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TRAFFIC

Introduction

- 9.1 This Chapter assesses the potential environmental impacts associated with the movement of vehicles associated with the proposed development.
- 9.2 A Transport Statement (TS) has also been produced and submitted to support the planning application. The TS has been referenced throughout this Traffic Chapter.

Methodology

- 9.3 The assessment refers to guidance provided by the Institute of Environmental Management and Assessment (IEMA) in 'Guidelines for the Environmental Assessment of Road Traffic' (the 'IEMA guidelines').

Proposals Summary

- 9.4 Acorn Bioenergy Limited are seeking to develop land to the west of Ashton Road to provide a new Anaerobic Digestion (AD) Facility. The proposed AD Facility would process c. 91,000tpa of agricultural feedstock, likely to comprise the following:
- silage (rye, maize and grass);
 - straw;
 - poultry litter;
 - slurry; and
 - farmyard manure.
- 9.5 The feedstock would be transported to site in HGVs (tractor-trailers and lorries). The feedstock material would undergo a process of controlled decomposition (anaerobic digestion) within the proposed facility. The process produces biogas which would be upgraded to biomethane on site before being transported by tanker to a central gas injection point.
- 9.6 The gas upgrading process would also result in the production of CO₂ as a natural by-product. All of Acorn's AD facilities are fitted with the equipment required to capture the clean CO₂ to a food grade level standard which makes it suitable for almost all industrial and commercial applications in the UK. Purified CO₂ would be liquefied and transported by road to end users, ideally located locally. A further output of the anaerobic digestion process is digestate, which would be used on local farms in place of raw manures and artificial fertilisers.

Baseline Conditions

Application Site

- 9.7 The application site is located to the north of Ashton Keynes, a village and civil parish in north Wiltshire, which borders with Gloucestershire.
- 9.8 It abuts the western edge of the Ashton Road carriageway in the vicinity immediately north-west of the Aggregate Industries North End Farm Works.
- 9.9 The application site is bounded as follows:
- to the North, arable farmland;
 - to the East, by Ashton Road and the Aggregate Industries site (south-east);
 - to the South, by further arable farmland and a lake; and
 - to the West, by further arable farmland and the Cotswold Bruderhof Cemetery.
- 9.10 In broader terms the application site is located approximately 6.5km south of Cirencester, and 16km northwest of central Swindon.
- 9.11 The application site as it currently exists comprises arable farmland.
- 9.12 The site is currently accessed off Ashton Road at a location ~800 metres north of the Aggregate Industries site access. The site access is set back from the Ashton Road carriageway and is gated.

Highway Conditions

- 9.13 The following sub-section discusses the highways infrastructure surrounding the application site, including the extents of the publicly maintainable highway.
- 9.14 Highways infrastructure relevant to and serving the application site includes Ashton Road and its crossroad junctions with Ewen Road/Upper Up, to the north and the B4696 Spine Road, to the south.

Ashton Road

- 9.15 Ashton Road comprises a typical rural road, flanked by grassed verge, tress, hedges, and ditch at various locations. In the vicinity and context of the application site, Ashton Road runs for approximately 2.2km between crossroad junctions with Ewen Road/Upper Up, to the north and the B4696 Spine Road, to the south.
- 9.16 The carriageway supports a single lane of traffic in either direction and measures circa 6.0 metres in width. Dashed central markings run along the length of the carriageway; the carriageway surface was noted to be fit for purpose with no serious defects. No pedestrian infrastructure exists along Ashton Road, however, pedestrian numbers are likely to be very limited.

- 9.17 The aforementioned Aggregate Industries site located to the south of the site access supplies building products and as a result generates HGV traffic associated with the import and export of various, typically stone, products.
- 9.18 Ashton Road is subject to the 60mph National Speed Limit in the proximity of the proposal site, changing to 40mph to the south of the Aggregate Industries site near White Friars Lane, a minor road approximately 150 metres to the north of the B4696 / Spine Road crossroads.

Ewen Road/Upper Up Crossroad Junction

- 9.19 At a location approximately 900 metres to the north of the site access, Ashton Road forms a crossroad junction with Ewen Road and Upper Up.
- 9.20 The corner radii around the junction are wide and conducive to access by HGV's taking any given route through the junction.
- 9.21 Ashton Road to the north routes towards Cirencester through the village of Siddington. Signage restricts vehicles in excess of 7.5 tonnes in weight from routeing north on Aston Road from the point of the junction (unless necessary for access) and is visible to the left of the carriageway.
- 9.22 Upper Up forms the eastern arm of the junction where signage restricts vehicles in excess of 7.5 tonnes in weight, unless necessary for access, to protect the village of South Cerney from HGV where there is an alternative preferred route.
- 9.23 Ewen Road, the western arm of the junction, provides a link with the villages of Ewan and Kemble. Ewan Road has a 7.5t weight restriction, as signposted at the next junction along at Spratsgate Lane.

Ashton Road/Spine Road East & West Crossroads Junction

- 9.24 Approximately 1.1km to the south of the site access, Ashton Road forms a crossroad junction with Spine Road East/West and the B4696.
- 9.25 The corner radii around the junction are wide and conducive to access by HGV's taking any given route through the junction. They are used by HGV traffic associated with the Aggregate Industries site without any issues.
- 9.26 To the south, the B4696 continues with a 40mph speed restriction and routes to the west of the centre of Ashton Keynes. It is noted that there is a 7.5t weight restriction (except for access) through the village itself, as signed at Cox's Hill. Continuing south, the B4696 routes in the direction of Royal Wootton Bassett and the M4 Motorway. Visibility bearing south at the cross-roads junction is unobstructed. The carriageway was observed to be free from defects, and road markings are present and legible with minimal wear.
- 9.27 The western arm of the junction comprises Spine Road West which provides links with the villages of Oaksey and Somerford Keynes. Signage warns drivers that there is an 18 tonne in weight restriction some 2.5 miles (4.1km) ahead.

- 9.28 The western arm of the junction comprises the B4696 Spine Road East which routes east towards the A419. The junction from this direction benefits from a wide bell mouth sufficient to provide two lanes of egress, separated with hatching, onto the major arm. Visibility throughout the junction is unobstructed and the carriageway surface was observed to be free from defects. The speed limit changes from 40mph to the National Speed Limit some 250 metres to the east of the junction.
- 9.29 A shared footway/cycleway is provided along the northern boundary of the B4696 which routes for approximately 2km to the east. It then crosses the road and continues eastbound providing a continuous link past various leisure uses to the A419 junction. The B4696 Spine Road East is expected to be the route used by non-local HGVs to the strategic road network, such as tanker trips.

Wider Strategic Road Network

- 9.30 The proposal site has good vehicular links with the strategic road network with access to the east via the B4696 to the A419, which provides onwards links to the trunk road network via the M4 to the south and M5 to the north.

Accessibility

- 9.31 The non-car accessibility merits of the site should be viewed in the context of the proposed development type, small workforce, and rural location.
- 9.32 The application site is located in a rural setting with the nearest settlement, South Cerney, approximately 1.2km away by foot. There is a low potential for pedestrian access to the site given the distances involved and relative lack of formal pedestrian infrastructure along Ashton Road. Travel by cycle is less constricted by distance, however, similar concerns are likely to preclude this as the preferred option. There is also very little in terms of a realistic public transport option for commuting to the application site from either South Cerney, or from any other settlement in the wider vicinity.
- 9.33 As a rural site, it is anticipated that the workforce, both during the construction stage and operational life of the development, would most likely access the site by private car.

Traffic Survey Data

- 9.34 SLR commissioned Auto Surveys Limited to install an Automatic Traffic Count (ATC) on Ashton Road for a period of one calendar week. Using pneumatic tubes positioned across the carriageway the ATC measures directional traffic flow and vehicle speed, and also classifies vehicles into various groups including cars, motorcycles, and heavy goods vehicles (HGVs).
- 9.35 Data was recorded between Tuesday 6th and Monday 12th September 2022 in order to reflect typical traffic flow conditions on the local highway network (i.e. non-school holiday periods). The traffic count data 'as received' is included within the Transport Statement.
- 9.36 Analysis of the data confirm that across the surveyed weekdays the daily peaks were as follows:
- the AM peak was observed between 08:00 & 09:00hrs; and
 - the PM peak was observed between 17:00 & 18:00hrs.

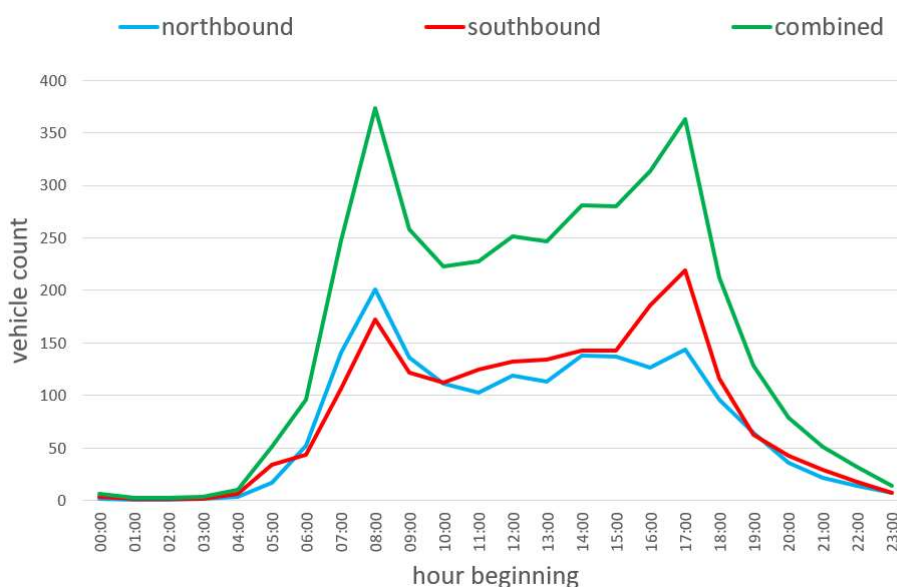
- 9.37 Table 9-1 provides a summary of the 24 hour Average Annual Weekday Traffic (AADT) flows along Ashton Road, as recorded by the ATC.

Table 9-1
Ashton Keynes Traffic Flows (AADT)

	Northbound		Southbound		Combined	
	<i>Total</i>	<i>HGV</i>	<i>Total</i>	<i>HGV</i>	<i>Total</i>	<i>HGV</i>
AM Network Peak	201	11	172	10	373	21
PM Network Peak	144	3	219	3	363	6
24hr	1,789	100	1,965	112	3,754	212

- 9.38 Table 9-1 indicates that the ATC recorded an average of 3,754 vehicle movements per weekday of which 212 were classified as HGV.
- 9.39 The summary shows that during the AM peak period, determined as 08:00 – 09:00hrs, a total of 373 movements occurred of which 21 were classified as HGV. During the PM peak period, determined as 17:00 – 18:00hrs, a total of 363 movements occurred of which 6 were classified as HGV.
- 9.40 The data in Table 9-1 is presented graphically within the traffic profile graph below within Figure 9-1. Within the graph northbound traffic values are represented by the blue series, southbound by the red series, and the sum of those two values at any given time - ‘combined’ traffic - is represented by the green series.

Figure 9-1
Average Daily Traffic Profile for Ashton Road



- 9.41 The above Figure 9-1 shows clearly defined AM and PM peak periods recorded by the ATC installed on the Ashton Road.

Speed Summary

- 9.42 Ashton Road in the vicinity of the application site is subject to a 60mph speed restriction (National Speed Limit); a summary of the vehicle speeds recorded by the ATC are presented in Table 9-2.

Table 9-2
Average Speed Summary – Ashton Road

Direction	Speed (MPH)	
	85 th %ile	Mean
Northbound	52.4	44.0
Southbound	51.3	44.5

- 9.43 Both 85th%ile and Mean speeds along the Ashton Road in the vicinity of the site access junction are well within the posted speed limit.

Additional Traffic Data

- 9.44 SLR has also interrogated the Department for Transport's (DfT) Road Traffic Statistics website to acquire data recorded by DfT Annual Average Daily Flow (AADF) Count Points 811993, situated on the B4696; and 73528 & 27119, both situated on the A419 to the north and south of the B4696 junction.
- 9.45 The following extracts have been reproduced from the DfT website and explain the methodology and technology used to capture the data.

'The Department for Transport's road traffic statistics team have approximately 300 automatic traffic counters at locations on Great Britain's road network. The locations are a stratified panel sample, and provide sufficient observations so that in-year traffic variations can be estimated by road type and vehicle type.'

The automatic traffic counters are permanent installations embedded in the road surface, which combine Inductive Loops with Piezoelectric Sensors in a 'Loop – Piezo Sensors – Loop' array, and record information about vehicles passing over them, including vehicle length and wheelbase, to classify vehicles.

The Department for Transport's road traffic statistics also make use of automatic traffic counter data that is collected and maintained by other organisations. These are:

- Highways England: operate over 10,000 automatic traffic counters on some of the motorways and 'A' roads in England.*
- Transport Scotland: operate over 900 automatic traffic counters on some of the motorways and 'A' roads in Scotland.*

- *Transport for London: operate over 300 automatic traffic counters on roads in London'*

Data Summary

- 9.46 Count Data for a given Count Point can be downloaded from the DfT website in a spreadsheet format and provides AADF data on the total number of vehicles passing through the Count Point and also provides figures by vehicle category e.g. HGV's, cars, motorcycles etc.

CP 811993 – B4696

The estimated AADF vehicular count through Count Point 811993 for the year 2021 is 9,946 vehicles, of which 1,220 are classed as HGV's.

CP 73528 – A419

The estimated AADF vehicular count through Count Point 73528 for the year 2021 is 31,641 vehicles, of which 3,030 are classed as HGV's.

CP 27119 – A419

The estimated AADF vehicular count through Count Point 27119 for the year 2021 is 35,652 vehicles, of which 3,245 are classed as HGV's.

Accident History

- 9.47 SLR requested Road Traffic Collision data from Wiltshire Constabulary in order to assess the accident history in the vicinity of the application site. Details of recorded road traffic incidents within a specified study area were requested for the most recent five year period available at the time of request. The data is provided within the Transport Statement supporting the planning application.
- 9.48 The data covering the 60 month period were received via email in a report format providing details of each recorded incident. Details include: the time, date, and location of the incident; general conditions at the time/location of the incident; a description of the vehicle movements involved; and categorisation of any resultant casualty by severity, as defined below:
- fatal (an incident resulting in a death);
 - serious (injury requiring detention in hospital; includes paralysis, fractures, and severe lacerations); and
 - slight (minor injuries including whiplash, sprains, and minor lacerations).
- 9.49 A total of 5 road traffic incidents were recorded as occurring within the study area and specified time frame, of which 3 resulted in injuries categorised as 'Slight', and 2 resulted in injuries categorised as 'Serious'; no incidents resulted in fatality.
- 9.50 The incident reports are thoroughly scrutinised within the Transport Statement section to ascertain the presence or otherwise of a highways deficiency within the surveyed area.

- 9.51 The 5 incidents have been cross referenced to identify any commonalities. It is considered to be clear in each case that the incidents have occurred as a result of human error; there is no suggestion that any incident occurred as a result of a highways deficiency.
- 9.52 Following a thorough review of the data provided by Wiltshire Constabulary including a detailed examination of each incident on an individual basis, it has been concluded that no incident occurring within the identified study area for the five-year period may be attributed to a highway deficiency of any kind, and that all recorded incidents are attributable to human error.

Proposed Operation

Overview

- 9.53 The proposed development would accept in the region of 91,000 tonnes per annum of feedstock from local farms and through the process of anaerobic digestion, would generate biogas which will be upgraded to biomethane before being removed from the site by tanker to a central facility where it will be injected into the national grid.
- 9.54 A further output of the anaerobic digestion process is digestate, which would be used on local farms in place of raw manures and artificial fertilisers.
- 9.55 The AD process would also result in the production of a CO₂-rich natural by product. This is normally vented by AD plant operators, where the main goal is the production of biomethane. However, Acorn sees this natural by-product as a precious resource, and all their AD plants will be fitted with equipment to upgrade the CO₂ to 99.9% purity, suitable for almost all industrial and commercial applications in the UK. Upgraded CO₂ will be liquefied and transported by road to end users, ideally located locally.

Site Layout

- 9.56 The layout has been designed to provide a safe and efficient working area. Due to the nature of the proposed development, the majority of the site will form a new impermeable area, predominantly formed of the hardstanding footprints of the digester tanks, the digestate lagoon, silage clamp area and circulation areas.
- 9.57 Access to the site would be gained via an upgraded access junction off Ashton Road which provides a two-way access road capable of accommodating HGVs. The site access design is provided at **Appendix 9-1**.
- 9.58 The proposed site access road has been designed as a two-way road to ensure that there is adequate capacity to accommodate the proposed worst case traffic flows, which is likely to be during the month of June. The proposed access and internal road layout will have plentiful internal capacity to ensure no stacking back onto the public highway occurs.
- 9.59 The proposed site layout includes six car parking spaces for staff and visitors.

Operational Hours

- 9.60 The AD process involves a biological process that is continuous. The processing plant would therefore be operational 24/7. The facility would be staffed by up to five full time equivalent (FTE) members of staff on-site during the hours of 07:00 – 19:00 Monday – Sunday, except during peak harvest periods when working hours would be extended as necessary. A supervisory control and data acquisition (SCADA) system would monitor the facility overnight when it is not manned.
- 9.61 Deliveries of crops to site would be determined by the harvest. Harvests are ordinarily completed on a campaign basis, therefore during the peak harvest periods, delivery hours would be in line with standard agricultural harvest-time activity.
- 9.62 Vehicle movements relating to delivery of agricultural by-products and export of digestate would generally be limited to the following hours:
- Monday – Friday 07:00 – 18:00; and
 - Saturday 07:00 – 13:00.
- 9.63 Gas collection and export would take place approximately twice each 24-hour period. CO₂ would be subject to one offtake by road tanker a day, including Sundays.

Forecast Vehicular Trip Generation

Feedstock Imports

- 9.64 The proposed AD Facility would process c. 91,000tpa of agricultural feedstock. The following feedstock would be transported to site via HGV/tractor-trailers from surrounding farms:
- silage (rye, maize, and grass);
 - straw;
 - poultry litter;
 - slurry; and
 - farmyard manure.

Exports

- 9.65 The following would then be transported off the site via HGV/tractor-trailers:
- biomethane, which would be stored on site prior to being transported by tanker to a central gas injection point;
 - CO₂ suitable for almost all industrial and commercial applications in the UK would also be produced and exported;
 - solid digestate used as an agricultural fertiliser; and
 - liquid digestate used as an agricultural fertiliser.

Traffic Movements

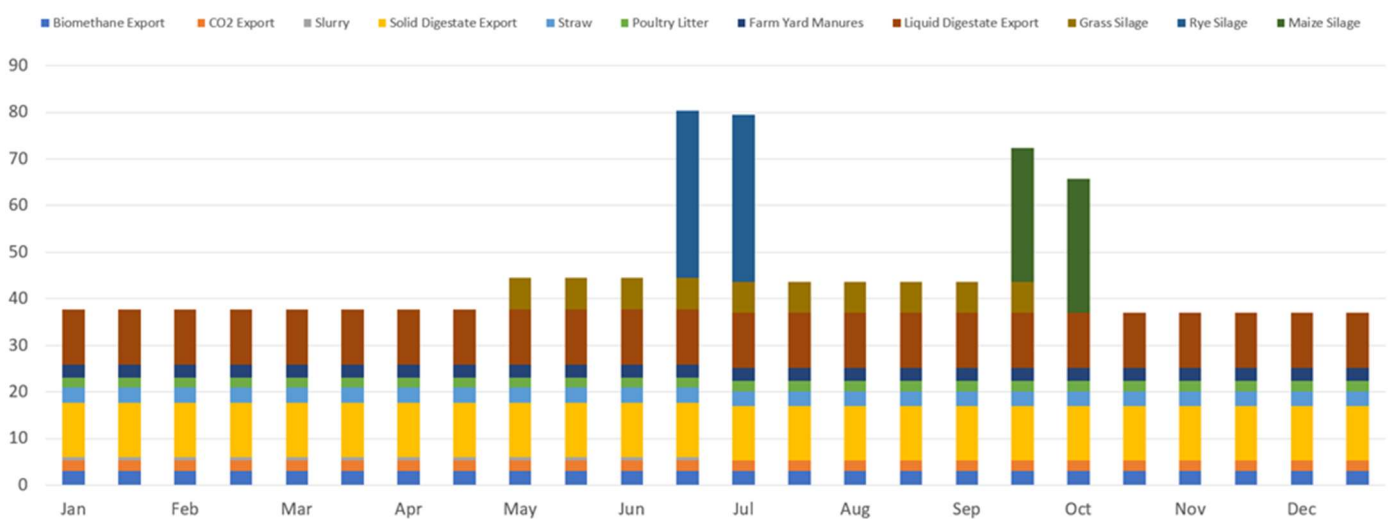
- 9.66 Acorn Bioenergy Limited have supplied feedstock forecasting based on land yield potential and calculated product outputs to inform a detailed traffic generation assessment.
- 9.67 Table 9-3 provides a summary of the data and calculated annual movements.

