3	4	25.0	4	25.0	0	0.0
14:00	**12**	0	0.0	9	75.0	2	16.7	1	8.3	0	0.0
15:00	**22**	4	18.2	13	59.1	3	13.6	2	9.1	0	0.0
16:00	**21**	1	4.8	16	76.2	3	14.3	1	4.8	0	0.0
17:00	**13**	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
18:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
19:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
20:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**191**	**11**	**5.8**	**128**	**67.0**	**28**	**14.7**	**23**	**12.0**	**1**	**0.5**
16H,6-22	**199**	**11**	**5.5**	**134**	**67.3**	**30**	**15.1**	**23**	**11.6**	**1**	**0.5**
18H,6-24	**199**	**11**	**5.5**	**134**	**67.3**	**30**	**15.1**	**23**	**11.6**	**1**	**0.5**
24H,0-24	**200**	**11**	**5.5**	**135**	**67.5**	**30**	**15.0**	**23**	**11.5**	**1**	**0.5**
Thu 04-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**3**	1	33.3	1	33.3	0	0.0	1	33.3	0	0.0
07:00	**12**	0	0.0	10	83.3	1	8.3	1	8.3	0	0.0
08:00	**19**	1	5.3	9	47.4	3	15.8	6	31.6	0	0.0
09:00	**15**	0	0.0	9	60.0	2	13.3	4	26.7	0	0.0
10:00	**16**	0	0.0	12	75.0	2	12.5	2	12.5	0	0.0
11:00	**16**	0	0.0	11	68.8	3	18.8	2	12.5	0	0.0
12:00	**16**	1	6.3	8	50.0	2	12.5	5	31.3	0	0.0
13:00	**11**	1	9.1	8	72.7	0	0.0	2	18.2	0	0.0
14:00	**9**	0	0.0	4	44.4	2	22.2	3	33.3	0	0.0
15:00	**16**	1	6.3	10	62.5	1	6.3	4	25.0	0	0.0
16:00	**23**	0	0.0	15	65.2	5	21.7	3	13.0	0	0.0
17:00	**13**	2	15.4	9	69.2	2	15.4	0	0.0	0	0.0
18:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
19:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
20:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**170**	**6**	**3.5**	**109**	**64.1**	**23**	**13.5**	**32**	**18.8**	**0**	**0.0**
16H,6-22	**177**	**7**	**4.0**	**114**	**64.4**	**23**	**13.0**	**33**	**18.6**	**0**	**0.0**
18H,6-24	**177**	**7**	**4.0**	**114**	**64.4**	**23**	**13.0**	**33**	**18.6**	**0**	**0.0**
24H,0-24	**179**	**7**	**3.9**	**116**	**64.8**	**23**	**12.9**	**33**	**18.4**	**0**	**0.0**
Daily Totals											
Fri 26-Feb-21	**232**	23	9.9	157	67.7	34	14.7	17	7.3	1	0.4
Sat 27-Feb-21	**146**	32	21.9	102	69.9	7	4.8	5	3.4	0	0.0
Sun 28-Feb-21	**157**	50	31.9	95	60.5	8	5.1	4	2.6	0	0.0
Mon 01-Mar-21	**202**	6	3.0	142	70.3	26	12.9	28	13.9	0	0.0
Tue 02-Mar-21	**192**	10	5.2	129	67.2	31	16.2	21	10.9	1	0.5
Wed 03-Mar-21	**200**	11	5.5	135	67.5	30	15.0	23	11.5	1	0.5
Thu 04-Mar-21	**179**	7	3.9	116	64.8	23	12.9	33	18.4	0	0.0
Total Vehicles											
[--]	**1308**	139	11.6	876	66.8	159	11.6	131	9.7	3	0.2

Data produced by
Auto Surveys Ltd

10322 MELCOURT INDUSTRIES LTD, TETBURY Site No: 10322002 Location Site 2 - Crudwell Lane, Long Newton att to Hedger
MARCH 2021 Channel: Westbound
TIME PERIOD TOTAL VEHICLES MOTOR-CYCLES MOTOR-CYCLES% CARS CARS % LGV LGV % HGV HGV % BUS BUS %



Data produced by
Auto Surveys Ltd

10322	MELCOURT INDUSTRIES LTD, TETBURY									
		MARCH 2021								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10322003	Site 3 - Access to Melcourt Industies Ltd OSGR - ST 92189 92533	Channel: Northbound	Fri 26-Feb-21	Thu 04-Mar-21	15	334	63	48	27.9	21.6
		Channel: Southbound	Fri 26-Feb-21	Thu 04-Mar-21		327	61	47	26.1	20.5