Table 9-3
HGV/Tractor Traffic Forecast

	Tonnes Per Annum	Vehicle Type	Payload (t/m3)	Annual HGV/ Tractor Trips	Delivery Range
IMPORTS					
Rye Silage	15,000	All	-	1,004	Mid-June to mid-July
	2,250	HGV	24	94	
	12,750	Tractor	14	911	
Maize Silage	12,000	All	-	804	Mid-Sep to mid-Oct
	1,800	HGV	24	75	
	10,200	Tractor	14	729	
Grass Silage	14,000	All	-	938	May to Sep
	2,100	HGV	24	88	
	11,900	Tractor	14	850	
Straw	20,000	HGV	24	834	All year
Poultry Litter	15,000	HGV	26	577	All year
Farmyard Manures	10,000	Tractor	-	715	All year
Slurry	5,000	HGV	25	200	All year
EXPORTS					
Biomethane	9,815,904	HGV	12,500m ³	786	All year
CO2	13,714,103	HGV	25	551	All year
Digestate (Solid)	49,755	All	-	3,037	All year
	17,414	HGV	24	726	
	32,341	Tractor	14	2,311	
Digestate (Liquid)	67,586	All	27	3,084	All year
	50,676	HGV	27	1,877	
	16,892	Tractor	-	1,207	
TOTAL	-	-	-	12,530	-

- 9.68 Due to the nature of some feedstock harvesting, some deliveries would follow seasonal patterns. Other imports would follow a more consistent pattern of delivery throughout the year. This is specified within the delivery range column above.
- 9.69 A daily traffic forecast based on the above feedstock predictions and delivery range is provided at Figure 9-2. For example, where imports or exports have an all-year delivery range the traffic has been spread evenly across 260 days. Harvest periods are based on 7 day week campaigns. The graph represents the maximum forecasted loads per day during each half month period.

Figure 9-2
Proposed Maximum Daily HGV/Tractor Load Forecast



- 9.70 The above graph provided at Figure 9-2 demonstrates how the proposals are likely to result in a varied HGV traffic generation across the year.
- 9.71 The traffic forecast graph indicates that for the majority of the year (10 months) the proposed development would generate 37-44 HGV/Tractor trips per day, which equates to 74-88 HGV/Tractor movements.
- 9.72 Site traffic generation levels would then peak with seasonal harvest periods. This would likely be restricted to two weeks in June and July (Rye Silage) and two weeks in September and October (Maize Silage). Predicted traffic levels would peak for two weeks in June/July with up to 80 HGV/Tractor trips per day, which equates to 160 HGV/Tractor movements. A lesser peak is forecast to occur in September and October with up to 72 HGV/Tractor trips per day, which equates to 144 HGV/Tractor movements.

Daily Traffic Profiles

- 9.73 Regular feedstock movements such as the delivery of straw, manures, and other organic wastes will typically take place during the standard working hours of 0800 – 1700hrs.

- 9.74 Agricultural import traffic will have the same diurnal variation as existing farm activity. All agricultural movements, including digestate, will therefore usually occur within daylight hours.
- 9.75 Peak harvests periods will be operated by local farmers and casual staff using a limited number of owned/hired vehicles, not a large fleet. As such, traffic profiles would naturally be spread throughout the day, thus avoiding any congestion issues.

Traffic Distribution

- 9.76 Traffic origin/destination will be subject to the agreed contracts and will vary daily. However, there are existing restrictions on highways infrastructure which include:
- Upper Up: 7.5t except for access;
 - Ashton Road, north of Upper Up junction: 7.5t except for access;
 - Ewen: 7.5t except for access;
 - Ashton Keynes: 7.5t except for access; and
 - Spine Road West, from a location ~3.65km west from junction with Ashton Road; 18t except for access.
- 9.77 Clearly, where an existing farm is located within the restricted areas access will be required.
- 9.78 It is expected that non-local trips would seek to utilise the strategic road network, in which case vehicles would route via the A4696 Spine Road West towards the A419.

Construction Consideration

- 9.79 The application site benefits from good access to the local strategic road network via the B4696.
- 9.80 It is expected that construction of the proposed development would take approximate 70 weeks.
- 9.81 It is anticipated that the construction process would generate less HGV traffic than the proposed development operational phase. However, there would be a higher number of staff operatives, with up to 50 people on site during the peak of construction activity.
- 9.82 It is expected that the construction process would generate approximately 7,296 HGV trips across the whole period. This equates to an average of 27 HGV trips per day (or 54 HGV movements, so 27 in and 27 out) across a 275 day year.
- 9.83 It is proposed that construction activities, including deliveries, would be limited to 7am to 7pm Monday to Friday, with reduced hours on Saturday for the duration of the construction period. There would be no construction activities undertaken on Sundays or bank holidays without prior approval, unless in the case of emergency.
- 9.84 In order to minimise traffic impacts on Ashton Road the construction site access junction will be constructed prior to the main construction phase commencing.

- 9.85 The construction phase must adhere to a Construction Traffic Management Plan (CTMP). The CTMP will ensure that site traffic is managed effectively during the construction process as to not result in any adverse impacts on the local highway.
- 9.86 The CTMP will ensure that all staff parking is accommodated within the site away from the public highway; and all lorry parking/loading will occur within the site, away from the public highway.
- 9.87 Subject to the implementation of a CTMP, the construction impacts are likely to be minimal, manageable, and therefore are acceptable in terms of highway operation and safety.

Safety and Capacity Impacts

- 9.88 The following section combines the determined existing highway conditions and proposed traffic forecast to assess the likely level of impact that the proposed development would bear on the local highway network.
- 9.89 The construction phase is a temporary operation which will be supported by a Construction Traffic Management Plan (CTMP) in order to minimise and mitigate any transport impacts. Therefore, the following considers the operation of the proposed development only.

General

- 9.90 Operational traffic associated with the movement of material would utilise the classified road network, where possible, using the 'B' classified roads, 'A' classified roads and motorways. Local imports would use the most practical roads which are likely to be via established agricultural routes.
- 9.91 The application site is served directly off Ashton Road which links with the B4696 to the south, which links with the A419 to the east.

Access Operation

- 9.92 On the basis of a 10 hour working day and an even traffic profile, the proposed level of typical traffic would equate to an average of 4-5 loads in and 4-5 loads out per hour, or an average of 1 arrival and 1 departure every 12-15 minutes. This low level of traffic can comfortably be accommodated at the proposed site access junction and local junction network.
- 9.93 The proposed site access road has been designed as a two-way road which ensures that there is adequate capacity to accommodate the proposed worst case traffic flows, which is likely to be during the month of June. The internal infrastructure has adequate internal capacity for queueing, and as such no stacking back onto the public highway can be expected to occur.
- 9.94 Peak harvests periods will be operated by local farmers and casual staff using a limited number of owned/hired vehicles, not a large fleet. As such, traffic profiles would naturally be spread throughout the day, thus avoiding any congestion issues.
- 9.95 It is clear that there would be no operational capacity concerns at the site access junction.

- 9.96 Further to this an operational Traffic Management Plan (TMP) will be implemented to ensure that suitable measures are taken to further minimise any traffic impacts on the local highway network.

Highway Safety

- 9.97 The review of background conditions has identified no existing incident patterns in the proximity.
- 9.98 The proposed upgraded site access junction has been designed to meet modern standards with the required levels of junction visibility. The site access road has been designed as a two-way road to ensure that there is adequate capacity to accommodate the proposed worst case traffic flows, which is likely to be during the month of June. The proposed access road will have adequate internal capacity to ensure no stacking back onto the public highway occurs.
- 9.99 A Stage 1 Road Safety Audit has been undertaken which has not highlighted any road safety concerns.
- 9.100 On the basis of the above, it is concluded that the proposals are acceptable in terms of highway safety.

Environmental Impacts

- 9.101 This section assesses the environmental impact associated with the movement of vehicles associated with the development. The assessment refers to guidance provided by the Institute of Environmental Management and Assessment (IEMA) in 'Guidelines for the Environmental Assessment of Road Traffic' (the 'IEMA guidelines').
- 9.102 The IEMA guidelines provide two broad rules which can be used to determine the need for a full environmental assessment. The rules form a threshold, below which the predicted environmental impact is considered to be insignificant:
- highway links where traffic flows would increase by more than 30% (or where the number of HGVs would increase by more than 30%); or
 - in sensitive areas where traffic flows increase by more than 10%.
- 9.103 If the above thresholds are exceeded then a full environmental impact assessment must be undertaken to determine the level of transport related impact borne of the proposed development. The IEMA guidelines advise that traffic flow variations within +/-10% of baseline levels are indiscernible from the day-to-day fluctuations in traffic flow, creating no material environmental impact. Therefore, increases in traffic of less than 10% are considered to have a negligible impact. Based on the guidance, the following criteria are used to determine the environmental impact of the proposed development:
- noise & vibration – a doubling of traffic flow leads to a 3dB(A) increase in noise level, below which is deemed imperceptible to change receptors;
 - dust & dirt – the potential effects arising from dirt and detritus being brought onto the highway, assessment is required where the increase in traffic is above 10%;
 - driver severance & delay – capacity assessments are required where traffic levels change by 10% or more, or where the links/junctions experience congestion in the baseline situation;

- community severance & delay – the existing level of community severance is determined and the relative impact of additional traffic assessed based on a sliding scale; and
- vulnerable road users and road safety – assessment is required where the increase in traffic is above 10%.

9.104 Based on the above, the assessment would determine the sensitivity and magnitude of transport related impacts according to the criteria established in Table 9-4 below.

Table 9-4
Transport Impact Criteria

Impact	Sensitivity			Magnitude			
	Low	Medium	High	Negligible	Minor	Moderate	Major
Noise & Vibration	No sensitive receptors	Presence of sensitive receptors	Presence of sensitive receptors adjacent to the road	<99% increase in traffic i.e. a doubling of traffic flow	Quantitative assessment based on predicted increase in traffic against measured baseline		
Dust & Dirt	Limited presence of sensitive receptors	Low to medium presence of sensitive receptors	High presence of sensitive receptors	No off-road vehicle movements /no loose material transport	Qualitative assessment based on type of traffic generated, materials transported and traffic speeds through sensitive areas		
Driver Severance & Delay	Road network not affected	Road network not experiencing congestion at peak times	Road network experiencing congestion at peak times	<10% increase in traffic	Quantitative assessment of road capacity based on existing traffic flows and predicted future traffic levels		
Community Severance & Delay	Moderate to high baseline traffic flows / presence of existing severance	Moderate baseline traffic flows / presence of existing severance	Low baseline traffic flows / no presence of existing severance	<10% increase in traffic	<30% increase in traffic	<60% increase in traffic	>60% increase in traffic
Vulnerable Road Users	N/A	Limited presence of vulnerable road users	Presence of vulnerable road users	<10% increase in traffic	Qualitative assessment of existing provision and future traffic levels		
Road Safety	N/A	No existing safety risk	Existing safety risk	<10% increase in traffic	Quantitative assessment of existing accident records and predicted increases in traffic		

9.105 The sensitivity and magnitude of each impact are combined to determine the significance, from which the need for mitigation can be identified. The significance definitions are detailed in Table 9-5 below. In terms of the EIA Regulations, an 'Moderate/substantial' and 'Substantial' effect are taken as being a 'significant' effect.

Table 9-5
Determination of Impact Significance

Magnitude	Sensitivity		
	Low	Medium	High
Negligible	Negligible	Slight	Slight/Moderate
Minor	Slight	Slight/Moderate	Moderate
Moderate	Slight/Moderate	Moderate	Moderate/Substantial
Major	Moderate	Moderate/Substantial	Substantial

Link Impact

- 9.106 The application site benefits from good access to the local strategic road network via the B4696 which is a key local link.
- 9.107 The B4696 has therefore been considered in terms of the link impact that would occur as a result of the traffic forecasted for the proposed application.
- 9.108 Table 9-6 considers the proposed traffic against the existing background traffic levels, to determine the potential level of increase.
- 9.109 This proposed traffic level represents the upper limits of the standard trip generation, rather than the very temporary seasonal spikes associated with harvest times. Traffic distribution would vary daily and also be subject to local demand. For the purposes of this assessment all traffic forecasted to be generated has been routed via this key link.

Table 9-6
Link Impact (Based on 2021 Traffic Data)

	2021 Baseline		Proposed		% Impact	
	Total	HGV	Total	HGV	Total	HGV
B4696	9946	1220	100	88	1.0	7.2

- 9.110 The link impact assessment shows that the proposed traffic forecasted would result in a maximum increase of 1.0% on the total existing traffic flow, and an increase of 7.2% on the existing HGV traffic flow. This is well within the determined thresholds specified within the IEMA guidelines.
- 9.111 This is considered to be a very robust assessment which considers all site traffic to be routeing via the B4696 which would not happen as traffic would disperse in accordance with local farm locations.

- 9.112 Further to the above, the traffic impacts should also be considered against the existing baseline agricultural levels.

Comparable Existing Agricultural Traffic Forecast

- 9.113 The site is surrounded by agricultural land which is currently, and has historically, been worked which generates HGV and tractor traffic movements.
- 9.114 A key consideration when assessing the impacts of the scheme is that a large proportion of the proposed generated traffic movements would be from other local farms in the area where their trips are already operating on the local network.
- 9.115 Acorn Bioenergy Limited have supplied a forecast of farming activity based on expectant feedstock supplier's land yield potential. This has been calculated following a detailed assessment which has included liaising with local landowners and farm operators to forecast typical feedstock supplies. Table 9-7 provides a summary of the data calculating annual movements and seasonal delivery range.

Table 9-7
Existing HGV/Tractor Traffic Forecast

Farm Activity	TPA	Vehicle Type	Payload (t/m3)	Annual Loads	Delivery Range
Wheat Grain Harvest	4,556	Tractor	14	326	Mid-June to mid-July
Wheat Grain to Market	4,556	HGV	24	190	All Year
Barley Grain Harvest	1,594	Tractor	14	114	Sep to Oct
Barley Grain to Market	1,594	HGV	24	67	All Year
Rape Harvest	797	Tractor	14	57	July to Aug
Rape to Processor	797	HGV	24	34	July to Sep
Barley Straw	5,714	HGV	20	286	Oct to Nov
Wheat Straw	11,429	HGV	20	572	July to Aug
Rape Straw	2,857	HGV	20	143	Aug to Sep
Poultry Litter to Farm	15,000	HGV	24	577	All Year
Poultry Litter Spreading	15,000	HGV	10	1,500	All Year
Farmyard Manures Spreading	10,000	Tractor	10	1,000	All Year
Dairy Slurry Spreading	5,000	Tractor	10	500	Feb to Oct
Fertilisers + Spraying	-	Tractor	Various	477	Various
TOTAL	-	-	-	5,843	-

- 9.116 Whilst it is difficult to compare the existing and proposed scenarios prior to contractual agreements and with variables such as crop rotation, Table 9-7 above does demonstrate that the existing

farming operations currently generate traffic; the proposed development will result in a redistribution of this local agricultural traffic potential.

- 9.117 Whilst the above conclusions indicate that the proposed traffic increase would be well within the determined 10% threshold specified within the IEMA guidelines, as there is a degree of variability across the year, the wider traffic related environmental impacts have been considered.

Noise & Vibration

- 9.118 As stated in the IEMA Guidelines, variation of +/-3dB(A) represents the minimum perceptible change in noise to nearby receptors, which is typically produced by a doubling or halving of traffic flow. As demonstrated within the link impact assessment the proposals would not result in a doubling of background traffic levels.
- 9.119 Other than very occasional tankers, proposed development traffic would not travel outside of the typical operational hours; the assessment of traffic noise during the night-time is not required.
- 9.120 The above assessment confirms that the proposed development traffic would lead to no perceptible change in noise or vibration at the study link during hours of operation. The magnitude of the proposed development impact on noise and vibration would therefore be negligible, the sensitivity is low, therefore the overall impact significance is concluded as negligible.

Dust and Dirt

- 9.121 The sensitivity to the impact of dust and dirt is based upon the proximity of sensitive receptors to the roadside. The IEMA Guidelines state that “...problems with dust and dirt are unlikely to occur at distances greater than 50m from the road”. The site access is not located within 50 metres of any sensitive receptors, so the sensitivity is low.
- 9.122 The IEMA guidelines explain that the impact of dust and dirt will depend, to a large extent, upon the management practices undertaken on site. This includes the washing down of wheels and sheeting of material during transport on the public highway. This assessment determines the level of impact generated by the proposed development under the assumption that no management practices are undertaken.
- 9.123 The proposed site access is a two-way road with a bound surface, and internal access road. However, the transportation of agricultural materials in uncovered containers could, in theory, lead to dust and dirt impacting the proposed access route network. Without sufficient mitigation measures, the magnitude of the impact of dust and dirt throughout the study area road network could be major.
- 9.124 Appropriate mitigation measures are therefore proposed to minimise any impact that is caused in terms of dust and dirt. Such mitigation measures follow best practice guidelines and are routinely used at similar operations throughout the UK. The effectiveness of the mitigation measures is therefore well understood.
- 9.125 The residual significance impact in terms of dust and dirt would therefore be concluded as slight.

Driver Severance and Delay

- 9.126 The link impact assessment has demonstrated that the maximum likely increase would be less than 1% in terms of total vehicles on the B4696, which is well within the daily fluctuations in traffic levels experienced and the impacts are therefore unlikely to be perceptible away from the site access junction.
- 9.127 The impact significance to driver severance and delay would therefore be concluded as negligible.

Community Severance and Delay

- 9.128 The sensitivity of this impact is based upon the presence of communities around the local road network and the existing level of severance due to traffic flow.
- 9.129 The link impact assessment has demonstrated that the likely increase would be less than 1% in terms of total vehicles on the B4696, which is well within the daily fluctuations in traffic levels experienced.
- 9.130 It has also been demonstrated that the proposed traffic would constitute a level of redistribution of existing background agriculture traffic already experienced within the local community.
- 9.131 The significance of impact on community severance would therefore be concluded as negligible.

Vulnerable Road Users

- 9.132 Ashton Road is a rural thoroughfare with no pedestrian footways, streetlighting, or residential/commercial element; as such traffic comprising vulnerable road users is minimal.
- 9.133 The B4696 Spine Road East has a pedestrian / cycle shared surface footway along the northern edge which segregates vulnerable road users and motor vehicles throughout its length.
- 9.134 The review of local accident data has also demonstrated that there is currently no safety issue relating to vulnerable road users on this road.
- 9.135 The significance of impact to vulnerable road users is therefore concluded as negligible.

Road Safety

- 9.136 The accident data obtained has been considered in detail and it has been determined that there are no accident patterns that could be attributed to poor highway design. The incidents recorded are attributed to human error, typically poor judgement.
- 9.137 The proposed site access has been designed to the necessary standards and requirements to safely accommodate proposed operational traffic with significant internal capacity to ensure no stacking back onto the highway occurs.
- 9.138 It is therefore considered that the type and quantity of additional traffic generated by the proposed development would have a negligible impact on the safety of the local road network.

Mitigation

- 9.139 Mitigation measures are proposed to facilitate safe access to the site, whilst also offsetting the potential impact caused by additional HGV traffic on the surrounding road network.

Access Junction Design

- 9.140 The proposed site access has been designed to the necessary standards and requirements to safely accommodate proposed operational traffic, with internal capacity to ensure no stacking back onto the highway ever occurs.

Operational Traffic Management Plan

- 9.141 The operation of the site must adhere to a Traffic Management Plan (TMP) which is recommended to be secured as a Planning Condition. The TMP must be produced and approved in writing by the local highway authority and planning authority prior to operation of the site.
- 9.142 The TMP will pay particular focus to crop harvest periods when traffic generation levels peak, ensuring that access junction activity is managed appropriately.
- 9.143 The TMP will ensure that site traffic is managed effectively as to not result in any adverse impacts on the local highway. Measures may relate to HGV routeing, vehicle scheduling and other measures to prevent debris on the local highway.
- 9.144 All site users will be made aware of the TMP, which will be provided during the contract agreement process, and must follow the measures stated.

Construction Traffic Management Plan

- 9.145 The construction phase must adhere to a Construction Traffic Management Plan (CTMP) which is recommended to be secured as a Planning Condition. The CTMP must be produced and approved in writing by the local highway authority and planning authority prior to commencement of the construction phase.
- 9.146 The CTMP will ensure that site traffic is managed effectively during the construction process as to not result in any adverse impacts on the local highway.
- 9.147 The CTMP will include the following:
- Detailed construction traffic forecast, including any abnormal load requirements;
 - Vehicle/plant/delivery scheduling;
 - Establish construction site access junction prior to main construction activities;
 - Staff parking to be accommodated within the site away from the public highway; and
 - All lorry parking/loading will occur within the site, away from the public highway.

Residual Impacts

- 9.148 The sensitivity and magnitude of impacts associated with the additional traffic generated by the proposed development are combined according to the significance definitions provided in Table 9-5 above. Table 9-8 below summarises the significance of each impact pre-mitigation and post-mitigation, providing a number of suggested mitigation measures that could be employed to achieve the impact reduction.

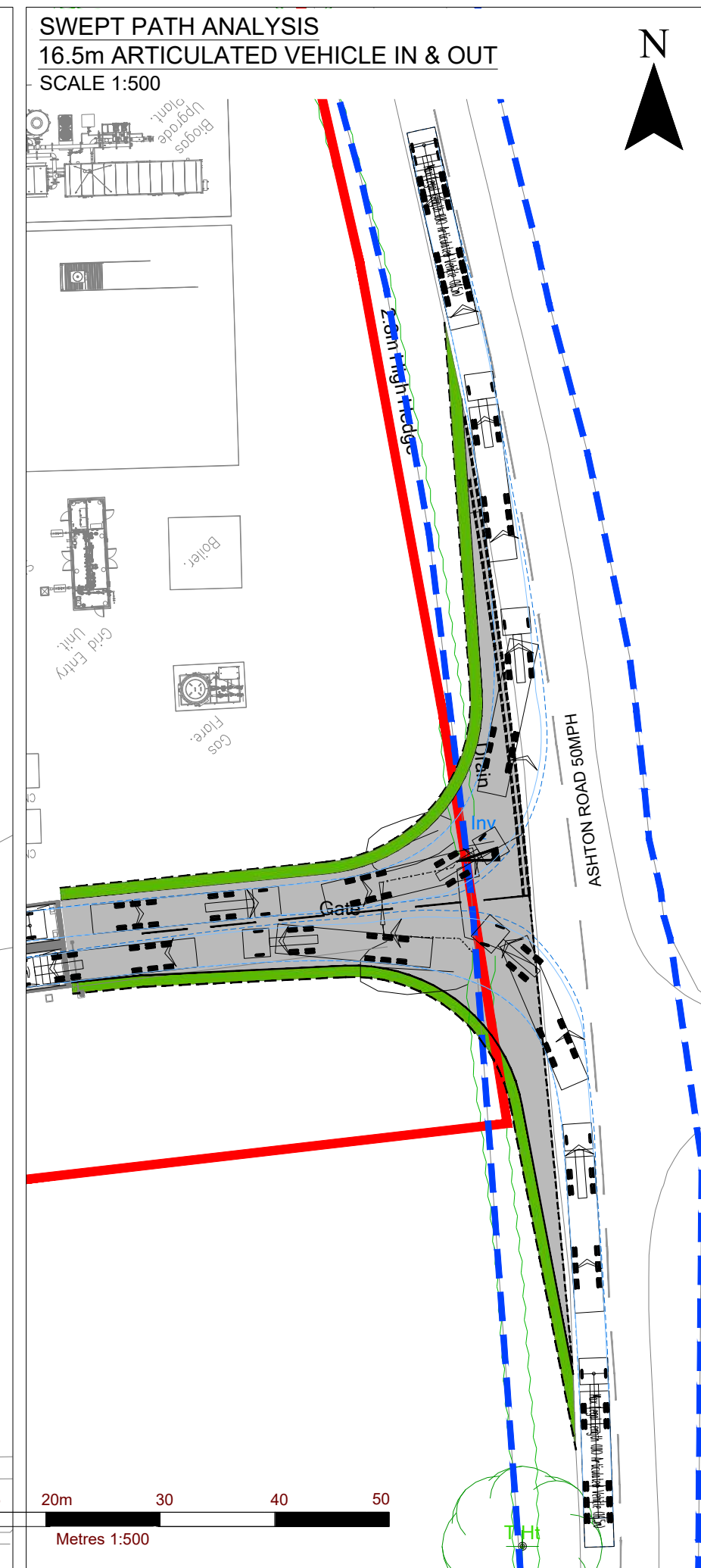
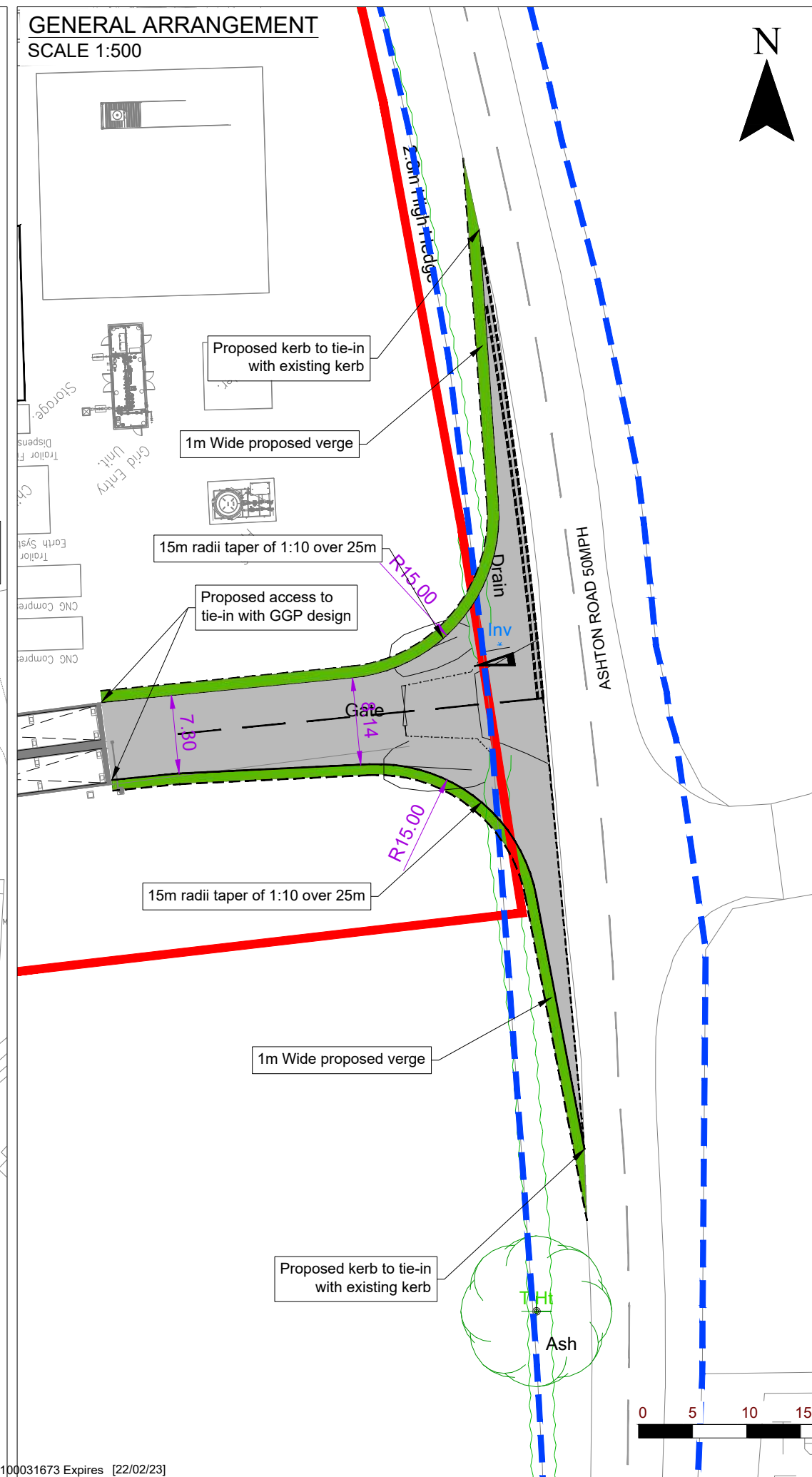
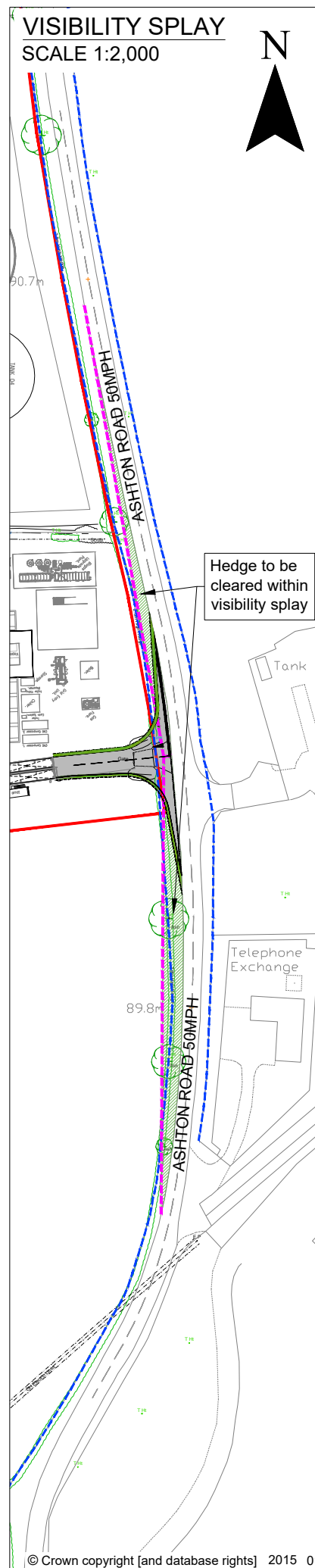
Table 9-8
Significance of Traffic Impacts associated with the Proposals

Impact	Pre-Mitigation Significance	Suggested Mitigation	Residual Impact
Noise & Vibration	Negligible	N/A	Negligible
Dust & Dirt	Moderate	Access road constructed with a bound carriageway surface No overloading of HGVs/tractor/trailers Covering of materials in transit	Slight
Driver Severance & Delay	Negligible	Traffic Management Plan adhered to during seasonal harvest periods	Negligible
Community Severance & Delay	Negligible	N/A	Negligible
Road Safety	Negligible	Traffic Management Plan adhered to during seasonal harvest periods	Negligible
Vulnerable Road Users	Negligible	N/A	Negligible

Conclusions

- 9.149 This chapter has considered the traffic related impacts of the proposed development on the local environment.
- 9.150 The proposals have been assessed and it has been concluded that the proposals are acceptable in terms of operational capacity and highway safety.
- 9.151 A link impact assessment has been undertaken which demonstrates that the proposed traffic is likely to result in a maximum increase of 1% on the total existing traffic flow on the B4696 and an increase of 7.2% on the existing HGV traffic flow. This is well within the determined 10% threshold specified within the IEMA guidelines.

- 9.152 Further to this, the traffic impacts should also be considered against the existing baseline agricultural levels. Whilst it is difficult to compare the existing and proposed scenarios accurately prior to contractual agreements and with variables such as crop rotation, this chapter has demonstrated that the proposed development will predominantly result in a redistribution of existing local agricultural traffic.
- 9.153 Whilst the above conclusions indicate that the proposed traffic increase would be well within the determined thresholds specified within the IEMA guidelines, as there is a degree of variability across the year, the wider traffic related environmental impacts have been considered.
- 9.154 This assessment has concluded that the residual transport impacts are negligible/slight in terms of Noise & Vibration, Dust & Dirt, Driver Severance & Delay, Community Severance & Delay, Vulnerable Road Users and Road Safety.
- 9.155 In view of the above the application proposal is deemed acceptable in traffic and highways terms.



- | NOTES |
|---|
| 1. This is not a construction drawing and is intended for illustrative purposes only. |
| 2. All dimensions in meters unless stated otherwise. |
| 3. White lining is indicative only. |
| 4. This drawing is based on GGP Consult Drawing No. 29419/101 Rev A. |

LEGEND

	HIGHWAY BOUNDARY
	SITE BOUNDARY
	2.4m x 160m VISIBILITY SPLAYS
	HEDGE TO BE CLEARED WITHIN VISIBILITY SPLAY
	PROPOSED CARRIAGEWAY
	PROPOSED VERGE



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SITE 019 - ASHTON KEYNES
COTSWOLD WATER PARK

ANAEROBIC DIGESTION PLANT DEVELOPMENT

SITE ACCESS DESIGN

404.11923.00004.0000.001.2

Scale
AS SHOWN @ A3

Date
NOVEMBER 2022

PROPOSED ANAEROBIC DIGESTION FACILITY ASHTON KEYNES

Transport Statement

Prepared for: Acorn Bioenergy Limited
Client Ref: 11923

SLR Ref: 404.11923.00004.0017
Version No: 1.0
April 2023



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Drawing 02: Proposed Site Layout

Drawing 03: Proposed Site Access Design

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Appendix 01: Highway Boundary Plan

Appendix 02: Automatic Traffic Count Data

Appendix 03: Road Traffic Collision Data

Appendix 04: Stage 1 Road Safety Audit

1.0 EXECUTIVE SUMMARY

The following Section provides a summary of the proposals and findings of the Transport Statement.

1.1 Proposals Summary

Acorn Bioenergy Limited are seeking to develop land at Ashton Keynes, Wiltshire, to provide a new Anaerobic Digestion (AD) Facility to serve local farms. The proposed AD Facility would process a maximum of 91,000 tpa of agricultural feedstock, likely to comprise the following:

- silage (rye, maize, and grass);
- straw;
- poultry litter;
- slurry; and
- farmyard manures.

The feedstock would be transported to site in HGVs (tractor-trailers and lorries). The feedstock material would undergo a process of controlled decomposition (anaerobic digestion) within the proposed facility. The process produces biogas which would be upgraded to biomethane on site before being transported by tanker to a central gas injection point.

The gas upgrading process would also result in the production of CO₂ as a natural by-product. All of Acorn's AD facilities are fitted with the equipment required to capture the clean CO₂ to a food grade level standard which makes it suitable for almost all industrial and commercial applications in the UK. Purified CO₂ would be liquefied and transported by road to end users, ideally located locally. A further output of the anaerobic digestion process is digestate, which would be used on local farms in place of raw manures and artificial fertilisers.

1.2 Background Conditions

A detailed site audit has been undertaken which considers the existing highway conditions. This includes the following background data:

- an Automatic Traffic Count (ATC) to determine traffic volumes and actual vehicle speeds;
- a review of recorded accident data covering the most recent 5 year period on record; and
- a plan confirming the extents of the highway boundary.

The site audit has confirmed that there are no existing highway safety or capacity issues in the locality.

The site is surrounded by agricultural land which is currently (and historically) generates HGV/tractor traffic movements.

A forecast of farming activity based on expectant AD Facility suppliers land yield potential has been calculated. This has been undertaken following a detailed assessment which included liaising with local landowners and farm operators to forecast typical feedstock supplies. The assessment concluded that the expectant AD Facility suppliers land yield potential could generate in the region of 5,843 HGV/tractor loads annually. These are loads which would be expected to be redirected to the proposed facility.

1.3 Proposed Traffic Generation

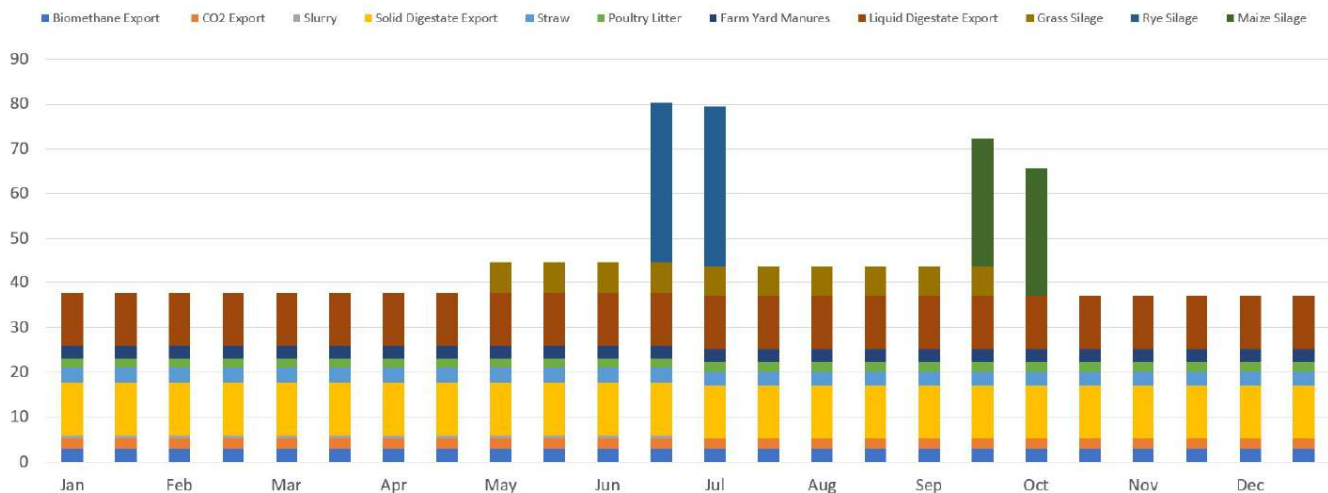
Traffic would be generated by the import/export of materials and a low number of staff trips.

The proposals will result in a varied HGV traffic generation across the year. A traffic forecast has been undertaken which indicates that the site could be served by approximately 12,530 HGV/tractor trips.

For the majority of the year (10 months) the proposed development would generate 37-44 HGV/Tractor trips per day, which equates to 74-88 HGV/Tractor movements. Proposed site traffic generation levels would then peak associated with seasonal harvest periods. This would likely be restricted to two weeks in June and July (Rye Silage) and two weeks in September (Maize Silage). Predicted traffic levels would peak for 2 weeks in June and July with up to 80 HGV/Tractor trips per day, which equates to 160 HGV/Tractor movements; a lesser peak is forecast to occur in September and October with up to 72 HGV/Tractor trips per day, which equates to 144 HGV/Tractor movements.

A summary of the anticipated annual traffic profiles is presented within Figure 1-1. This shows the forecasted maximum daily HGV load forecast for each period.

Figure 1-1
Forecasted Maximum Daily HGV/Tractor Load Forecast



1.4 Proposed Access Arrangements

The site is currently accessed off Ashton Road at a location ~800 metres north of the Aggregate Industries site access.

The proposed upgraded site access junction has been designed in accordance with CD123 DMRB, as a simple priority junction. The design has been assessed in terms of HGV swept-paths, demonstrating that the worst-case vehicle can access and egress without any issue. Critically, it demonstrates that an HGV can gain access to the site whilst another HGV waits to egress.

The proposed junction location will be able to achieve 2.4 x 160 metre visibility splays as illustrated on the proposed access design. This has been calculated using speed survey data.

The access road design features a hard surfaced access road of 7.0 metres which would allow HGVs/tractor-trailers to pass in opposing directions without issue. The access road will provide direct access to a car park area and AD Facility operation areas for deposit/loading. All vehicles will be able to turn within the site to egress in a forward gear.

To ensure site security the entrance would be secured out of hours by a locked gate, set well back within the site.

The proposed site access has been the subject of a Stage 1 Road Safety Audit which has highlighted no safety concerns.

1.5 Mitigation Measures

1.5.1 Embedded Mitigation

The proposals include a new access capable of accommodating HGV movement in and out of the site. The access junction has been designed to enable HGVs/tractors to ingress whilst an HGV is waiting to egress. The access road itself is designed with a two-lane width throughout its length which will enable the free-flow of traffic between the site and the highway, providing internal queuing capacity well in excess of anything that could ever be required.

Loads associated with harvest period silage activity will be hauled by local farmers using their own vehicles or low level hired resources. As such, traffic activity throughout the day would naturally result in an even movement profile.

1.5.2 Operational Traffic Management Plan

The operation of the site must adhere to a Traffic Management Plan (TMP) which is recommended to be secured as a Planning Condition. The TMP must be produced and approved in writing by the local highway authority and planning authority prior to operation of the site.

The TMP will ensure that site traffic is managed effectively as to not result in any adverse impacts on the local highway.

The TMP will pay particular attention to crop harvest periods when traffic generation levels peak, ensuring that access junction activity is managed appropriately.

Measures may relate to HGV routeing, vehicle scheduling, wheel-wash, and other measures to prevent the transfer of detritus onto the local highway.

All site users will be made aware of the TMP, which will be provided during the contract agreement process, and must follow the measures within.

1.5.3 Construction Traffic Management Plan

The construction phase must adhere to a Construction Traffic Management Plan (CTMP) which is recommended to be secured as a Planning Condition. The CTMP must be produced and approved in writing by the local highway authority and planning authority prior to commencement of any intense construction activity.