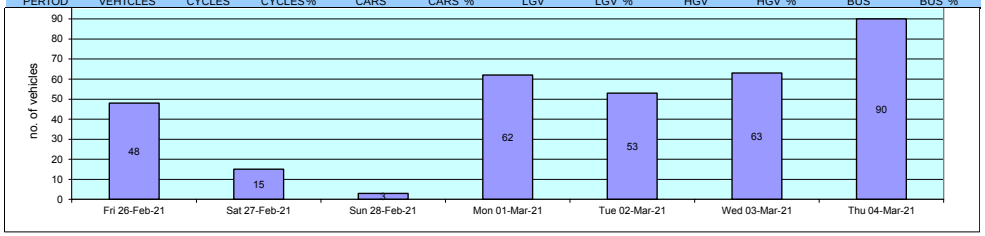
10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322003		Location	Site 3 - Access to Melcourt Industies Ltd			
	MARCH 2021				Channel: Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 26-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**0**	0	-	0	-	0	-	0	-	0	-
08:00	**9**	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
09:00	**2**	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0
10:00	**3**	0	0.0	1	33.3	0	0.0	1	33.3	1	33.3
11:00	**4**	0	0.0	0	0.0	1	25.0	3	75.0	0	0.0
12:00	**4**	0	0.0	0	0.0	3	75.0	1	25.0	0	0.0
13:00	**2**	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0
14:00	**3**	0	0.0	1	33.3	1	33.3	1	33.3	0	0.0
15:00	**0**	0	-	0	-	0	-	0	-	0	-
16:00	**12**	0	0.0	8	66.7	2	16.7	2	16.7	0	0.0
17:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
18:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**48**	0	0.0	25	52.1	11	22.9	11	22.9	1	2.1
16H,6-22	**48**	0	0.0	25	52.1	11	22.9	11	22.9	1	2.1
18H,6-24	**48**	0	0.0	25	52.1	11	22.9	11	22.9	1	2.1
24H,0-24	**48**	0	0.0	25	52.1	11	22.9	11	22.9	1	2.1
Sat 27-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**0**	0	-	0	-	0	-	0	-	0	-
08:00	**0**	0	-	0	-	0	-	0	-	0	-
09:00	**3**	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
10:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
11:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12:00	**4**	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
13:00	**0**	0	-	0	-	0	-	0	-	0	-
14:00	**0**	0	-	0	-	0	-	0	-	0	-
15:00	**3**	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
16:00	**0**	0	-	0	-	0	-	0	-	0	-
17:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
18:00	**0**	0	-	0	-	0	-	0	-	0	-
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**15**	2	13.3	11	73.3	2	13.3	0	0.0	0	0.0
16H,6-22	**15**	2	13.3	11	73.3	2	13.3	0	0.0	0	0.0
18H,6-24	**15**	2	13.3	11	73.3	2	13.3	0	0.0	0	0.0
24H,0-24	**15**	2	13.3	11	73.3	2	13.3	0	0.0	0	0.0
Sun 28-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**0**	0	-	0	-	0	-	0	-	0	-
08:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
09:00	**0**	0	-	0	-	0	-	0	-	0	-
10:00	**0**	0	-	0	-	0	-	0	-	0	-
11:00	**0**	0	-	0	-	0	-	0	-	0	-
12:00	**0**	0	-	0	-	0	-	0	-	0	-

10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322003		Location	Site 3 - Access to Melcourt Industies Ltd			
	MARCH 2021				Channel: Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	**0**	0	-	0	-	0	-	0	-	0	-
14:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
15:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
16:00	**0**	0	-	0	-	0	-	0	-	0	-
17:00	**0**	0	-	0	-	0	-	0	-	0	-
18:00	**0**	0	-	0	-	0	-	0	-	0	-
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
16H,6-22	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
18H,6-24	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
24H,0-24	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
Mon 01-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
08:00	**3**	0	0.0	0	0.0	1	33.3	2	66.7	0	0.0
09:00	**14**	0	0.0	8	57.1	2	14.3	4	28.6	0	0.0
10:00	**2**	0	0.0	0	0.0	0	0.0	2	100.0	0	0.0
11:00	**3**	0	0.0	1	33.3	0	0.0	2	66.7	0	0.0
12:00	**7**	0	0.0	3	42.9	0	0.0	4	57.1	0	0.0
13:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
14:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
15:00	**4**	0	0.0	2	50.0	0	0.0	2	50.0	0	0.0
16:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
17:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
18:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**61**	0	0.0	39	63.9	4	6.6	18	29.5	0	0.0
16H,6-22	**61**	0	0.0	39	63.9	4	6.6	18	29.5	0	0.0
18H,6-24	**61**	0	0.0	39	63.9	4	6.6	18	29.5	0	0.0
24H,0-24	**62**	0	0.0	39	62.9	4	6.5	19	30.7	0	0.0
Tue 02-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**3**	0	0.0	0	0.0	0	0.0	3	100.0	0	0.0
08:00	**4**	0	0.0	0	0.0	1	25.0	3	75.0	0	0.0
09:00	**6**	0	0.0	2	33.3	1	16.7	3	50.0	0	0.0
10:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
11:00	**6**	0	0.0	3	50.0	2	33.3	1	16.7	0	0.0
12:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
13:00	**3**	0	0.0	0	0.0	0	0.0	2	66.7	1	33.3
14:00	**3**	0	0.0	0	0.0	2	66.7	1	33.3	0	0.0
15:00	**10**	1	10.0	7	70.0	1	10.0	1	10.0	0	0.0
16:00	**5**	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
17:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
18:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**53**	2	3.8	25	47.2	9	17.0	16	30.2	1	1.9
16H,6-22	**53**	2	3.8	25	47.2	9	17.0	16	30.2	1	1.9
18H,6-24	**53**	2	3.8	25	47.2	9	17.0	16	30.2	1	1.9

10322	MELCOURT INDUSTRIES LTD, TETBURY			Site No: 10322003		Location	Site 3 - Access to Melcourt Industies Ltd				
	MARCH 2021			Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	**53**	**2**	**3.8**	**25**	**47.2**	**9**	**17.0**	**16**	**30.2**	**1**	**1.9**
Wed 03-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
08:00	**8**	0	0.0	6	75.0	0	0.0	2	25.0	0	0.0
09:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
10:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
11:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
12:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
13:00	**10**	0	0.0	3	30.0	5	50.0	2	20.0	0	0.0
14:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
15:00	**3**	0	0.0	1	33.3	1	33.3	1	33.3	0	0.0
16:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
17:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
18:00	**0**	0	-	0	-	0	-	0	-	0	-
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**63**	**0**	**0.0**	**45**	**71.4**	**10**	**15.9**	**8**	**12.7**	**0**	**0.0**
16H,6-22	**63**	**0**	**0.0**	**45**	**71.4**	**10**	**15.9**	**8**	**12.7**	**0**	**0.0**
18H,6-24	**63**	**0**	**0.0**	**45**	**71.4**	**10**	**15.9**	**8**	**12.7**	**0**	**0.0**
24H,0-24	**63**	**0**	**0.0**	**45**	**71.4**	**10**	**15.9**	**8**	**12.7**	**0**	**0.0**
Thu 04-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
07:00	**0**	0	-	0	-	0	-	0	-	0	-
08:00	**14**	0	0.0	11	78.6	1	7.1	2	14.3	0	0.0
09:00	**10**	0	0.0	8	80.0	0	0.0	2	20.0	0	0.0
10:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
11:00	**2**	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0
12:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
13:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
14:00	**3**	0	0.0	0	0.0	0	0.0	3	100.0	0	0.0
15:00	**12**	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
16:00	**11**	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
17:00	**11**	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
18:00	**0**	0	-	0	-	0	-	0	-	0	-
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**89**	**0**	**0.0**	**74**	**83.2**	**4**	**4.5**	**11**	**12.4**	**0**	**0.0**
16H,6-22	**90**	**0**	**0.0**	**74**	**82.2**	**4**	**4.4**	**12**	**13.3**	**0**	**0.0**
18H,6-24	**90**	**0**	**0.0**	**74**	**82.2**	**4**	**4.4**	**12**	**13.3**	**0**	**0.0**
24H,0-24	**90**	**0**	**0.0**	**74**	**82.2**	**4**	**4.4**	**12**	**13.3**	**0**	**0.0**
Daily Totals											
Fri 26-Feb-21	**48**	0	0.0	25	52.1	11	22.9	11	22.9	1	2.1
Sat 27-Feb-21	**15**	2	13.3	11	73.3	2	13.3	0	0.0	0	0.0
Sun 28-Feb-21	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
Mon 01-Mar-21	**62**	0	0.0	39	62.9	4	6.5	19	30.7	0	0.0
Tue 02-Mar-21	**53**	2	3.8	25	47.2	9	17.0	16	30.2	1	1.9
Wed 03-Mar-21	**63**	0	0.0	45	71.4	10	15.9	8	12.7	0	0.0
Thu 04-Mar-21	**90**	0	0.0	74	82.2	4	4.4	12	13.3	0	0.0
Total Vehicles											
[--]	**334**	4	2.4	222	69.9	40	11.4	66	15.7	2	0.6

Data produced by
Auto Surveys Ltd

10322 MELCOURT INDUSTRIES LTD, TETBURY Site No: 10322003 Location Site 3 - Access to Melcourt Industies Ltd
MARCH 2021 Channel: Northbound
TIME PERIOD TOTAL VEHICLES MOTOR-CYCLES MOTOR-CYCLES% CARS CARS % LGV LGV % HGV HGV % BUS BUS %