The CTMP will ensure that site traffic is managed effectively during the construction process as to not result in any adverse impacts on the local highway. The CTMP will include the following:

- detailed construction traffic forecast, including any abnormal load requirements;
- vehicle/plant/delivery scheduling;
- establish construction site access junction prior to main construction activities;
- staff parking to be accommodated within the site away from the public highway; and
- all lorry parking/loading will occur within the site, away from the public highway.

1.6 Consideration of Impacts

The proposed access design has been developed to accommodate HGV traffic safely and efficiently.

For the majority of the year (10 months) the proposed development would generate 37 – 44 HGV/tractor trips per day. Proposed site traffic generation levels would then peak associated with seasonal harvest periods. This would likely be restricted to two weeks in June and July (Rye Silage) and two weeks in September (Maize Silage). This level of traffic could be accommodated by the site access arrangements.

In real terms, the upper limit of the forecast for the vast majority of the year, across an even traffic profile would equate to an average of 4-5 HGV arrivals and 4-5 HGV departures per hour across a 10 hour operational period. This equates to 1 HGV arrival and departure every 12-15 minutes. This level of traffic could clearly be accommodated at the proposed junction and wider highway network without any capacity issues.

Whilst the proposed site traffic will be new to the application site, a large proportion of the generated movements would already be on the local network as the proposed AD Facility will service existing local farms which have an existing traffic generation. This has been quantified as approximately 5,843 annual loads, which makes up a large proportion (47%) of the proposed 12,530 annual loads.

The proposed increase would equate to an average of 18 additional HGV/tractor loads per day in the local area. This figure is provided for comparison purposes only as in practice, traffic would fluctuate at harvest periods.

1.7 Summary and Conclusions

The proposed scheme has been designed and reviewed in terms of highway safety and capacity. It has been concluded that, subject to the implementation of a Traffic Management Plan (TMP) to manage seasonal traffic fluctuations, there would be no detrimental impacts to the safety and/or operation of the local highway.

Paragraph 111 of the National Planning Policy Framework (NPPF) states:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

It is concluded that the proposals will not result in an unacceptable impact on road safety, highway operation, or network capacity.

2.0 INTRODUCTION

SLR Consulting Limited (SLR) has been appointed by Acorn Bioenergy Limited (the client) to provide Transport Consultancy services in support of a planning application for the development of an Anaerobic Digestion Facility on land at Ashton Keynes, Wiltshire, (the site).

2.1 Background

Acorn Bioenergy Limited are seeking to develop multiple sites across the UK. The AD Facilities will produce biomethane which will be subsequently transported off-site via tanker to a central hub.

Acorn Bioenergy Limited (Acorn) is committed to decarbonising hard-to-abate sectors by unlocking the potential of biomethane production in the UK. It plans to make an immediate impact by reducing transport, industry, and agriculture carbon emissions by 2023.

Acorn creates and procures biogas from anaerobic digestion (AD) facilities in the UK and upgrades it to biomethane (similar to natural gas) for use as fuel. It operates a 'hub and spoke' model, creating and then transporting biomethane from farm-based AD facilities to a central gas depository, utilising biomethane-powered trucks. The low carbon biomethane will be directly used as an alternative fuel to power vehicles and injected into the national gas grid.

The use of biomethane in hard-to-abate sectors is a critical step in the world's journey to carbon net zero. It is a mature and well understood fuel that can be used today while hydrogen and electrification solutions are developed. It has been shown that running an HGV on biomethane delivers a reduction of equivalent carbon emissions of more than 70% compared against diesel-fuelled HGVs.

2.2 Summary of Proposals

Acorn Bioenergy Limited are seeking to develop land at Ashton Road to provide an AD Facility to serve local farms.

The proposed development would import and treat in the region of 91,000 tonnes of feedstock per annum from the applicant's landholding and local farms, which would undergo a process of controlled decomposition (anaerobic digestion) within the Anaerobic Digestion (AD) facility. This anaerobic digestion generates biogas which is upgraded on site into biomethane, before being removed by tanker to a central facility for injection into the national grid. The AD Facility would have the capacity to produce approximately 9,815,904m³ of biomethane per annum.

The feedstock would typically comprise the following:

- energy crops such as silage (rye, maize, and grass);
- straw;
- poultry litter;
- slurry; and
- farm yard manure.

In addition to the biomethane, the AD process also produces a nutrient rich solid fertiliser and soil conditioner and a liquid fertiliser (digestate), which would be used on local farms in place of raw manures and artificial fertilisers.

The AD process would also result in the production of carbon dioxide (CO₂) as a natural by-product. This by-product is usually vented by AD plant operators, for whom the main goal is the production of biomethane.

However, as CO₂ is a precious resource, the proposed AD plant would be fitted with equipment to upgrade the CO₂ to 99.9% purity, suitable for almost all industrial and commercial applications in the UK. Upgraded CO₂ would be liquefied and transported by road to end users within the market area.

The Development Proposals are fully discussed within Section 5.0.

3.0 EXISTING CONDITIONS

This Section provides a summary of the application site in terms of its location and surroundings, current usage, and general highways conditions.

3.1 Application Site

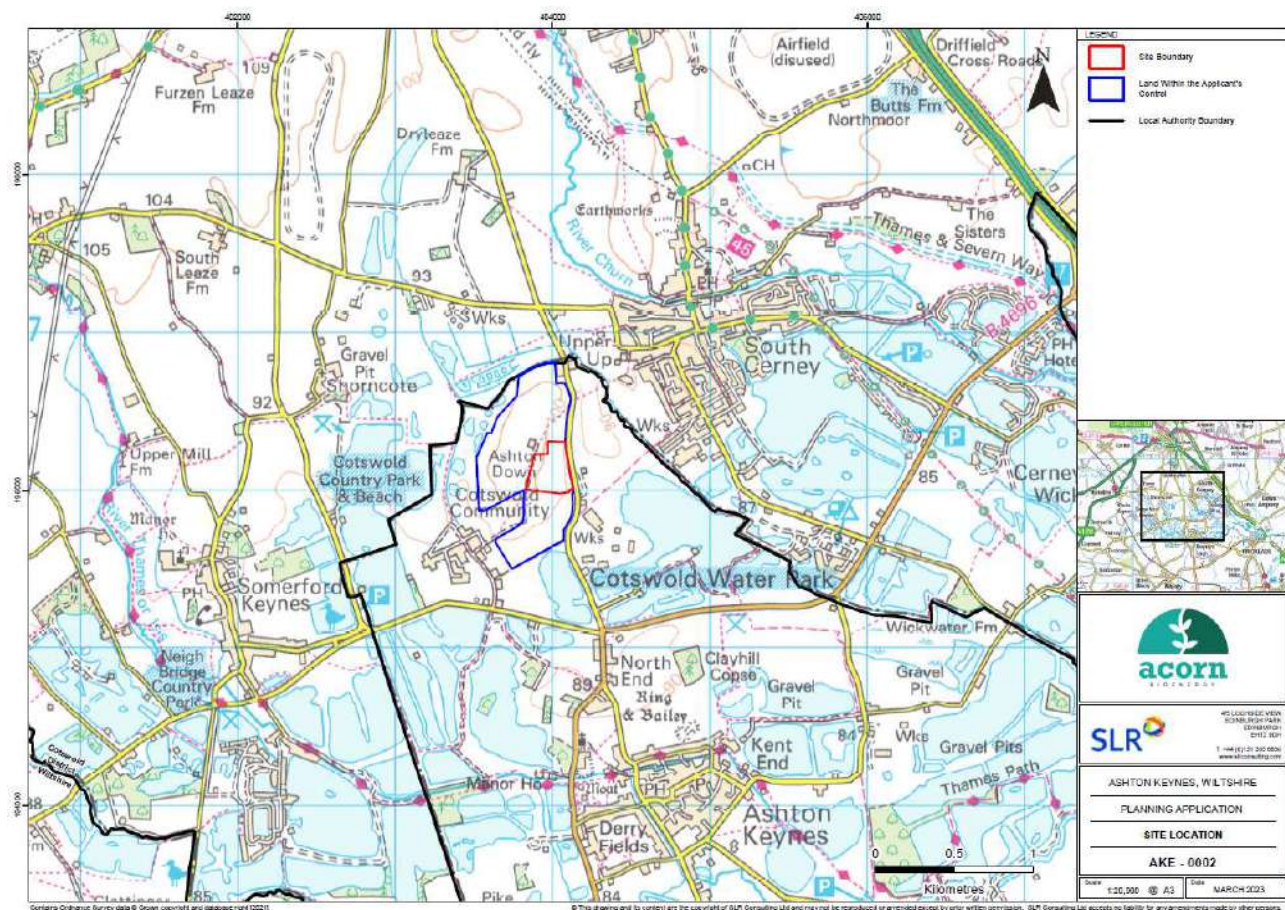
3.1.1 Site Location

The application site is located to the north of Ashton Keynes a village and civil parish in north Wiltshire, which borders with Gloucestershire.

The centre of the site can be found at [SU 04035 95835](#).

It abuts the western edge of the Ashton Road carriageway in the vicinity immediately northwest of the Aggregate Industries North End Farm Works; Figure 3-1 illustrates the location of the site.

Figure 3-1
Site Location Plan



In broader terms the application site is located approximately 6.5km south of Cirencester, and 16km northwest of central Swindon.

The application site is bounded as follows:

- to the North, arable farmland;
- to the East, by Ashton Road and the Aggregate Industries site (south-east);
- to the South, by further arable farmland and a lake; and
- to the West, by further arable farmland and the Cotswold Bruderhof Cemetery.

A Site Location Plan is included at **Drawing 01**.

3.1.2 Site Usage

The application site as it currently exists comprises arable farmland.

3.1.3 Access Arrangements

The site is currently accessed off Ashton Road at a location ~800 metres north of an Aggregate Industries site access. As visible in the Figure 3-2, the site access is set back from the Ashton Road carriageway and is gated.

Figure 3-2
Existing Site Access



The access as depicted within Figure 3-2 above is fully discussed at Section 7.2.

3.2 Highways Conditions

The following sub-section discusses the highways infrastructure surrounding the application site, including the extents of the publicly maintainable highway. Traffic Survey Data and Accident Data have also been procured; they are discussed within Sections 3.3 and 3.6 respectively.

Highways infrastructure relevant to and serving the application site includes Ashton Road and its crossroad junctions with Ewen Road/Upper Up, to the north and the B4696 Spine Road, to the south.

Figure 3-3 provides an overview of the highways infrastructure.

Figure 3-3
Overview of Highway Network



3.2.1 Ashton Road

Ashton Road comprises a typical rural road, flanked by grassed verge, tress, hedges, and ditch at various locations. In the vicinity and context of the application site, Ashton Road runs for approximately 2.2km between crossroad junctions with Ewen Road/Upper Up, to the north and the B4696 Spine Road, to the south.

Figure 3-4 looks north on Ashton Road in the vicinity of the existing site access.

Figure 3-4
View North on Ashton Road



The carriageway supports a single lane of traffic in either direction and measures circa 6.0 metres in width. Dashed central markings run along the length of the carriageway; the carriageway surface was noted to be fit for purpose with no serious defects. No pedestrian infrastructure exists along Ashton Road, however, pedestrian numbers are likely to be very limited.

The aforementioned Aggregate Industries site located to the south of the site access supplies building products and as a result generates HGV traffic associated with the import and export of various, typically stone, products. A photograph of the site access is provided at Figure 3-5.

Figure 3-5
Aggregate Industries Site



Ashton Road is subject to the 60mph National Speed Limit in the proximity of the proposal site, changing to 40mph to the south of the Aggregate Industries site near White Friars Lane, a minor road approximately 150 metres to the north of the B4696 / Spine Road cross-roads.

Ewen Road/Upper Up Crossroad Junction

At a location approximately 900 metres to the north of the site access, Ashton Road forms a crossroad junction with Ewen Road and Upper Up; Figure 3-6 comprises satellite imagery from Google showing the junction.

Figure 3-6
Overview of Cross Road Junction – Ewan Road/Upper Up



As visible in Figure 3-6 above, the corner radii around the junction are wide and conducive to access by HGV's taking any given route through the junction.

The following photographs provide various views around the junction showing the latest conditions.

Figure 3-7 looks south along Ashton Road toward the site.

Figure 3-7
Ashton Road/Ewan Road Cross Road Junction – View South



Figure 3-8 looks north along Ashton Road away from the site.

Figure 3-8
Ashton Road/Ewan Road Cross Road Junction – View North



Ashton Road to the north routes towards Cirencester through the village of Siddington.

Signage restricts vehicles in excess of 7.5 tonnes in weight from routeing north on Aston Road from the point of the junction (unless necessary for access) and is visible to the left of the carriageway.

Figure 3-9 looks east along Upper Up.

Figure 3-9
Ashton Road/Ewan Road Cross Road Junction – View East



Clearly visible in Figure 3-9 above is signage restricting vehicles in excess of 7.5 tonnes in weight from routeing via Upper Up unless necessary for access, to protect the village of South Cerney from HGV where there is an alternative preferred route.

Figure 3-10 looks west along Ewen Road.

Figure 3-10
Ashton Road/Ewan Road Cross Road Junction – View West

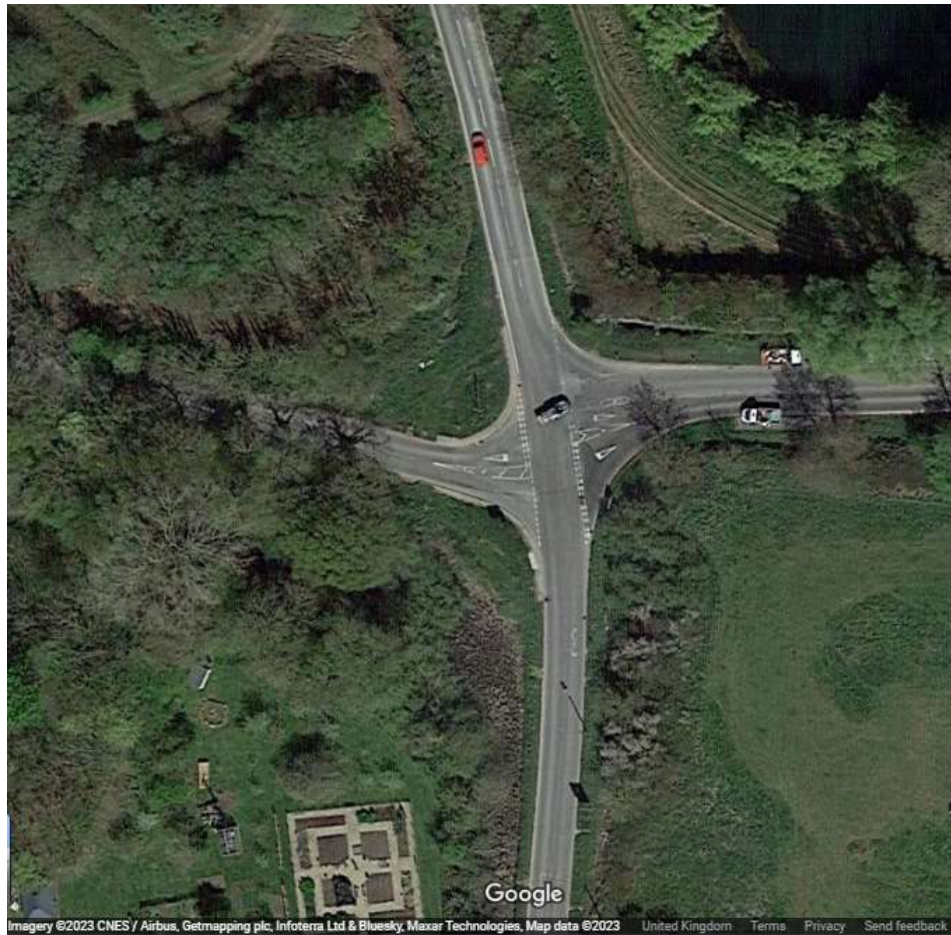


To the west are the villages of Ewan and Kemble. Ewan has a 7.5t weight restriction, as signposted at the next junction along at Spratsgate Lane.

Ashton Road/Spine Road East & West Crossroads Junction

At a location approximately 1.1km from the site access, Ashton Road forms a cross-road junction with Spine Road East/West and the B4696; Figure 3-11 comprises satellite imagery from Google showing the junction.

Figure 3-11
Overview of Cross Road Junction – Ashton Road/Spine Road



As visible in Figure 3-11 above, the corner radii around the junction are wide and conducive to access by HGV's taking any given route through the junction. They are used by HGV traffic associated with the Aggregate Industries site, without any issues.

The following photographs provide various views around the junction.

Figure 3-12 looks south along Ashton Road toward the junction.

Figure 3-12
Ashton Road/Spine Road Cross Road Junction – View South



To the south, the B4696 continues with a 40mph speed restriction and routes to the west of the centre of Ashton Keynes. It is noted that there is a 7.5t weight restriction (except access) through the village itself, as signed at Cox's Hill. Continuing south, the B4696 routes in the direction of Royal Wootton Bassett and the M4 Motorway.

Visibility bearing south at the cross-roads junction is unobstructed. The carriageway was observed to be free from defects, and road markings are present and legible with minimal wear.

Figure 3-13 shows the western arm of the junction, Spine Road West, from Spine Road East.

Figure 3-13
Ashton Road/Spine Road Cross Road Junction – View of Western Arm



To the west are the villages of Oaksey and Somerford Keynes. Signage warns drivers that there is an 18 tonne in weight restriction some 2.5 miles ahead.

Figure 3-14 looks east toward the eastern arm of the junction, comprising Spine Road East.

Figure 3-14
Ashton Road/Spine Road Cross Road Junction – Eastern Arm



The B4696 Spine Road East routes east towards the A419.

The junction from this direction benefits from a wide bell mouth sufficient to provide two lanes of egress, separated with hatching, onto the major arm. Visibility throughout the junction is unobstructed and the carriageway surface was observed to be free from defects. The speed limit changes to the national speed restriction some 250 metres to the east of the junction.

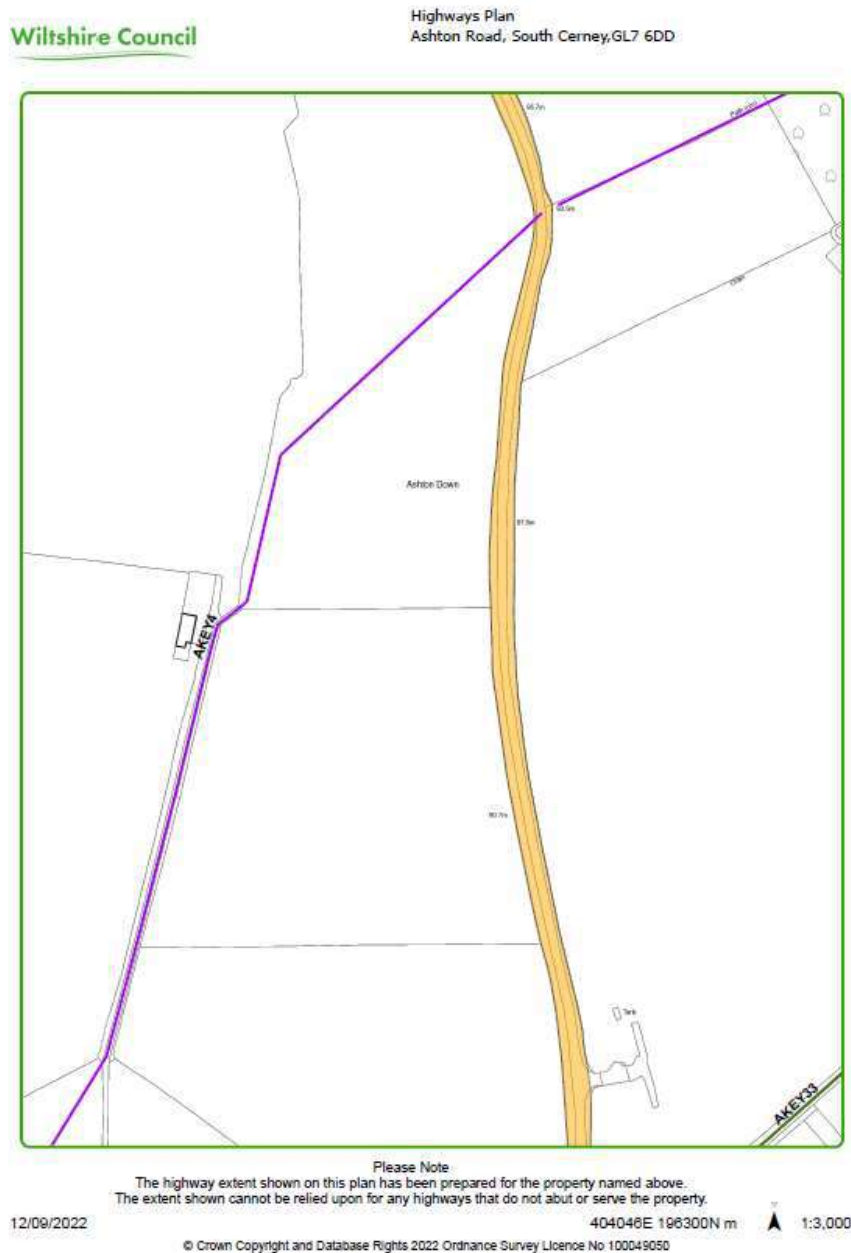
A shared footway/cycleway is provided along the northern boundary of the B4696 which routes for approximately 2km to the east. It then crosses the road and continues eastbound providing a continuous link past various leisure uses to the A419 junction.

The B4696 Spine Road East is expected to be the route used by non-local HGVs to the strategic road network, such as tanker trips.

3.3 Highway Boundary Extents

A plan showing the extents of the publicly maintainable highway fronting the application site has been provided by Wiltshire Council. Figure 3-15 provides an excerpt of the plan; the full plan is included at **Appendix 01**. The area shaded in orange represents the extents of the publicly maintainable highway.

Figure 3-15
Excerpt from Highways Boundary Search



3.4 Accessibility

The application site is located in a rural setting with the nearest settlement, South Cerney, approximately 1.2km away by foot. There is a low potential for pedestrian access to the site given the distances involved and obvious safety concerns owing to the relative lack of proper pedestrian infrastructure along Ashton Road. Travel by cycle is less constricted by distance, however, similar concerns are likely to preclude this as the preferred option. There is also little realistic public transport option in terms of commuting to the application site from either South Cerney, or from any other settlement in the wider vicinity.

As a rural site, it is anticipated that the workforce, both during the construction stage and operational life of the development, would most likely access the site by private car.

3.5 Traffic Survey Data (ATC)

SLR commissioned Auto Surveys Ltd to install an ATC on Ashton Road to the north of the Aggregate Industries in the proximity of the site access road junction for a period of one calendar week.

Using pneumatic tubes positioned across the carriageway the ATC measures directional traffic flow and vehicle speed, and also classifies vehicles into various groups including cars, motorcycles, and heavy goods vehicles (HGVs).

Data was recorded between Tuesday 6th and Monday 12th September 2022 in order to reflect typical traffic flow conditions on the local highway network (i.e. non-school holiday periods). The traffic count data ‘as received’ are attached at **Appendix 02**.

3.5.1 Survey Results

Analysis of the data confirms that across the surveyed weekdays the daily peaks were as follows:

- the AM peak was observed between 08:00 & 09:00hrs; and
- the PM peak was observed between 17:00 & 18:00hrs.

Table 3-1 provides a summary of the 24 hour Average Annual Weekday Traffic (AAWT) flows along Ashton Road as recorded by the ATC.

Table 3-1
Summary of AAWT Flows on Ashton Road

	Northbound		Southbound		Combined	
	Total	HGV	Total	HGV	Total	HGV
AM Network Peak 08:00 - 09:00hrs	201	11	172	10	373	21
PM Network Peak 17:00 - 18:00hrs	144	3	219	3	363	6
24hr 00:00 - 24:00hrs	1,789	100	1,965	112	3,754	212

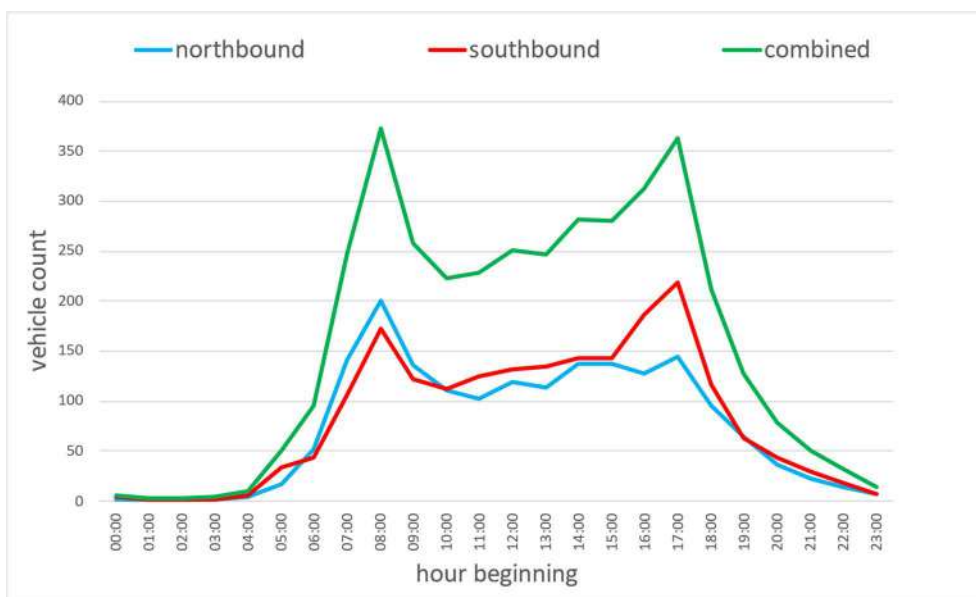
Table 3-1 indicates that the ATC recorded an average of 3,754 vehicle movements per weekday of which 212 were classified as HGV, equating to approximately 5.6% of the total traffic volume.

The summary shows that during the AM peak period, determined as 08:00 – 09:00hrs, a total of 373 movements occurred of which 21 were classified as HGV, equating to approximately 5.6% of the total traffic volume; during the PM peak period, determined as 17:00 – 18:00hrs, a total of 363 movements occurred of which 6 were classified as HGV, equating to approximately 1.7 % of the total traffic volume.

Figure 3-16 comprises a Profile Graph showing the traffic volumes across an average weekday, derived from the dataset.

Within the graph northbound traffic values are represented by the blue series, southbound by the red series, and the sum of those two values at any given time - ‘combined’ traffic - is represented by the green series.

Figure 3-16
Average Weekday Traffic Profile for Ashton Road



The above Figure 3-16 shows clearly defined AM and PM peak periods recorded by the ATC installed on the Ashton Road.

It can be observed that the levels of traffic moving in either direction are broadly similar, with a disparity between the AM and PM peaks of ~3%. The AM peak of 373 movements occurs at 08:00hrs with the swell concentrated across a period of approximately 2hrs. The PM peak of 363 movements occurs at 17:00hrs; the swell is defined with traffic increasing relatively steadily from 10:00hrs.

Speed Summary

Ashton Road in the vicinity of the application site is subject to the 60mph National Speed Limit; a summary of the vehicle speeds recorded by the ATC are presented in Table 3-2.

Table 3-2
Average Speed Summary – Ashton Road

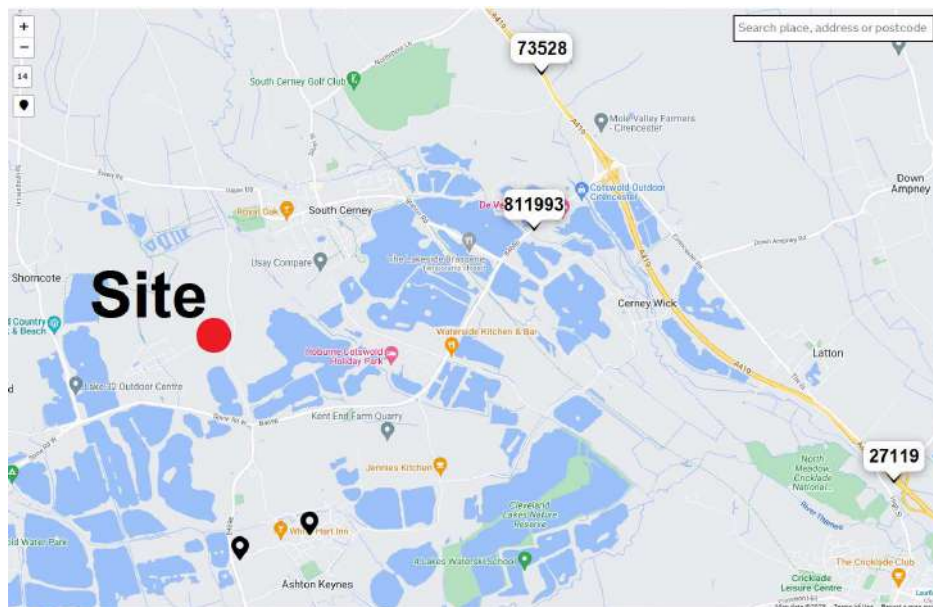
Direction	Speed (MPH)	
	85 th ile	Mean
Northbound	52.4	44.0
Southbound	51.3	44.5

Both 85th%ile and Mean northbound speeds along Ashton Road in the vicinity of the site access junction are well within the posted speed limit.

3.5.2 Additional Traffic Data

SLR has also interrogated the Department for Transport's (DfT) Road Traffic Statistics website to acquire data recorded by DfT Annual Average Daily Flow (AADF) Count Points 811993, situated on the B4696; and 73528 & 27119, both situated on the A419; Figure 3-17 shows the locations of the Count Points.

Figure 3-17
Count Point Locations



The following extracts have been reproduced from the DfT website and explain the methodology and technology used to capture the data.

'The Department for Transport's road traffic statistics team have approximately 300 automatic traffic counters at locations on Great Britain's road network. The locations are a stratified panel sample, and provide sufficient observations so that in-year traffic variations can be estimated by road type and vehicle type.'

The automatic traffic counters are permanent installations embedded in the road surface, which combine Inductive Loops with Piezoelectric Sensors in a 'Loop – Piezo Sensors – Loop' array, and record information about vehicles passing over them, including vehicle length and wheelbase, to classify vehicles.

The Department for Transport's road traffic statistics also make use of automatic traffic counter data that is collected and maintained by other organisations. These are:

- *Highways England: operate over 10,000 automatic traffic counters on some of the motorways and 'A' roads in England.*
- *Transport Scotland: operate over 900 automatic traffic counters on some of the motorways and 'A' roads in Scotland.*
- *Transport for London: operate over 300 automatic traffic counters on roads in London'*

Data Summary

Count Data for a given Count Point can be downloaded from the DfT website in a spreadsheet format and provides AADF data on the total number of vehicles passing through the Count Point and also provides figures by vehicle category e.g. HGV's, cars, motorcycles etc.

CP 811993 – B4696

The estimated AADF vehicular count through Count Point 811993 for the year 2021 is 9,946 vehicles, of which 1,220 are classed as HGV's, equating to ~12%.

CP 73528 – A419

The estimated AADF vehicular count through Count Point 73528 for the year 2021 is 31,641 vehicles, of which 3,030 are classed as HGV's, equating to ~10%.

CP 27119 – A419

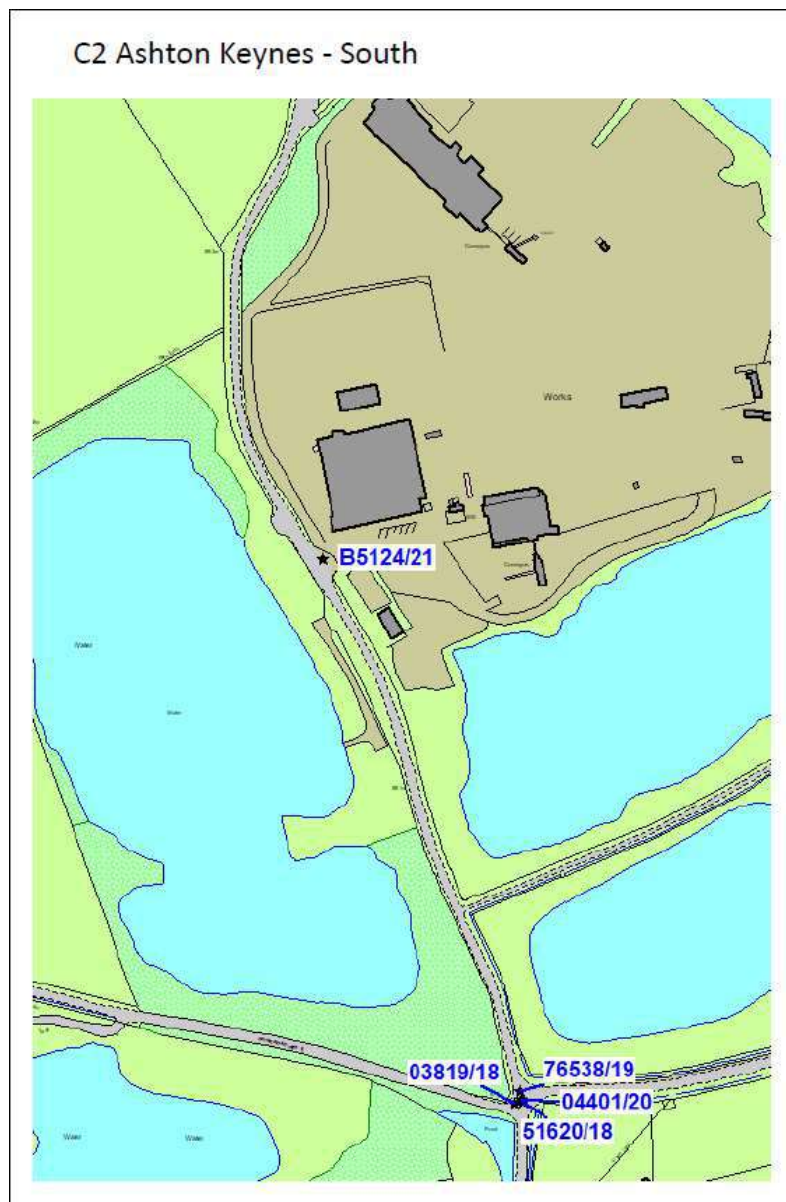
The estimated AADF vehicular count through Count Point 27119 for the year 2021 is 35,652 vehicles, of which 3,245 are classed as HGV's, equating to ~9%.

3.6 Accident History

SLR requested Road Traffic Collision data from Wiltshire Constabulary in order to assess the accident history in the vicinity of the application site.

Details of recorded road traffic incidents within a specified study area were requested for the most recent five year period available at the time of request; Figure 3-18 comprises an excerpt of the incident plot provided to SLR by Wiltshire Constabulary; the locations of the incidents are clearly identified along with their respective reference numbers.

Figure 3-18
Survey Extents



The data covering the 60 month period were received via email in a report format providing details of each recorded incident. Details include: the time, date, and location of the incident; general conditions at the time/location of the incident; a description of the vehicle movements involved; and categorisation of any resultant casualty by severity, as defined below.

Casualty Severity Definitions

- **fatal** (an incident resulting in a death);
- **serious** (injury requiring detention in hospital; includes paralysis, fractures, and severe lacerations); and
- **slight** (minor injuries including whiplash, sprains, and minor lacerations).

The dataset as received is attached at **Appendix 03**.

3.6.1 Incident Summary

A total of 5 road traffic incidents were recorded as occurring within the study area and specified time frame, of which 3 resulted in injuries categorised as ‘Slight’, and 2 resulted in injuries categorised as ‘Serious’; no incidents resulted in fatality.

The incident reports are thoroughly scrutinised within this section to ascertain the presence or otherwise of a highways deficiency within the surveyed area.

Slight Incidents

Incidents resulting in slight injury typically occur as a result of human error only with no indication of highways deficiency; factors such as wet or icy road surfaces or poor lighting conditions are not considered to be deficiencies as it is the responsibility of the individual to take these factors into account when driving and adjust their speed, approach, and general level of vigilance to compensate. Such factors as deposits (oil, fuel, other foreign detritus) on a carriageway surface - while not the responsibility of the driver - are equally not considered as highway deficiencies.

3.6.2 Incident Consideration

All 5 incidents have been examined on an individual basis and, where necessary, cross-referenced. Contractions and abbreviations used by the recording officers within Incident Descriptions have been expanded in the interests of clarity and additional text has been added where necessary in square parentheses to aid narrative; descriptions can be found ‘as received’ within the full dataset which is included at **Appendix 03**.

Slight Incidents

Three (3) of the 5 incidents resulted in injuries categorised as ‘Slight’. The incident records are listed below.

Ref:	Incident 1 (03819/18), 12/01/2018, 18:25hrs
Conditions:	Road Surface - Dry, Lighting – Dark, no street lights, Weather – Fine without high winds
Course of Events:	<i>‘Vehicle 2 (car) travelling north. Vehicle 1 (car & trailer) travelling southeast. Vehicle 1 braked on approach to junction but brakes on trailer have failed causing Vehicle 1 to jack-knife & continue into junction. Vehicle 1 collided with near side of Vehicle 2.’</i>
Ref:	Incident 4 (76538/19), 04/08/2019, 17:16hrs
Conditions:	Road Surface - Dry, Lighting – Daylight, Weather – Fine without high winds
Course of Events:	<i>‘Vehicle 1 (car) travelling west, Vehicle 2 (car) travelling south. Vehicle 1 pulled out at junction into path [of] Vehicle 2. Vehicle 2 collided offside [of] Vehicle 1.’</i>

Ref:	Incident 5 (B5124/21), 25/11/2021, 13:00hrs
Conditions:	Road Surface - Dry, Lighting – Daylight, Weather – Fine without high winds
Course of Events:	<i>‘Vehicle 1 (van) travelling north. Vehicle 2 (car) travelling east. Vehicle 2 has been waiting to turn right. Vehicle 1 has failed to notice and collided front with Vehicle 2 rear.’</i>

Serious Incidents

Two (2) of the 5 incidents resulted in injuries categorised as ‘Serious’. The incident records are listed below.

Ref:	Incident 2 (04401/20), 14/01/2020, 07:05hrs
Conditions:	Road Surface - Dry, Lighting – Dark, no street lights, Weather – Fine without high winds
Course of Events:	<i>‘Vehicle 1 (car) travelling south, Casualty 1 (pedestrian) travelling south. Casualty 1 jogging in carriageway. Vehicle 1 collided front Casualty 1.’</i>
Ref:	Incident 3 (51620/18), 07/06/2018, 18:34hrs
Conditions:	Road Surface - Dry, Lighting – Daylight, Weather – Fine without high winds
Course of Events:	<i>‘Vehicle 1 (car) travelling west pulled out of junction into path of Vehicle 2 (m/cycle) travelling south. Vehicle 1 collided with offside of Vehicle 2 displacing rider & causing Vehicle 2 to collide with offside of Vehicle 3 (car) travelling east stationary at junction.’</i>

3.6.3 Summary and Conclusion

The 5 incidents detailed above have been scrutinised individually and cross referenced to identify any commonalities. It is considered to be clear in each case that the incidents have occurred as a result of human error; there is no suggestion that any incident occurred as a result of a highways deficiency.

Following a thorough review of the data provided by Wiltshire Constabulary including a detailed examination of each incident on an individual basis, it has been concluded that no incident occurring within the identified study area for the five-year period may be attributed to a highway deficiency of any kind, and that all recorded incidents are attributable to human error.

3.7 Committed Development

3.7.1 Planning History

SLR has interrogated the Wiltshire Council Planning Portal in order to establish the Planning History of the application site and to identify any applications which may have a material bearing on the proposals. The following has been identified:

Application Reference: **21/02520/REM**

Site Address: Cotswold Community, Ashton Keynes, SN6 6QU

Proposal: *Reserved matters application, pursuant to application 16/02609/OUT for the provision of 75 Dwellings & Associated Works Including Replacement of 27 Existing Dwellings and the Conversion of Existing Listed Buildings*

It is apparent from the information available that the above application remains under consultation at the time of writing.

4.0 PLANNING POLICY CONTEXT

This Section considers National and Local Policy as relevant to the development proposals.

4.1 Background

Policy as it affects the proposal is held on both National and Local levels.

National policy provides for the wider strategic aims and objectives of the transport policy and whilst not providing specific details gives general guiding principles for the implementation of new development.

Local policy defines the detailed requirements for new developments in respect of transport and specific requirements for individual sites.

4.2 Policy Documents

The following Policy Documents have been identified as relevant to the proposals and subsequently discussed:

- National Planning Policy Framework (rev. July 2021); and
- Wiltshire Core Strategy.

4.2.1 National Planning Policy Framework

On 27th March 2012, the National Planning Policy Framework (NPPF) was published; following a period of consultation during Q2 of 2018, the NPPF was updated in July 2018, a further update was issued in February 2019, with the most recent in July 2021.

The NPPF sets out the Government's planning policies for England and outlines how these are expected to be applied. Its policies replaced existing national planning statements and guidance.