Data produced by
Auto Surveys Ltd

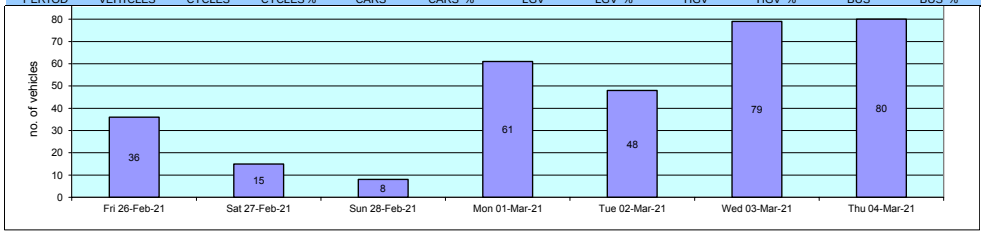
10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322003		Location	Site 3 - Access to Melcourt Industies Ltd			
	MARCH 2021				Channel: Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 26-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
07:00	**6**	0	0.0	3	50.0	2	33.3	1	16.7	0	0.0
08:00	**4**	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
09:00	**2**	0	0.0	0	0.0	0	0.0	2	100.0	0	0.0
10:00	**3**	0	0.0	1	33.3	0	0.0	2	66.7	0	0.0
11:00	**5**	0	0.0	1	20.0	1	20.0	3	60.0	0	0.0
12:00	**2**	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
13:00	**3**	0	0.0	1	33.3	1	33.3	1	33.3	0	0.0
14:00	**2**	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0
15:00	**5**	0	0.0	3	60.0	1	20.0	1	20.0	0	0.0
16:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
17:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
18:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**35**	**0**	**0.0**	**14**	**40.0**	**9**	**25.7**	**12**	**34.3**	**0**	**0.0**
16H,6-22	**36**	**0**	**0.0**	**14**	**38.9**	**9**	**25.0**	**13**	**36.1**	**0**	**0.0**
18H,6-24	**36**	**0**	**0.0**	**14**	**38.9**	**9**	**25.0**	**13**	**36.1**	**0**	**0.0**
24H,0-24	**36**	**0**	**0.0**	**14**	**38.9**	**9**	**25.0**	**13**	**36.1**	**0**	**0.0**
Sat 27-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
08:00	**0**	0	-	0	-	0	-	0	-	0	-
09:00	**4**	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
10:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
11:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
13:00	**0**	0	-	0	-	0	-	0	-	0	-
14:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
15:00	**0**	0	-	0	-	0	-	0	-	0	-
16:00	**0**	0	-	0	-	0	-	0	-	0	-
17:00	**0**	0	-	0	-	0	-	0	-	0	-
18:00	**0**	0	-	0	-	0	-	0	-	0	-
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**14**	**2**	**14.3**	**11**	**78.6**	**1**	**7.1**	**0**	**0.0**	**0**	**0.0**
16H,6-22	**15**	**2**	**13.3**	**12**	**80.0**	**1**	**6.7**	**0**	**0.0**	**0**	**0.0**
18H,6-24	**15**	**2**	**13.3**	**12**	**80.0**	**1**	**6.7**	**0**	**0.0**	**0**	**0.0**
24H,0-24	**15**	**2**	**13.3**	**12**	**80.0**	**1**	**6.7**	**0**	**0.0**	**0**	**0.0**
Sun 28-Feb-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**0**	0	-	0	-	0	-	0	-	0	-
08:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
09:00	**0**	0	-	0	-	0	-	0	-	0	-
10:00	**0**	0	-	0	-	0	-	0	-	0	-
11:00	**0**	0	-	0	-	0	-	0	-	0	-
12:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0