Although the policies contained in the NPPF are material considerations which local planning authorities should take into account, Paragraph 219 makes it clear that policies in Local Plans should not be considered out-of-date simply because they were adopted prior to the publication of the Framework:

'...existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)'.

Furthermore, as stated at Paragraph 48, decision-takers may also give weight to relevant policies in emerging plans according to (amongst other things):

- a) 'the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);*
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)'.*

Paragraph 7 notes that one purpose of the planning system is to contribute to the achievement of sustainable development:

'The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of

the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.'

Paragraph 10 states:

'...so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).'

Paragraph 11 is reproduced below:

'11. Plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

- a) all plans should promote a sustainable pattern of development that seeks to; meet the development needs of their area; align growth and infrastructure ; improve the environment; mitigate climate change (including making effective use of land in urban areas) and adapt to its effects;*
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'*

Section 9 of the NPPF relates to 'Promoting sustainable transport' and, at Paragraph 104, notes that:

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

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places'.*

Paragraph 105 states that:

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

Paragraph 106 states that:

‘Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
- d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*
- e) provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*
- f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy’*

The requirements for producing a Transport Statement or Assessment in support of development proposals are outlined at Paragraph 113 which notes that:

‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.’

Paragraph 107 relates to parking standards noting that if setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- a) ‘the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles’.*

Paragraph 88 states:

‘When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.’

Paragraph 111 states:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

4.2.2 Wiltshire Core Strategy

Sourced from the [Wiltshire Council website](#):

‘The Wiltshire Core Strategy Development Plan Document (‘the plan’) was formally adopted on 20 January 2015. The plan provides a positive and flexible overarching planning policy framework for Wiltshire for the period up to 2026.

The plan was submitted to the Secretary of State on 10 July 2012 for examination and the inspector's report was published in December 2014. The inspector's recommended main modifications have been included in the adopted plan.

The Wiltshire Core Strategy replaces the South Wiltshire Core Strategy as well as a number of policies from the former district council's local plans’

The following policies/texts have been identified as relevant in context of the proposals:

Core Policy 60

‘Sustainable transport

The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

- i. planning developments in accessible locations*
- ii. promoting sustainable transport alternatives to the use of the private car*
- iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*
- iv. promoting appropriate demand management measures*
- v. influencing the routing of freight within and through the county*
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.’*

The following text has been reproduced from Paragraph 6.154:

‘New development can potentially have both a positive and negative impact on transport. It is for this reason that the transport impacts of new developments need to be assessed in accordance with national guidance’

The following text has been reproduced from Paragraph 6.158:

‘In these times of ‘just in time’ deliveries, the failure to provide adequate loading/unloading facilities in developments can lead to congestion, safety, community and environmental impacts as heavy goods vehicles (HGVs) seek to park on the highway or elsewhere while waiting for allocated delivery time slots’

Core Policy 61

‘Transport and new development

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

As part of a required transport assessment, the following must be demonstrated:

- i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:*
 - a. Visually impaired and other disabled people*
 - b. Pedestrians*
 - c. Cyclists*
 - d. Public transport*
 - e. Goods vehicles*
 - f. Powered two-wheelers*
 - g. Private cars.*
- ii. That the proposal is capable of being served by safe access to the highway network.*
- iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.*

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.'

The following text has been reproduced from Paragraph 6.159:

'All new development is required to assess the transport issues related to that development. Where a development will have significant transport implications, the council will require a transport assessment to be prepared and submitted alongside a planning application in accordance with national guidance'

Core Policy 62

'Development impacts on the transport network

Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated.'

4.3 Policy Summary

National and local policy as relevant to the proposals has been reviewed within this Section. All measures suggested and analysis undertaken within this assessment will be informed by and formulated in accordance with the relevant policy documents.

5.0 DEVELOPMENT PROPOSALS

Acorn Bioenergy Limited (the client) seeks planning permission for the development of a new AD Facility. This Section provides a description of the proposals and operational process.

5.1 Overview

The proposed development would accept in the region of 91,000 tonnes per annum of feedstock from local farms and through the process of anaerobic digestion, would generate biogas which will be upgraded to biomethane before being removed from the site by tanker to a central facility where it will be injected into the national grid. The AD facility would have the capacity to export approximately 9,815,904m³ of Biomethane per annum.

A further output of the anaerobic digestion process is digestate, which would be used on local farms in place of raw manures and artificial fertilisers.

The AD process would also result in the production of a CO₂-rich natural by product. This is normally vented by AD plant operators, where the main goal is the production of Biomethane. However, Acorn sees this natural by-product as a precious resource, and all their AD plants will be fitted with equipment to upgrade the CO₂ to 99.9% purity, suitable for almost all industrial and commercial applications in the UK. Upgraded CO₂ will be liquefied and transported by road to end users, ideally located locally.

5.2 Site Layout

The AD Facility layout is proposed as shown on the plan included at **Drawing 02**.

The layout has been designed to provide a safe and efficient working area. Due to the nature of the proposed development, the majority of the site will form a new impermeable area, predominantly formed of the hardstanding footprints of the digester tanks, the digestate lagoon, silage clamp area and circulation areas.

Access to the site would be gained via an upgraded access junction off Ashton Road which provides a two-way access road capable of accommodating HGVs. The site access is considered in detail at Section 7.0.

The proposed site layout includes six car parking spaces for staff and visitors.

5.3 Operational Hours

The AD process involves a biological process that is continuous. The processing plant would therefore be operational 24/7. The facility would be staffed by up to four full time equivalent (FTE) members of staff on-site during the hours of 07:00 – 19:00 Monday – Sunday, except during peak harvest periods when working hours would be extended as necessary. A supervisory control and data acquisition (SCADA) system would monitor the facility overnight when it is not manned.

Deliveries of crops to site would be determined by the harvest. Harvests are ordinarily completed on a campaign basis, therefore during the peak harvest periods, delivery hours would be in line with standard agricultural harvest-time activity.

Vehicle movements relating to delivery of agricultural by-products and export of digestate would generally be limited to the following hours:

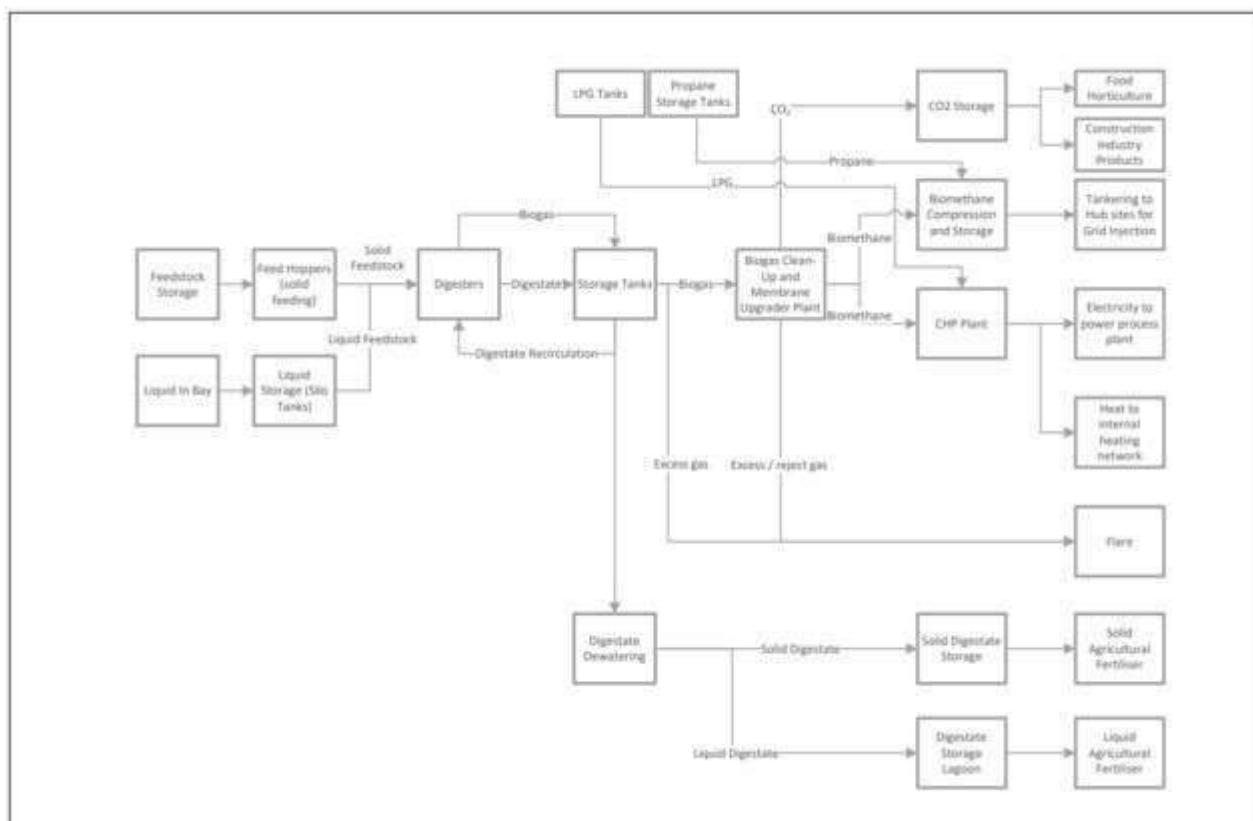
- Monday – Friday 07:00 – 18:00; and
- Saturday – 07:00 – 13:00.

Gas collection and export would take place approximately twice each day 24-hour period. CO₂ would be subject to one offtake by road tanker a day, including Sundays.

5.4 Process Description

Figure 5-1 presents the AD process, which is further explained in the text below.

Figure 5-1
AD Process Diagram



The feedstock would be brought to the AD facility from the applicant's land and surrounding farms using tractors and trailers and HGV or tankers, depending on the type of feedstock. All vehicles would access the site via the weighbridge, where the weighbridge operator would record the type of feedstock and tonnages.

An indication of the likely feedstock is set out below. However, it is important to note that the availability of different feedstocks can fluctuate as a result of local and national economic conditions. For example, livestock units are currently very vulnerable to high feed and energy costs and low meat prices. Therefore, the volumes of locally available manure and litter may be reduced at certain times during the operation of the AD facility. For this reason, it will be important not to restrict any planning permission to specific amounts of specific feedstocks.

- Likely feedstocks include: silage (rye, maize and grass);
- straw;
- poultry litter; and
- farm yard manures.

Feeding System

Feedstock would be unloaded into the three silage clamps, the manure shed and the straw bunker as appropriate.

Crop silage and grass would be unloaded and stored in the silage clamps, which would be constructed with pre-cast concrete sloping wall panels that are filled with earth for additional strength. The clamps will have a hard wearing and acid resistant rolled asphalt floor and be fitted with a protective sheet to preserve the feedstock and reduce odour. The clamps will have a liquid drainage and collection system for dirty liquid run-off and this would be pumped directly into the buffer tanks for feeding back into the process. Loading shovels would be used to transfer the crop silage from the clamps to the feed hoppers, which would be equipped with walking floors. Loading shovels would also be used to transfer feedstock from the manure shed and straw bunker into the feed hoppers.

The macerator would mechanically crush, homogenise and defibre the solid feedstock through shear forces rather than shredding. The feed screw pump also functions as a mixing pump, allowing captured rainwater or digestate required for dilution to be mixed with feedstock. Use of a macerator for pre-processing improves the digestibility of the solid feedstocks. The processed straw will then be fed into the digestion tank.

Digestion

Within the series of digester tanks, the feedstock would undergo anaerobic digestion, a sequence of processes by which microorganisms break down the feedstock material in the absence of oxygen. Material in the feed hoppers and liquid feedstock storage tanks would be transferred to the digester tanks where it would remain for a minimum of 50 days to maximise the biogas potential from the feedstock.

Each digester would be equipped with submersible mixers to create uniform mixing. There would be a series of pipework entering and leaving the digesters including substrate, digestate, biogas, air, liquid digestate recirculation, and condensate. An optimum temperature of between 38-42°C would be maintained within the digesters through use of the internal heating system which would be supplied with heat from the on-site CHP via the heating manifold. Digestate would be heated to a temperature of 70°C for 1 hour in the pasteurisation plant to enable compliance with the BSI PAS 110 standards for digestate products.

The digesters would be fitted with a double layer, self-supporting membrane dome with to store the biogas. The membrane dome would be supported at all times by using air blowers to inflate the void between the two membranes.

From the membrane domes, the biogas would be pumped into the gas cleaning unit, so that it is suitable for injection into the gas grid.

Storage and Digestate Separation

The digestate held within the storage tanks would be transferred to the digestate separation process for dewatering. The digestate would be temporarily stored in a header tank for flow regulation before being transferred to the screw presses via a series of screw pumps. The dewatered digestate would be stored in a storage bunker and the liquid digestate would flow to 2 liquid digestate storage lagoons, each with a capacity of 10,000m³. The lagoons will comprise a reinforced HDPE liner with a floating HDPE cover, with a leakage detection and geotextile protective lining. This protective lining will sit within a bunded earthen lagoon wall. The lagoons are designed to hold over six months' of storage and will have a free board of 750mm. This will ensure the agronomic benefits of the odourless digestate are maximised for local arable crop rotations and will be in full accordance with Environment Agency regulations and best practice guidelines.

The liquid digestate would be stored on site until it can be used as an agricultural fertiliser on surrounding land. This reduces the need to import artificial fertilisers. The solid part of the digestate would be exported by tractor and trailer for use on surrounding farmland.

Biogas Clean-up and Membrane Upgrading

Biogas held within the storage tanks would be processed through the biogas clean-up plant. The biogas clean-up and membrane upgrading plant would remove impurities within the biogas stream to produce biomethane and carbon dioxide. Contaminants include hydrogen sulphide, carbon dioxide and water vapour.

There would be sulphur nets in each digester which would convert hydrogen sulphide to elemental sulphur. Pre-treatment to remove contaminants would be required prior to biogas entry into the CHP and gas upgrader to remove contaminants.

The next step in the upgrading process would be to convert water vapour present in the biogas stream into a liquid through a condenser. In the condenser, cold utility fluid would be used to decrease the temperature of the biogas, promoting condensation of water vapour. Water vapour removed from the biogas would flow to the digestate storage lagoons.

Lastly, a membrane upgrader would be used to separate the methane present in the biogas from the carbon dioxide by only allowing methane molecules to pass through a permeable membrane, based on the operating conditions and membrane specification. Carbon dioxide would be recovered and stored onsite for offtake by end users in the food horticulture and construction products industries. Water vapour removed from the biogas would flow to the digestate storage lagoons.

Electricity Generation

The CHP plant would comprise two CHP units. One CHP would be fuelled by biogas produced from the upgrader and produce 0.9 MWe and the other would be fuelled by imported natural gas, producing 2.0 MWe. Heat produced from the CHP plant would be diverted to the digesters through the site's heating manifold to improve process efficiency.

Biomethane Storage, Transport and Upgrading

Biomethane would be delivered via a road tanker to a central gas injection point, it would be compressed and cooled prior to injection into the national grid through a Grid Entry Unit.

Water Management

As the AD process can be water intensive, the proposed AD facility would capture as much rainwater as possible for use in the process. Based on annual average estimates, rainwater capture is expected to be sufficient for up to 100% of the process water demand. Two primary drainage systems will be adopted, for the clean (surface water runoff) and contaminated (foul) water systems.

Accordingly, the site has been designed to have a clean lagoon (attenuation pond) to store rainwater and clean surface water runoff. Water would be pumped from the attenuation pond back into the AD process or if necessary, could be discharged at a controlled rate into the nearest watercourse.

6.0 TRIP GENERATION FORECAST

An assessment considering the existing and proposed land use trip generation potential has been undertaken; the findings are presented in the following Section.

6.1 Existing Site Vehicular Trip Generation

The application site as it currently exists comprises greenfield/arable farmland; as such, existing trip generation is minimal and negligible in the context of the proposals.

6.2 Forecast Vehicular Trip Generation

6.2.1 Feedstock Imports

The proposed AD Facility would process a maximum of 91,000 tpa of agricultural feedstock.

The following feedstock would be transported to site via HGV/tractor-trailers from surrounding farms:

- silage (rye, maize, and grass);
- straw;
- poultry litter;
- slurry; and
- farmyard manures.

6.2.2 Exports

The following would then be transported off the site via HGV/tractor-trailers:

- biomethane which would be stored on site prior to being transported by tanker to a central gas injection point;
- CO₂ suitable for almost all industrial and commercial applications in the UK would also be produced and exported;
- solid digestate used as an agricultural fertiliser; and
- liquid digestate used as an agricultural fertiliser.

6.2.3 Traffic Movements

Acorn Bioenergy Limited have supplied feedstock forecasting based on land yield potential and calculated product outputs to inform a detailed traffic generation assessment.

Table 6-1 provides a summary of the data and calculated annual movements.

Table 6-1
HGV/Tractor Traffic Forecast

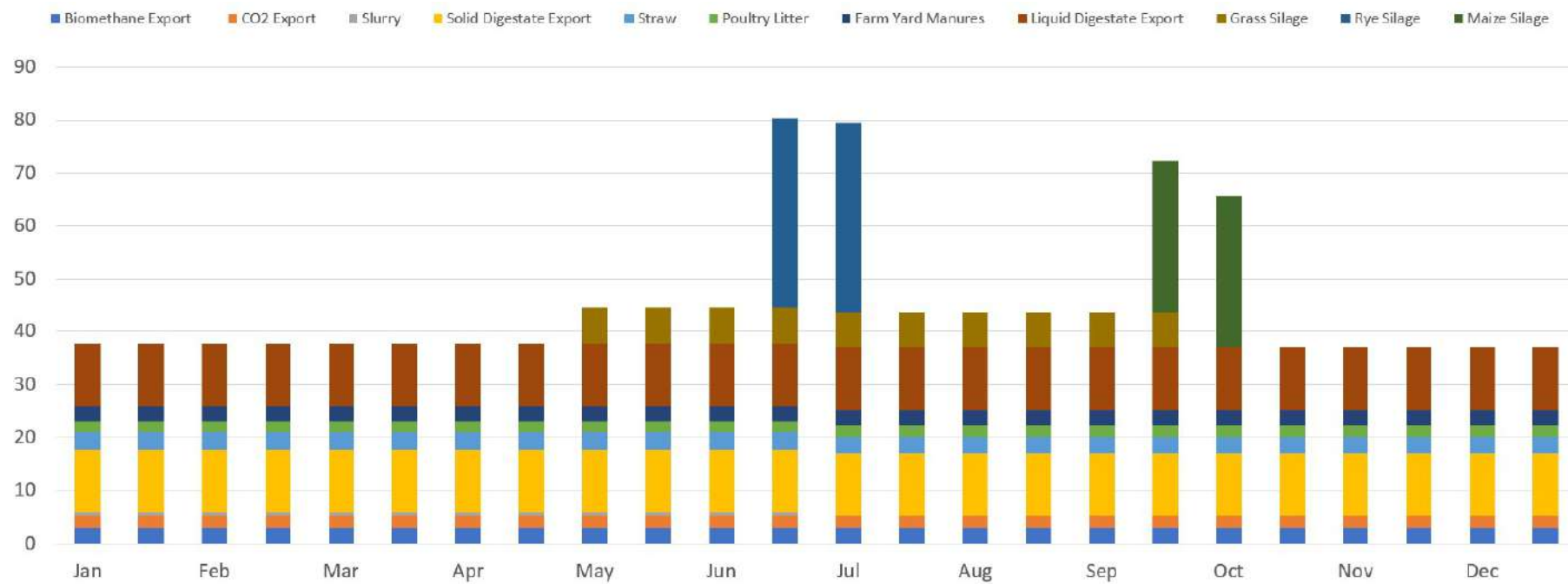
	TPA	Vehicle Type	Payload (t/m3)	Annual HGV/Tractor Trips on Highway	Delivery Range
IMPORTS					
Rye Silage	15,000	All	-	1,004	Mid-June to mid-July
	2,250	HGV	24	94	
	12,750	Tractor	14	911	
Maize Silage	12,000	All	-	804	Mid-Sep to mid-Oct
	1,800	HGV	24	75	
	10,200	Tractor	14	729	
Grass Silage	14,000	All	-	938	May to Sep
	2,100	HGV	24	88	
	11,900	Tractor	14	850	
Straw	20,000	HGV	24	834	All year
Poultry Litter	15,000	HGV	26	577	All year
Farmyard Manures	10,000	Tractor	-	715	All year
Slurry	5,000	HGV	25	200	All year
EXPORTS					
Biomethane	9,815,904	HGV	12,500m ³	786	All year
CO2	13,714,103	HGV	25	551	All year
Digestate (Solid)	49,755	All	-	3,037	All year
	17,414	HGV	24	726	
	32,341	Tractor	14	2,311	
Digestate (Liquid)	67,568	All	-	3,084	All year
	50,676	HGV	27	1,877	
	16,892	Tractor	14	1,207	
TOTAL	-	-	-	12,530	-

Due to the nature of some feedstock harvesting, some deliveries would follow seasonal patterns. Other imports would follow a more consistent pattern of delivery throughout the year. This is specified within the delivery range column above.

A daily traffic forecast based on the above feedstock predictions and delivery range is provided at Figure 6-1.

For example, where imports or exports have an all-year delivery range the traffic has been spread evenly across 260 days. Harvest periods are based on 7 day week campaigns. The graph represents the maximum forecasted loads per day during each half month period.

Figure 6-1
Proposed Maximum Daily HGV/Tractor Load Forecast



The above graph within Figure 6-1 demonstrates how the proposals are likely to result in a varied HGV traffic generation across the year.

The traffic forecast graph indicates that for the majority of the year (10 months) the proposed development would generate 37-44 HGV/Tractor trips per day, which equates to 74-88 HGV/Tractor movements.

Site traffic generation levels would then peak associated with seasonal harvest periods. This would likely be restricted to two weeks in June and July (Rye Silage) and two weeks in September and October (Maize Silage). Predicted traffic levels would peak for two weeks in June and two weeks in July with up to 80 HGV/Tractor trips per day, which equates to 160 HGV/Tractor movements. A lesser peak is forecast to occur in September and October with up to 72 HGV/Tractor trips per day, which equates to 144 HGV/Tractor movements.

6.2.4 Daily Traffic Profiles

Regular feedstock movements such as the delivery of straw, manures, and other organic wastes will typically take place during standard working hours of 0800-1700hrs.

Agricultural import traffic will have the same diurnal variation as existing farm activity. All agricultural movements, including digestate, will therefore usually occur within daylight hours.

Peak harvests periods will be operated by local farmers and casual staff using a limited number of owned/hired vehicles, not a large fleet. As such, traffic movements would be evenly spread throughout the day, thus avoiding any congestion issues.

6.2.5 Traffic Distribution

Traffic origin/destination will be subject to the agreed contracts and will vary daily.

However, there are existing restrictions on highways infrastructure which include:

- Upper Up: 7.5t except for access;
- Ashton Road, north of Upper Up junction: 7.5t except for access;
- Ewen: 7.5t except for access;
- Ashton Keynes: 7.5t except for access; and
- Spine Road West, from a location ~3.65km west from junction with Ashton Road; 18t except for access.

Clearly, where an existing farm is located within the restricted areas access will be required.

It is expected that non-local trips would seek to utilise the strategic road network, in which case vehicles would route via the A4696 Spine Road West towards the A419.

6.3 Comparable Existing Agricultural Traffic Forecast

Whilst the above traffic will be new to the proposal site, a large proportion of the generated movements would already be on the local network as the proposed AD Facility will service existing local farms which have an existing traffic generation.

Acorn Bioenergy Limited have supplied a forecast of farming activity based on expectant AD Facility suppliers land yield potential. Table 6-2 provides a summary of the data and calculated annual movements.

Table 6-2
Existing HGV/Tractor Traffic Forecast

Farm Activity	TPA	Vehicle Type	Payload (t/m3)	Annual Movements	Delivery Range
Wheat Grain Harvest	4,556	Tractor	14	326	Mid-June to mid-July
Wheat Grain to Market	4,556	HGV	24	190	All Year
Barley Grain Harvest	1,594	Tractor	14	114	Sep to Oct
Barley Grain to Market	1,594	HGV	24	67	All Year
Rape Harvest	797	Tractor	14	57	July to Aug
Rape to Processor	797	HGV	24	34	July to Sep
Barley Straw	5,714	HGV	20	286	Oct to Nov
Wheat Straw	11,429	HGV	20	572	July to Aug
Rape Straw	2,857	HGV	20	143	Aug to Sep
Poultry Litter to Farm	15,000	HGV	24	577	All Year
Poultry Litter Spreading	15,000	HGV	10	1,500	All Year
Farmyard Manures Spreading	10,000	Tractor	10	1,000	All Year
Dairy Slurry Spreading	5,000	Tractor	10	500	Feb to Oct
Fertilisers + Spraying	-	Tractor	Various	477	Various
TOTAL	-	-	-	5,843	-

Table 6-2 above demonstrates that the proposed development will predominantly result in a redistribution of local agricultural traffic. This has been quantified as approximately 5,843 annual loads, which makes up a large proportion (47 %) of the proposed 12,530 annual loads.

6.4 Summary

The proposals are likely to result in a varied traffic HGV traffic generation profile across the year.

The traffic forecast graph indicates that for the majority of the year (10 months) the proposed development would generate 37-44 HGV/Tractor trips per day, which equates to 74-88 HGV/Tractor movements.

Proposed site traffic generation levels would then peak associated with seasonal harvest periods. This would likely be restricted to two weeks in June and July (Rye Silage) and two weeks in September and October (Maize Silage). Predicted traffic levels would peak for 2 weeks in June and July with up to 80 HGV/Tractor trips per day, which equates to 160 HGV/Tractor movements; a lesser peak is forecast to occur in September and October with up to 72 HGV/Tractor trips per day, which equates to 144 HGV/Tractor movements.

Whilst the proposed site traffic will be new to the application site, a large proportion of the generated movements would already be on the local network as the proposed AD Facility will service existing local farms which have an existing traffic generation. This has been quantified as approximately 5,843 annual loads, which makes up a large proportion (47%) of the proposed 12,530 annual loads.

7.0 PROPOSED ACCESS DESIGN

The proposed site access upgrade has been designed to modern standards with sufficient capacity to accommodate all potential vehicular traffic generated by the proposed AD Facility. This Section provides a review of the existing access design and describes the proposed improvements.

7.1 Design Considerations

The proposed site access arrangements have been designed to accommodate the level and classification of traffic forecasted within Section 6.0 of this report. This will comprise tractors with trailers and various HGVs including tube trailers, in the form of maximum sized articulated lorries.

As per the forecast, traffic levels will peak in accordance with harvest periods, but generally vehicle movement profiles will be even across the day and conflicting movements at the site access are unlikely to occur. Nevertheless, in the interests of highway safety and operation, the proposed site access will be required to allow a tractor/HGV to gain access whilst another tractor/HGV waits to egress.

Proposed access to the AD Facility would be via an upgraded access at the location of the existing site access off Ashton Road.

The design should take into account junction visibility in consideration of recorded vehicle speeds and recorded accident history. It should be designed to meet the requirements of the Design Manual for Roads and Bridges - CD123: Geometric design of at-grade priority and signal-controlled junctions (DMRB CD123). The proposed site access has also been subject to a Stage 1 Road Safety Audit.

7.2 Existing Access Review

The site is currently accessed off Ashton Road at a location ~800 metres north of the Aggregate Industries site access.

The Ashton Road carriageway measures circa 6.0 metres in width and is of a modern construction with edge and central markings. In the vicinity of the application site, the carriageway is typically flanked with grassed verge and hedgerow. Several mature trees also flank the road, one of which is located in close proximity of the potential site access location.

Vehicular speeds were recorded by an Automated Traffic Counter (ATC) installed in the vicinity of the site access. Northbound speeds were recorded at 52.4mph, representing the 85th percentile speed, and 44.0mph as the average mean speed; southbound equivalents were recorded at 51.3mph and 44.5mph respectively. According to DMRB CD123 average 85th %ile speeds of 85kph (63mph) would require clear junction visibility splays of 2.4 x 160 metres.

Figure 7-1 shows the location of the site access in context of the wider area.

Figure 7-1
Site Access Location



Figure 7-2 looks west on Ashton Road and shows the existing site access.

Figure 7-2
Existing Site Access



As visible in the above photograph within Figure 7-2, the site access is set back from the Ashton Road carriageway and is gated.

Figures 7-3 and 7-4 show visibility looking north and south respectively from the proposed site access location.

Figure 7-3
Junction Visibility to the North



Figure 7-4 shows visibility looking south from the proposed site access location.

Figure 7-4
Junction Visibility to the South



It is clear from Figure 7-3 and Figure 7-4 that at present visibility splays are hindered by the presence of hedgerow and other foliage; an on-site assessment of the location (Road Safety Audit, Section 7.4.1) has determined that the requisite visibility splays are achievable through the cutting back of said hedgerow/foliage and ongoing maintenance.

7.3 Proposed Access Design

The existing access, as described above, is intended to be upgraded to a suitable standard to serve the development.

The proposed site access design is provided at **Drawing 03**.

The proposed site access junction has been designed in accordance with CD123 DMRB, as a simple priority junction with a 15 metre junction radii and tapers at 1:10 over 25 metres. The design has been assessed in terms

of HGV swept-paths; the access drawing includes swept-paths for a maximum sized articulated lorry which demonstrates that this worst-case vehicle can access and egress without any issue. Critically, it demonstrates that an HGV can gain access to the site whilst another HGV waits to egress. The swept-paths represent the most challenging in terms of near-side lane manoeuvring demonstrating that the design does not result in any encroachment of the southbound carriageway.

The access road design features a hard surfaced access road of 7.0 metres wide which would allow HGVs/tractor-trailers to pass in opposing directions without issue. The access road will provide direct access to a car park area and AD Facility operation areas for deposit/loading. All vehicles will be able to turn within the site to egress in a forward gear.

To ensure site security the entrance would be secured out of hours by a locked gate, set back well within the site.

Junction visibility splays are illustrated on the proposed site access design at **Drawing 03** which demonstrates that the necessary splay extends across highway land providing the necessary 2.4 x 160 metre splays.

The proposals will also include wheel-wash facilities located within the site, the details of which can be determined by means of planning condition as part of the Traffic Management Plan.

7.4 Road Safety Audit

SLR commissioned Vectos, an independent audit team, to undertake a Stage 1 Road Safety Audit (RSA) of the access proposals.

The full Road Safety Audit is included at Appendix 04; the following summarises matters arising from this Stage 1 RSA report:

‘2.1 Problem.

Location A: Proposed site access junction.

Summary: Existing vegetation (trees) may obscure visibility splay to the north and south potentially leading to side swipe type collisions.

Onsite observations noted that the presence of existing vegetation (trees) may constitute an obstruction to the junction visibility to the north. Obstruction to junction visibility splays may lead to injudicious vehicles movements at the proposed junction potentially leading to side swipe type collisions between vehicles.

Recommendation

It is recommended that the vegetation (trees) to the north of the site access junction be cut back and maintained such that it does not pose an obstruction to visibility splays.’

8.0 Mitigation Measures

The following Section outlines mitigation measures to manage vehicular traffic demand and minimise detrimental impacts on the operation of the local highway network.

8.1 Embedded Mitigation

The proposals include an upgraded access and an internal access road capable of accommodating HGV movement in and out of the site. The access junction has been designed to enable HGVs/tractors to ingress whilst an HGV is waiting to egress. The access road itself is designed with a two-lane width throughout its length which will enable the free-flow of traffic between the site and the highway. Additionally, the access road is of an adequate length providing queueing capacity well in excess of any potential requirements.

Loads associated with harvest period silage activity will be hauled by local farmers using their own vehicles or low level hired resources. As such, traffic activity throughout the day would naturally result in an even movement profile.

8.2 Traffic Management Plan

The operation of the site must adhere to a Traffic Management Plan (TMP) which is recommended to be secured as a Planning Condition. The TMP must be produced and approved in writing by the local highway authority and planning authority prior to operation of the site.

The TMP will ensure that site traffic is managed effectively as to not result in any adverse impacts on the local highway.

Measures may relate to HGV routeing, vehicle scheduling, wheel wash and other measures to prevent debris on the local highway.

The TMP will pay particular focus to crop harvest periods when traffic generation levels peak, ensuring that access junction activity is managed appropriately.

All site users will be made aware of the TMP, which will be provided during the contract agreement process, and must follow the measures stated.

8.3 Construction Traffic Management Plan

The construction phase must adhere to a Construction Traffic Management Plan (CTMP) which is recommended to be secured as a Planning Condition. The CTMP would be produced and approved in writing by the local highway authority and planning authority prior to commencement of the construction phase.

The CTMP will ensure that site traffic is managed effectively during the construction process as to not result in any adverse impacts on the local highway.

The CTMP will include the following:

- Establish a temporary construction site access junction and site compound prior to main construction activities;
- Detailed construction traffic forecast, including any abnormal load requirements;
- Vehicle/plant/delivery scheduling;
- Staff parking to be accommodated within the site away from the public highway; and
- All lorry parking/loading will occur within the site, away from the public highway.

9.0 DEVELOPMENT IMPACTS

The following Section considers the implications of the proposals in terms of highway operation, impact, and highway safety.

9.1 Traffic Impact

9.1.1 General

The proposal site has good vehicular links with the strategic road network with access to the east via the B4696 to the A419, which provides onwards links to the trunk road network via the M4 to the south and M5 to the north.

9.1.2 Proposed Traffic

The proposals are likely to result in a varied traffic HGV traffic generation profile across the year.

The traffic forecast graph indicates that for the majority of the year (10 months) the proposed development would generate 37-44 HGV/Tractor trips per day, which equates to 74-88 HGV/Tractor movements.

Proposed site traffic generation levels would then peak associated with seasonal harvest periods. This would likely be restricted to two weeks in June and July (Rye Silage) and two weeks in September and October (Maize Silage). Predicted traffic levels would peak for 2 weeks in June and July with up to 80 HGV/Tractor trips per day, which equates to 160 HGV/Tractor movements; a lesser peak is forecast to occur in September and October with up to 72 HGV/Tractor trips per day, which equates to 144 HGV/Tractor movements.

Additionally, there would be some light vehicle trips associated with staff and visitor movement.

Whilst the proposed site traffic will be new to the application site, a large proportion of the generated movements would already be on the local network as the proposed AD Facility will service existing local farms which have an existing traffic generation. This has been quantified as approximately 5,843 annual loads, which makes up a large proportion (47%) of the proposed 12,530 annual loads.

The proposed increase would equate to an average of 18 additional HGV/tractor loads per day in the local area. This figure is provided for comparison purposes only as in practice, traffic would fluctuate at harvest periods.

9.1.3 Access Junction Capacity

'Design Manual for Roads and Bridges - CD123: Geometric design of at-grade priority and signal-controlled junctions (DMRB CD123)' at Section 2, Figure 2.3.1, provides guidelines on approximate priority junction provision on single carriageway roads based on traffic flows.

The graph provides recommended 2-way AADT design year flows to determine the approximate level of junction provision prior to more detailed traffic modelling is required to check capacity.

The guidelines indicate that where the major road has an Annual Average Daily Traffic (AADT) of less than 13,000 and the minor road has an AADT of less than 300, then in theory the junction should operate without any capacity concerns.

The proposed access junction is well within these thresholds with an AADT of 3,754 on the major road (Ashton Road) and an AADT on the minor arm of between 96 and 172 (operational traffic + 12 LV movements).

9.1.4 Access Operation

In real terms, the upper limit of the forecast for the vast majority of the year, 44 arrivals and 44 departures, across an even traffic profile would equate to an average of 4-5 HGV arrivals and 4-5 HGV departures per hour. This equates to 1 HGV arrival and departure every 12-15 minutes. This level of traffic could clearly be accommodated at the proposed junction without any capacity issues.

The proposed access road has been designed as a two-way road to ensure that there is adequate capacity to accommodate the proposed worst case traffic flows, which is likely to be during the month of June. The proposed access road will have adequate internal capacity to ensure no stacking back onto the public highway occurs.

Peak harvest periods will be operated by local farmers and casual staff using a limited number of owned/hired vehicles, not a large fleet. As such, traffic movements would naturally be spread throughout the day, thus avoiding any congestion issues.

Further to this a Traffic Management Plan (TMP) will be implemented to ensure that suitable measures are taken to minimise any traffic impacts on the local highway network.

9.1.5 Link Impact

The application site benefits from good access to the local strategic road network via the B4696 which is a key local link.

The B4696 has therefore been considered in terms of the link impact that would occur as a result of the traffic forecasted for the proposed application.

The Institute of Environmental Management and Assessment (IEMA) in 'Guidelines for the Environmental Assessment of Road Traffic' (the 'IEMA guidelines') provide two broad rules which can be used to determine what is considered to be an insignificant traffic increase:

- highway links where traffic flows would increase by more than 30% (or where the number of HGVs would increase by more than 30%); or
- in sensitive areas where traffic flows increase by more than 10%.

Table 9-1 considers the proposed traffic against the existing background traffic levels, to determine the level of increase.

This proposed traffic level represents the upper limits of the standard trip generation, rather than the temporary seasonal spikes associated with harvest times. Traffic distribution would vary daily and also be subject to local demand. For the purposes of this assessment all traffic forecasted to be generated has been routed via this key link.

Table 9-1
B4696 Link Impact

	2021 Baseline		Proposed		% Impact	
	<i>Total</i>	<i>HGV</i>	<i>Total</i>	<i>HGV</i>	<i>Total</i>	<i>HGV</i>
B4696	9,946	1,220	100	88	1.0	7.2

The link impact assessment shows that the proposed traffic forecasted would result in an increase of 1% on the total existing traffic flow, and an increase of 7.2% on the existing HGV traffic flow. This is comfortably within the determined lower 10% threshold specified within the IEMA guidelines.

This is considered to be a very robust assessment which considers all site traffic to be routeing via the B4696 which would not happen as traffic would disperse in accordance with local farm locations.

In terms of the operational impacts to local roads, the farms have an existing traffic generation potential which route to and from their land. It is anticipated that the redistribution of this permitted traffic locally to the proposed facility would not result in any operational concerns.

9.2 Highway Safety

The review of road collision statistics has not identified any incident patterns in the proximity of the planned site access location which could be considered a cause for concern.

The proposed access upgrade has been designed to meet modern standards with adequate junction visibility.

A swept-path analysis has been undertaken which demonstrated that a maximum sized articulated lorry can comfortably gain access/egress to the site. The swept-path analysis also demonstrates that an HGV can gain access whilst another waits to egress, therefore minimising the likelihood of any adverse impacts to the free-flow of traffic on Ashton Road.

A Stage 1 Road Safety Audit has been undertaken which has not highlighted any road safety concerns.

On the basis of the above, it is concluded that the proposals are acceptable in terms of highway safety.

9.3 Construction Impacts

The application site benefits from good access to the local strategic road network via Ashton Road.

It is expected that construction of the proposed development would take approximate 70 weeks.

It is anticipated that the construction process would generate less HGV traffic than the proposed development operational phase. However, there would be a higher number of staff operatives, with up to 50 people on site during the peak of construction activity.

It is expected that the construction process would generate approximately 7,296 HGV trips across the whole period. This equates to an average of 27 HGV trips per day (or 54 HGV movements, so 27 in and 27 out) across a 275 day year.

It is proposed that construction activities, including deliveries, would be limited to 7am to 7pm Monday to Friday, with reduced hours on Saturday for the duration of the construction period. There would be no construction activities undertaken on Sundays or bank holidays without prior approval, unless in the case of emergency.

In order to minimise traffic impacts on Ashton Road the construction site access junction will be constructed prior to the main construction phase commencing.

The construction phase must adhere to a Construction Traffic Management Plan (CTMP). The CTMP will ensure that site traffic is managed effectively during the construction process as to not result in any adverse impacts on the local highway.

The CTMP will ensure that all staff parking is accommodated within the site away from the public highway; and all lorry parking/loading will occur within the site, away from the public highway.

Subject to the implementation of a CTMP, the construction impacts are likely to be minimal, manageable, and therefore are acceptable in terms of highway operation and safety.

10.0 SUMMARY AND CONCLUSIONS

Acorn Bioenergy Limited are seeking to develop land at Ashton Keynes, Wiltshire, to provide an AD Facility.

10.1 Proposals Summary

The proposed AD Facility would process c. 91,000tpa of agricultural feedstock. The feedstock would be transported to site in HGVs (tractor-trailers and lorries). The feedstock material would undergo a process of controlled decomposition (anaerobic digestion) within the proposed facility. The process produces biomethane which would be stored on site prior to being transported by tanker to a central gas injection point.

The gas upgrading process would also result in the production of CO₂ as a natural by-product. All Acorn's AD facilities will be fitted with the equipment required to capture the clean CO₂ to a food grade level standard which makes it suitable for almost all industrial and commercial applications in the UK. Purified CO₂ would be liquefied and transported by road to end users, ideally located locally. A further output of the anaerobic digestion process is digestate, which would be used on local farms in place of raw manures and artificial fertilisers.

10.1.1 Proposed Traffic Generation

The proposals are likely to result in a varied traffic HGV traffic generation profile across the year.

The traffic forecast graph indicates that for the majority of the year (10 months) the proposed development would generate 38-44 HGV/Tractor trips per day, which equates to 76-88 HGV/Tractor movements.