10322	MELCOURT INDUSTRIES LTD, TETBURY				Site No: 10322003		Location	Site 3 - Access to Melcourt Industies Ltd			
	MARCH 2021				Channel: Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	**0**	0	-	0	-	0	-	0	-	0	-
14:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
15:00	**0**	0	-	0	-	0	-	0	-	0	-
16:00	**0**	0	-	0	-	0	-	0	-	0	-
17:00	**3**	0	0.0	0	0.0	1	33.3	2	66.7	0	0.0
18:00	**0**	0	-	0	-	0	-	0	-	0	-
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**2**	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**6**	**0**	**0.0**	**2**	**33.3**	**2**	**33.3**	**2**	**33.3**	**0**	**0.0**
16H,6-22	**8**	**0**	**0.0**	**2**	**25.0**	**3**	**37.5**	**3**	**37.5**	**0**	**0.0**
18H,6-24	**8**	**0**	**0.0**	**2**	**25.0**	**3**	**37.5**	**3**	**37.5**	**0**	**0.0**
24H,0-24	**8**	**0**	**0.0**	**2**	**25.0**	**3**	**37.5**	**3**	**37.5**	**0**	**0.0**
Mon 01-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**4**	0	0.0	1	25.0	0	0.0	3	75.0	0	0.0
07:00	**13**	0	0.0	7	53.9	3	23.1	3	23.1	0	0.0
08:00	**5**	0	0.0	2	40.0	0	0.0	3	60.0	0	0.0
09:00	**4**	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
10:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
11:00	**6**	0	0.0	3	50.0	0	0.0	3	50.0	0	0.0
12:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
13:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
14:00	**12**	0	0.0	10	83.3	0	0.0	2	16.7	0	0.0
15:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
16:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
17:00	**0**	0	-	0	-	0	-	0	-	0	-
18:00	**0**	0	-	0	-	0	-	0	-	0	-
19:00	**2**	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**54**	**0**	**0.0**	**35**	**64.8**	**5**	**9.3**	**14**	**25.9**	**0**	**0.0**
16H,6-22	**60**	**0**	**0.0**	**36**	**60.0**	**6**	**10.0**	**18**	**30.0**	**0**	**0.0**
18H,6-24	**60**	**0**	**0.0**	**36**	**60.0**	**6**	**10.0**	**18**	**30.0**	**0**	**0.0**
24H,0-24	**61**	**0**	**0.0**	**37**	**60.7**	**6**	**9.8**	**18**	**29.5**	**0**	**0.0**
Tue 02-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**4**	0	0.0	0	0.0	1	25.0	3	75.0	0	0.0
07:00	**9**	0	0.0	6	66.7	1	11.1	2	22.2	0	0.0
08:00	**9**	0	0.0	4	44.4	3	33.3	2	22.2	0	0.0
09:00	**3**	0	0.0	1	33.3	0	0.0	2	66.7	0	0.0
10:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
11:00	**2**	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0
12:00	**5**	0	0.0	3	60.0	0	0.0	2	40.0	0	0.0
13:00	**4**	0	0.0	1	25.0	2	50.0	1	25.0	0	0.0
14:00	**4**	0	0.0	1	25.0	1	25.0	2	50.0	0	0.0
15:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
16:00	**5**	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
17:00	**0**	0	-	0	-	0	-	0	-	0	-
18:00	**0**	0	-	0	-	0	-	0	-	0	-
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**44**	**1**	**2.3**	**21**	**47.7**	**8**	**18.2**	**14**	**31.8**	**0**	**0.0**
16H,6-22	**48**	**1**	**2.1**	**21**	**43.8**	**9**	**18.8**	**17**	**35.4**	**0**	**0.0**
18H,6-24	**48**	**1**	**2.1**	**21**	**43.8**	**9**	**18.8**	**17**	**35.4**	**0**	**0.0**

10322	MELCOURT INDUSTRIES LTD, TETBURY			Site No: 10322003		Location	Site 3 - Access to Melcourt Industies Ltd				
	MARCH 2021			Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	**48**	**1**	**2.1**	**21**	**43.8**	**9**	**18.8**	**17**	**35.4**	**0**	**0.0**
Wed 03-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
07:00	**17**	0	0.0	15	88.2	1	5.9	1	5.9	0	0.0
08:00	**12**	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
09:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
10:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
11:00	**7**	0	0.0	4	57.1	2	28.6	1	14.3	0	0.0
12:00	**4**	0	0.0	0	0.0	2	50.0	2	50.0	0	0.0
13:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
14:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
15:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
16:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
17:00	**0**	0	-	0	-	0	-	0	-	0	-
18:00	**0**	0	-	0	-	0	-	0	-	0	-
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**70**	**0**	**0.0**	**55**	**78.6**	**7**	**10.0**	**8**	**11.4**	**0**	**0.0**
16H,6-22	**79**	**0**	**0.0**	**63**	**79.8**	**8**	**10.1**	**8**	**10.1**	**0**	**0.0**
18H,6-24	**79**	**0**	**0.0**	**63**	**79.8**	**8**	**10.1**	**8**	**10.1**	**0**	**0.0**
24H,0-24	**79**	**0**	**0.0**	**63**	**79.8**	**8**	**10.1**	**8**	**10.1**	**0**	**0.0**
Thu 04-Mar-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
07:00	**18**	0	0.0	14	77.8	1	5.6	3	16.7	0	0.0
08:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
09:00	**9**	0	0.0	6	66.7	1	11.1	2	22.2	0	0.0
10:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
11:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
13:00	**11**	0	0.0	9	81.8	0	0.0	2	18.2	0	0.0
14:00	**11**	0	0.0	9	81.8	0	0.0	2	18.2	0	0.0
15:00	**5**	1	20.0	2	40.0	0	0.0	2	40.0	0	0.0
16:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
17:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
18:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
19:00	**0**	0	-	0	-	0	-	0	-	0	-
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**0**	0	-	0	-	0	-	0	-	0	-
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**79**	**1**	**1.3**	**61**	**77.2**	**3**	**3.8**	**14**	**17.7**	**0**	**0.0**
16H,6-22	**80**	**1**	**1.3**	**61**	**76.3**	**3**	**3.8**	**15**	**18.8**	**0**	**0.0**
18H,6-24	**80**	**1**	**1.3**	**61**	**76.3**	**3**	**3.8**	**15**	**18.8**	**0**	**0.0**
24H,0-24	**80**	**1**	**1.3**	**61**	**76.3**	**3**	**3.8**	**15**	**18.8**	**0**	**0.0**
Daily Totals											
Fri 26-Feb-21	**36**	0	0.0	14	38.9	9	25.0	13	36.1	0	0.0
Sat 27-Feb-21	**15**	2	13.3	12	80.0	1	6.7	0	0.0	0	0.0
Sun 28-Feb-21	**8**	0	0.0	2	25.0	3	37.5	3	37.5	0	0.0
Mon 01-Mar-21	**61**	0	0.0	37	60.7	6	9.8	18	29.5	0	0.0
Tue 02-Mar-21	**48**	1	2.1	21	43.8	9	18.8	17	35.4	0	0.0
Wed 03-Mar-21	**79**	0	0.0	63	79.8	8	10.1	8	10.1	0	0.0
Thu 04-Mar-21	**80**	1	1.3	61	76.3	3	3.8	15	18.8	0	0.0
Total Vehicles											
[--]	**327**	4	2.4	210	57.8	39	15.9	74	23.9	0	0.0

Data produced by
Auto Surveys Ltd

10322 MELCOURT INDUSTRIES LTD, TETBURY Site No: 10322003 Location Site 3 - Access to Melcourt Industies Ltd
MARCH 2021 Channel: Southbound
TIME PERIOD TOTAL VEHICLES MOTOR-CYCLES MOTOR-CYCLES% CARS CARS % LGV LGV % HGV HGV % BUS BUS %



Data produced by
Auto Surveys Ltd

TRANSPORT PLANNING

Appendix 5

Melcourt®
Industries Limited
PROVEN • SAFE • SUSTAINABLE

HGV MANAGEMENT PLAN

Boldridge Brake, Long Newnton, Tetbury, Gloucestershire GL8 8RT

1 Introduction

1.1 This HGV Management Plan has been produced by Melcourt Industries Ltd to formalise and expand on existing practices to mitigate the impacts of HGV movements associated with their operations at Boldridge Brake, Long Newnton, Tetbury, GL8 8RT.

1.2 The management plan has been prepared in association with a planning application to expand storage space at the site to improve operational efficiency by allowing more stock to be stored safely, reducing instances of orders being sent out on part-loaded lorries and removing the need to transport materials to and from off-site storage.

1.3 Mitigation measures to be operated at the site are set out below.

2 HGV Routing

2.1 Melcourt Industries will request their haulage operators to instruct drivers to approach the site from the B4014 at Long Newnton and the western end of Crudwell Lane. No drivers are to approach from the A429 via Crudwell.

2.2 Melcourt Industries will maintain existing signs at their site exit instructing all drivers to turn left at the end of their drive.

3 HGV Speeds

3.1 Melcourt Industries will request their haulage operators to instruct drivers to maintain speeds of no more than 30mph between the B4014 at Long Newnton and the site.

3.2 Melcourt Industries will provide and maintain additional signage within their site reminding drivers not to exceed 30mph on the route to the B4014.

3.3 Melcourt Industries will maintain existing signs on the internal access restricting vehicle speeds.

4 HGV Timing

4.1 Melcourt Industries will maintain the existing practice whereby haulage operators are requested to instruct drivers to stop at a suitable point to telephone the site office with an estimated time of arrival, so that inbound HGVs can be held to minimise the chances of meeting an HGV departing the site on the single-track sections between the site and the B4014.

4.2 This practice has proven effective in reducing the frequency with which HGVs meet on the route from the B4014, but Melcourt Industries undertake to further improve the effectiveness by providing a dedicated telephone number for the purpose, reducing the occasions when drivers are unable to get through when existing lines are busy.

5 HGV Hours of Operation

5.1 Melcourt Industries undertake to instruct haulage contractors not to arrive at or depart from the site before 06:00 or after 20:00.

6 Use of Passing Places

6.1 Melcourt Industries will request that haulage operators instruct drivers to avoid over-running verges wherever possible by using recognised passing places.

6.2 Melcourt Industries have undertaken to provide an additional passing place to the west of the site access on Crudwell Lane.

7 Report of HGV Issues

7.1 Melcourt Industries will continue to liaise with Long Newnton Parish Council regarding issues arising from HGV traffic associated with their operation.

7.2 Melcourt Industries undertake to invite a Parish Council representative to attend 6 monthly meetings to liaise on matters arising from HGV traffic and to brief the Parish Council on the main haulage contractors visiting the site to assist with identification if issues do arise that require reporting.

7.3 Melcourt Industries will continue to maintain the existing arrangement whereby the Parish Council is able to contact the Managing Director where matters arise that require immediate attention.

8 Compliance

8.1 Melcourt Industries undertake to maintain a log of issues involving HGVs associated with the site that are reported via the Parish Council meetings.

8.2 If an issue with an HGV movement is reported, Melcourt Industries will make their best endeavours to identify the contractor and the driver so that the matter can be investigated resolved.

8.3 Melcourt Industries undertake to operate quarterly publicity campaigns with their haulage operators to remind them of the HGV Management Plan.

TRANSPORT PLANNING

Appendix 6

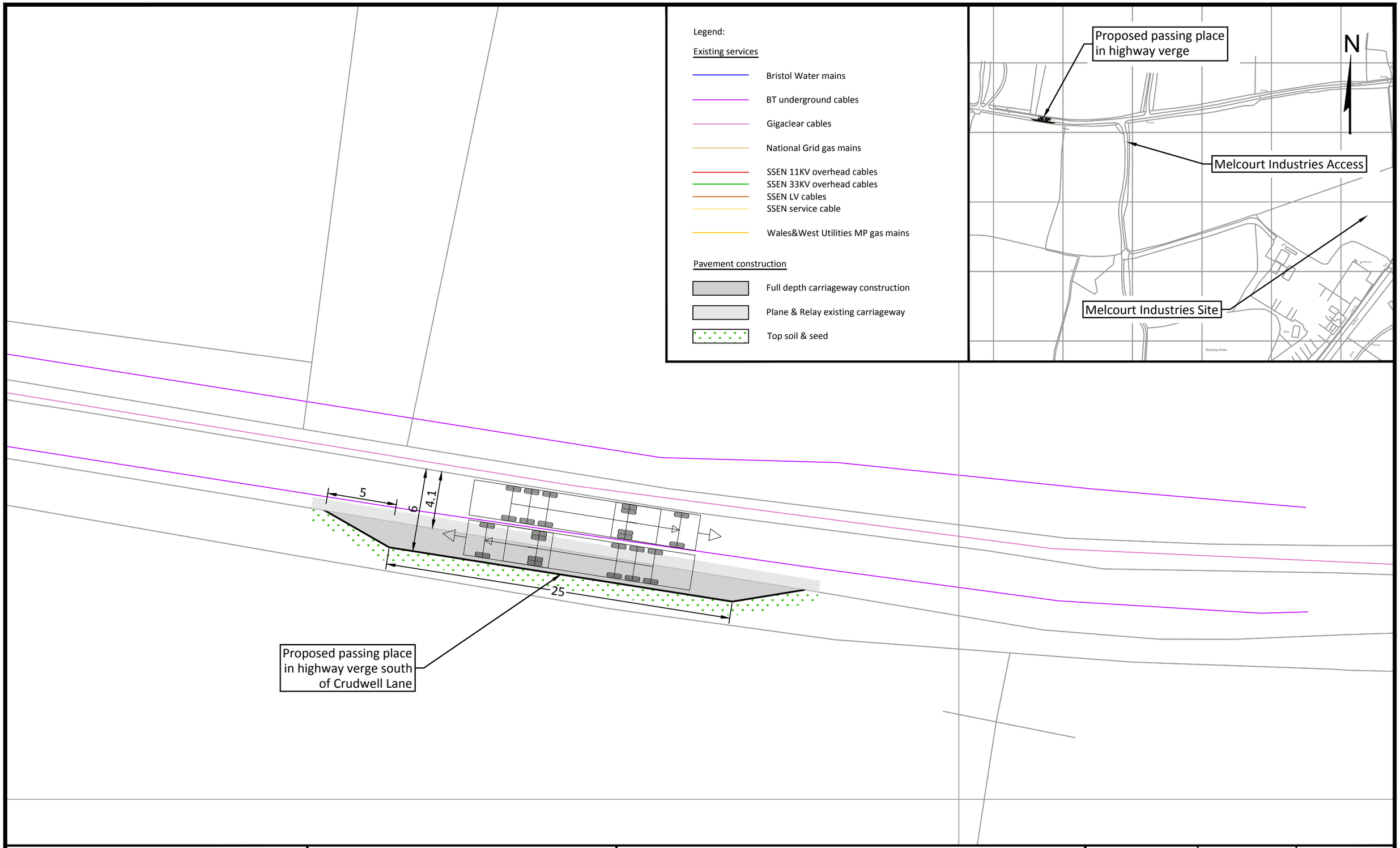
Legend:

Existing services

- Bristol Water mains
- BT underground cables
- Gigaclear cables
- National Grid gas mains
- SSEN 11KV overhead cables
- SSEN 33KV overhead cables
- SSEN LV cables
- SSEN service cable
- Wales&West Utilities MP gas mains

Pavement construction

- Full depth carriageway construction
- Plane & Relay existing carriageway
- Top soil & seed



TRANSPORT PLANNING
11 KINGSMEAD SQUARE
BATH BA1 2AB
t: 01225 444 011
www.ima-tp.com

CLIENT:	Melcourt Industries Ltd
PROJECT:	Melcourt Industries Long Newnton, Tetbury
TITLE:	Proposed Passing Place West of Site Access
SCALE: (A3)	1:250
CHECKED:	SW
APPROVED:	DS
CAD FILE:	Passing Place V1.dwg
DESIGN/DRAWN:	PDI/PMG
DATE:	November 2021
PROJECT No:	IMA-21-022
DRAWING No:	014
REV:	-

RIDGE

www.ridge.co.uk

Appendix F

Appendix G


VX17 CDE
POLICE


HARRY

Appendix H

Long Newnton Parish Council Village Meeting

Subject: Melcourt Industries Planning Application

Date: Friday 15th February 2008

Present:	Maggie Heaven	Long Newnton Parish Council
	Juliet Fenton	Long Newnton Parish Council
	Tom Gaffney	Long Newnton Parish Council
	Arthur Witchell	Landlord Boldridge Brake
	Andy Chalmers	Melcourt Industries
Apologies	Tony Hicks	Gloucestershire County Council
	Jim Parsons	Cotswold District Council

Maggie Heaven opened the meeting with an explanation of the reason for holding the meeting i.e. a Planning Application N. CT/6888/F, dated 30th January 2008. The application is for a new Portacabin on the site of Melcourt Industries at Boldridge Brake. She confirmed that having visited the site, that the existing Portacabin is damp and rotten in places and therefore was a need for a replacement. Some flaws in the Planning Application were pointed out. The application is not for operating 24 hours a day, 7 days a week. Normal working hours are 8am – 6pm, Monday to Friday and 8am – 1pm on Saturdays, and there is no change proposed to these hours. There is no restriction on the hours of movement of lorries. The Planning Application stated that the existing movement of lorries is 7 per day, and the proposed movement is 7 per day. It was pointed out that actual movements are in excess of this figure.

Andy explained that there are times when the movement increases. For example when a shipment of bark arrives from Spain, there will be an increase in deliveries to the site. This usually happens on a 6 weekly cycle. The average number of movements per day is 10. He confirmed that the working hours are as stated in the Planning Application, and that there is no restriction on the times of movements of lorries.

He stated that the application for a portacabin is for a replacement portacabin with a small expansion of the space for offices etc. The company has no plans for expansion of the business on the site. He pointed out that the company is operating within the law, and that there is no option but to move their product than by road. For commercial reasons, it is necessary to use the largest possible vehicles for transporting product.

Maggie Heaven read out a letter from Mike Tucker.

Margaret Street asked why it is necessary for the lorries to go out in 'convoy' at 3 am. Would it not be possible to stagger their leaving times, and also to leave at a more reasonable time? Andy replied that he would speak to the company to see if it would be possible to improve the time and volume to lorries travelling through the village. He also confirmed that a notice to residents warning them of the times when the volume of traffic would peak could easily be implemented.

Emma Tucker asked that a proper log of drivers coming in and going out from the site be kept. This would enable drivers to be identified if they were seen to be driving without proper consideration to residents, walkers, riders, cyclists and other road users. It was pointed out that there had been a recent incident in which a lorry turned

dangerously close to Emma's family while out for a walk, at the Church Farm junction (see letter from Mike Tucker). One lorry was followed and found to be travelling at 45 mph in the 30 mph speed limit. Another incident was related where a car was virtually forced off the road by a lorry driver who made no attempt to pull in or slow down.

Andy stated that he would look into the incidents that residents related, and would also look into logging drivers coming in to the site, as well as those going out (this already happens) so that any inconsiderate drivers could be identified. He said that he would arrange for a letter to go to the haulier companies involved, reminding them that they had a duty to ensure that their drivers were driving within the law and should drive considerately through the village.

Juliet raised the issue of the dust that is blown up during dry conditions, which could be a health hazard for people and animals.

Andy stated that the company acknowledges the fact that relations between the company and the village are not good, and stated his desire to improve relations. He recognised that there is clearly a conflict between the company's interests and those of the residents of the village, and stated that he would do what he could to improve the existing situation. He would be the point of contact within the company and would liase with the Parish Council.

In answer to a question about whether alternatives sites have been considered, Andy pointed out that the majority of volume goes through their site at Bishops Castle, and that most of the expansion of the company has taken place there. He stated that siting of the business on an Industrial Estate would be prohibitively expensive.

Questions were raised about the relationship between Melcourt Industries and Jenkinson and the other hauliers (Hacklins and Eddie Stobart) and also with Forest Gardens. Andy stated that although Jenkinsons has a relationship with Forest Gardens, Melcourt Industries has never had Forest Gardens products move through the Boldridge Brake site.

In answering this question it transpired that some of the Jenkinson lorries coming in and out of the site were not carrying bark or compost products. In some instances they would be carrying other materials such as paper products, and using the Boldridge Brake site as a depot for their lorries. It was clear that residents were unaware of this additional use of the site.

Therefore it was felt that Jenkinson would need to put in a separate Planning Application. The Parish Council will take legal advice. The Parish Council will also recommend that this Planning Application be turned down.

Andy will put in writing his aim to do what he can to improve the situation and relations with the residents of the village by implementing the suggestions put forward in the meeting. These include notification of increased traffic, logging drivers **in** as well as out of the site, and writing to the haulier companies reminding them that their drivers should operate within the law and drive with care and consideration. This will be sent to the Parish Council.

Meeting closed 8.45pm

Appendix


T1684
TIGER