Proposed site traffic generation levels would then peak associated with seasonal harvest periods. This would likely be restricted to two weeks in June and July (Rye Silage) and two weeks in September and October (Maize Silage). Predicted traffic levels would peak for 2 weeks in June and July with up to 80 HGV/Tractor trips per day, which equates to 160 HGV/Tractor movements; a lesser peak is forecast to occur in September and October with up to 80 HGV/Tractor trips per day, which equates to 160 HGV/Tractor movements.

Additionally, there would be some light vehicle trips associated with staff and visitor movement.

Whilst the proposed site traffic will be new to the application site, a large proportion of the generated movements would already be on the wider local network as the proposed AD Facility will service existing local farms which have an existing traffic generation.

10.2 Access Design

The site is currently accessed via an established access off Ashton Road; this access would be upgraded to a suitable standard to serve the development.

The proposed access junction has been designed in accordance with CD123 DMRB, as a simple priority junction. The design has been assessed in terms of HGV swept-paths, demonstrating that the worst-case vehicle can access and egress without any issue. Critically, it demonstrates that an HGV can gain access to the site whilst another HGV waits to egress.

The junction location benefits from the necessary visibility splays of 2.4 x 160 metres, as calculated from speed survey data and illustrated on the proposed access design.

The access road design features a hard surfaced access road of 7.0 metres wide and which would allow HGVs/tractor-trailers to pass in opposing directions without issue. The access road will provide direct access to a car park area and AD Facility operation areas for deposit/loading. All vehicles will be able to turn within the site to egress in a forward gear.

To ensure site security the entrance would be secured out of hours by a locked gate, set well back within the site.

The proposed site access has been subject to a Stage 1 Road Safety Audit which has not highlighted any safety concerns.

10.3 Highway Impacts

The proposed scheme has been reviewed in terms of highway safety and operational capacity and it has been concluded that, subject to the implementation of a Traffic Management Plan (TMP) to manage the seasonal traffic peaks, there would be no detrimental impacts to the local highway.

Any impacts resulting from the construction phase will be minimal and managed effectively.

10.4 Conclusions

A robust design and assessment process has demonstrated that the scheme proposals adhere to the appropriate safety standards with the necessary operational capacity to ensure that there will be no detrimental impacts to the local highway.

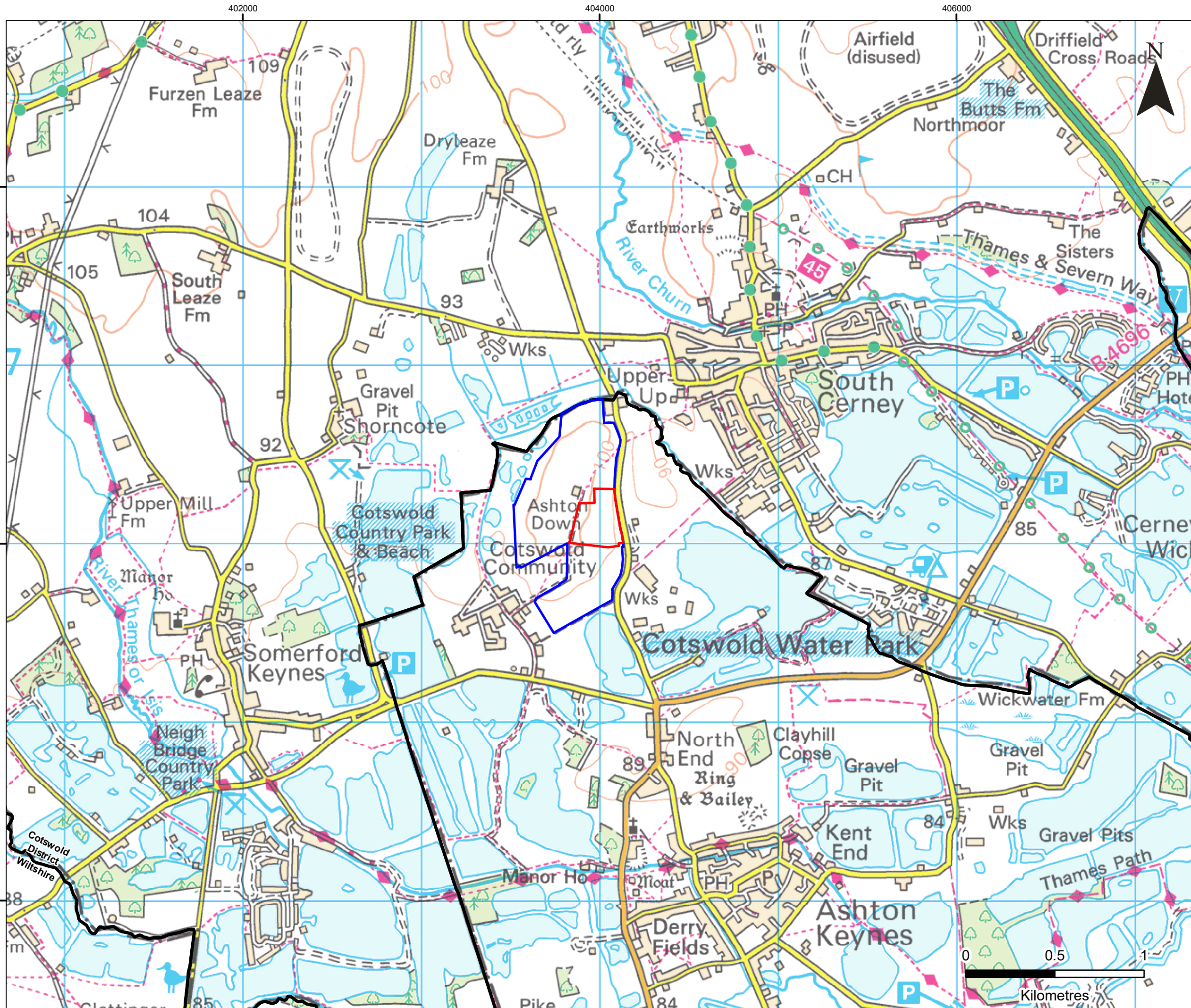
Paragraph 111 of the National Planning Policy Framework (NPPF) states:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

It is concluded that any impacts resulting from the proposals would be negligible in terms of road safety, highway operation, and/or network capacity; as such the proposal is considered acceptable in highways and transportation terms.

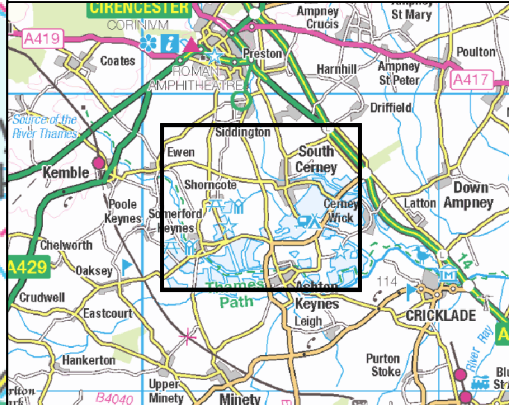
DRAWING 01

Site Location Plan



LEGEND

- Site Boundary
- Land Within the Applicant's Control
- Local Authority Boundary



4/5 LOCHSIDE VIEW
EDINBURGH PARK
EDINBURGH
EH12 9DH
T: +44 (0)131 335 6830
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ASHTON KEYNES, WILTSHIRE

PLANNING APPLICATION

SITE LOCATION

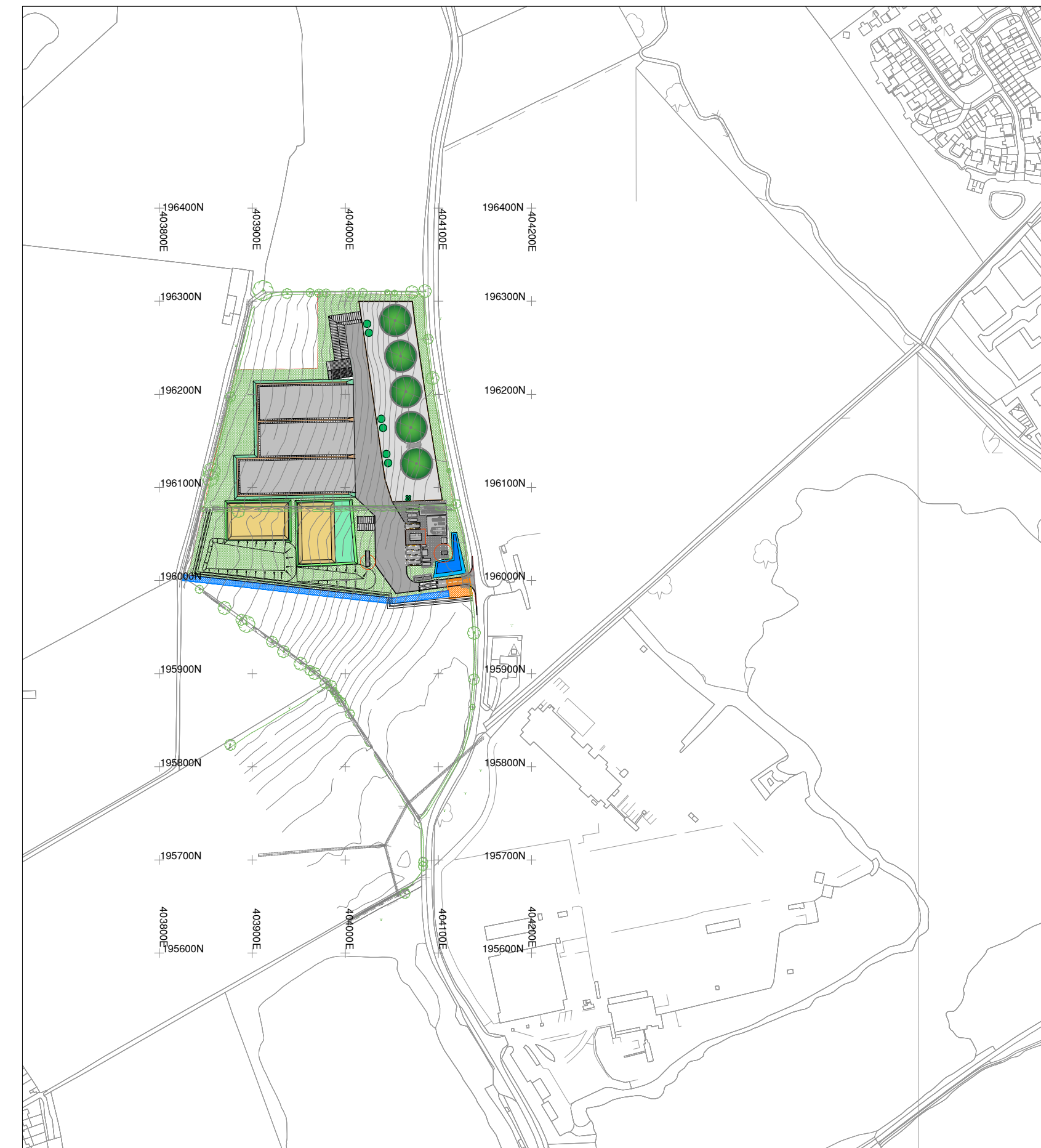
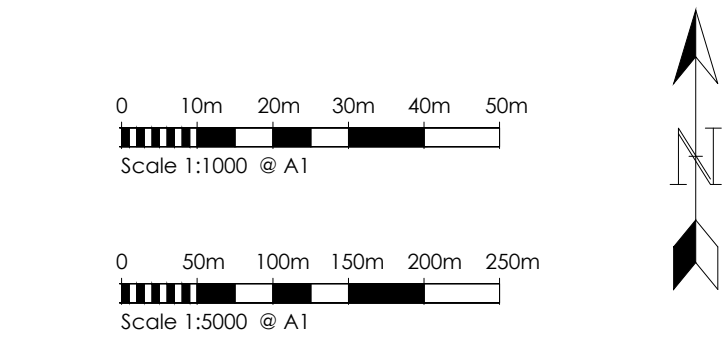
AKE - 0002

Scale 1:20,000 @ A3 Date MARCH 2023

11923.00002.01/34.0 Site Location

DRAWING 02

Proposed Site Layout



SITE LOCATION PLAN
Scale: 1:5000 @ A1



SITE PLAN
Scale: 1:1000 @ A1

NOT FOR CONSTRUCTION

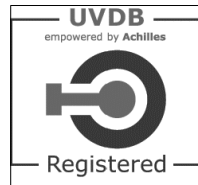
- NOTES:-
1. All dimensions must be checked on site and not scaled from this drawing.
 2. The Contractor shall make a survey of the site and shall be responsible for obtaining all dimensions and levels necessary for the proper fabrication of the structure as indicated.
 3. All levels shown on this drawing are relative to Agreed Topographic survey
 4. This drawing is to be read in conjunction with 29419/100 Series Drawings.
 5. All existing invert levels are to be confirmed by contractor prior to construction. Connection subject to approval.

Site Red Line Boundary (6.99Ha)

F	24/03/23	Issued For Approval	JHC	JHC
E	08/12/22	Hatched Plan	JHC	JHC
D	30/11/22	Layout update	JHC	JHC
C	02/11/22	Redline & Entrance Update	JHC	JHC
B	28/10/22	Redline Update	JHC	JHC
A	04/10/22	Concept Layout	JHC	JHC

Rev Date Description DR CH

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Email info@ggpconsult.co.uk



Job Title
AD Plant.
Ashton Keynes

Drawing Title
Site Layout Plan.

Status
Planning

Scale
As Noted @ A1

Date
Oct '22

Drawn By
J. Collins

Checked
JHC

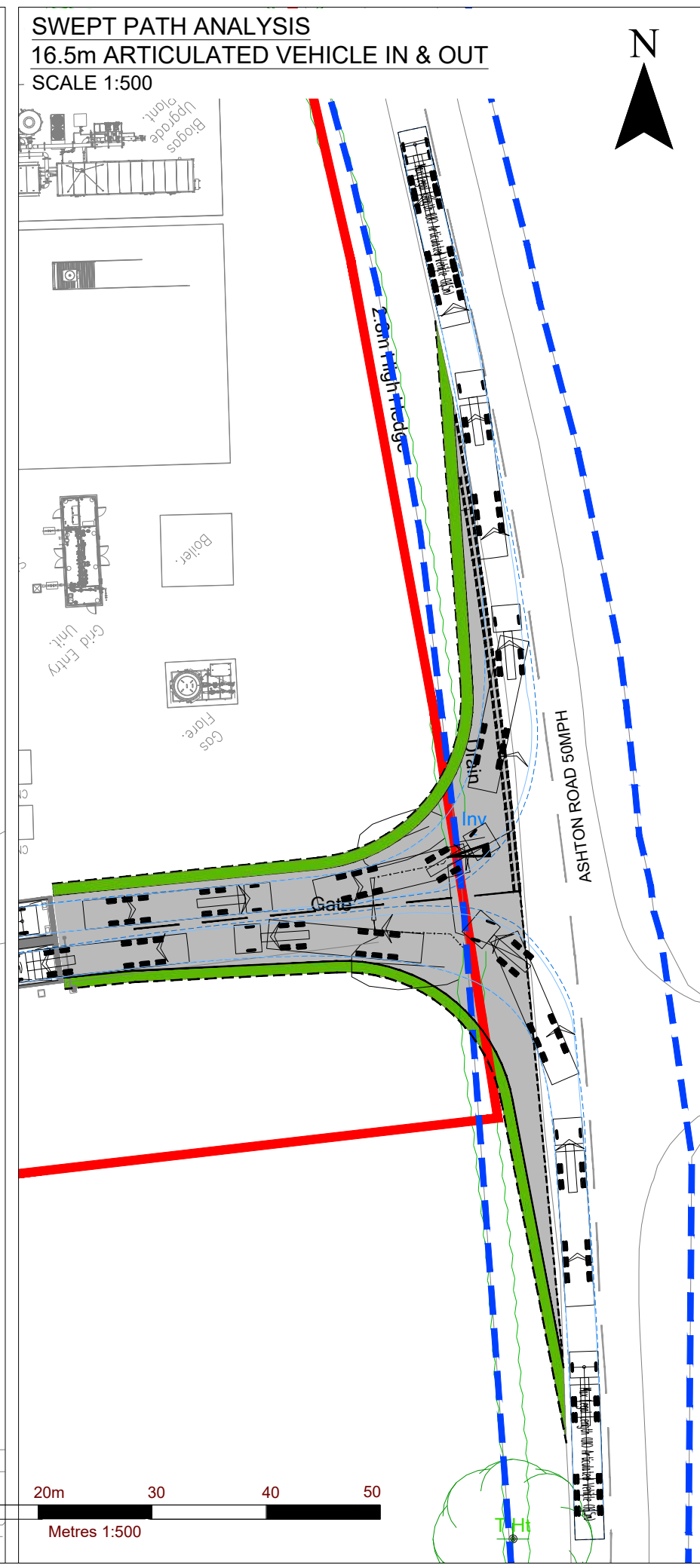
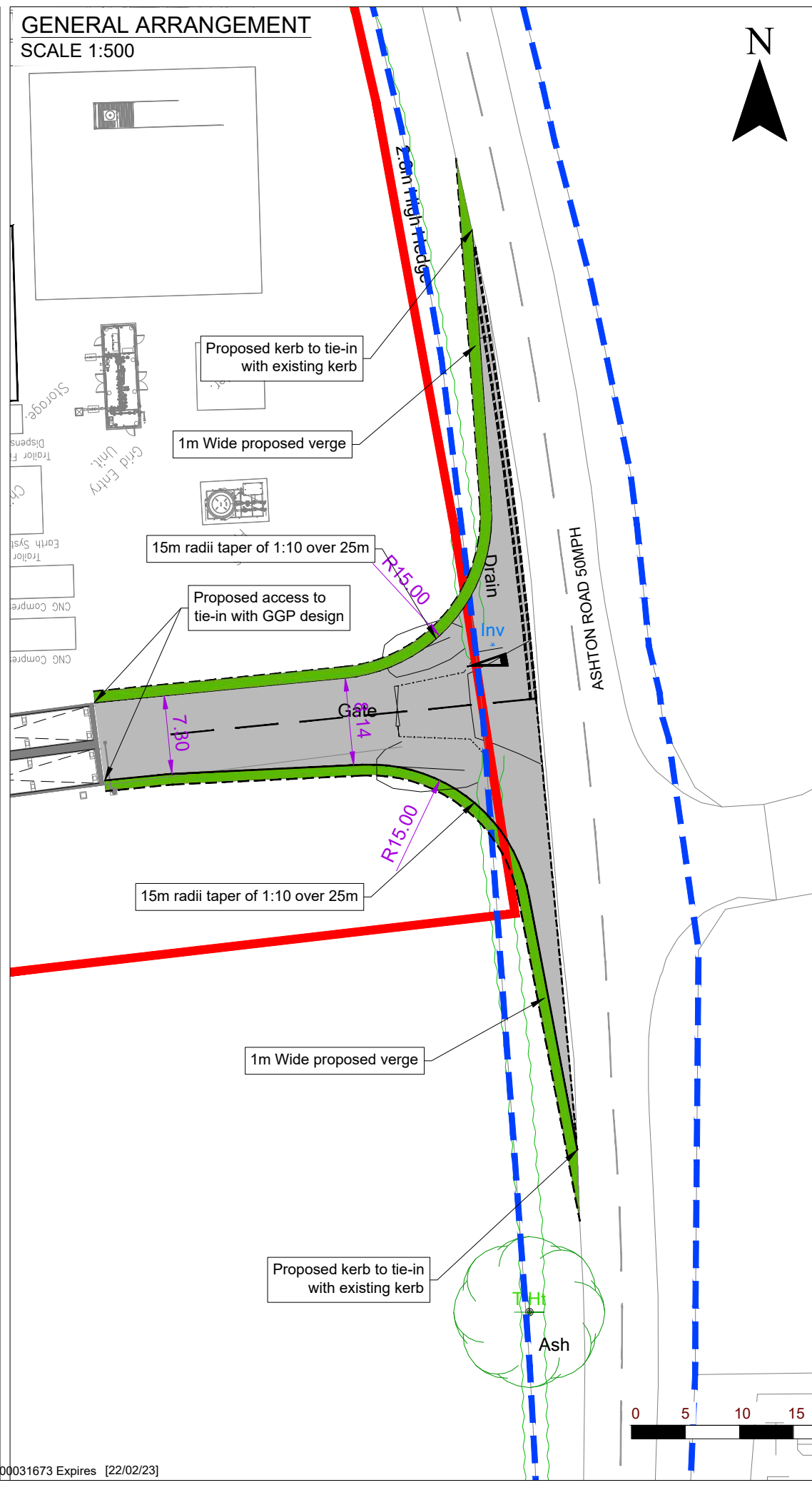
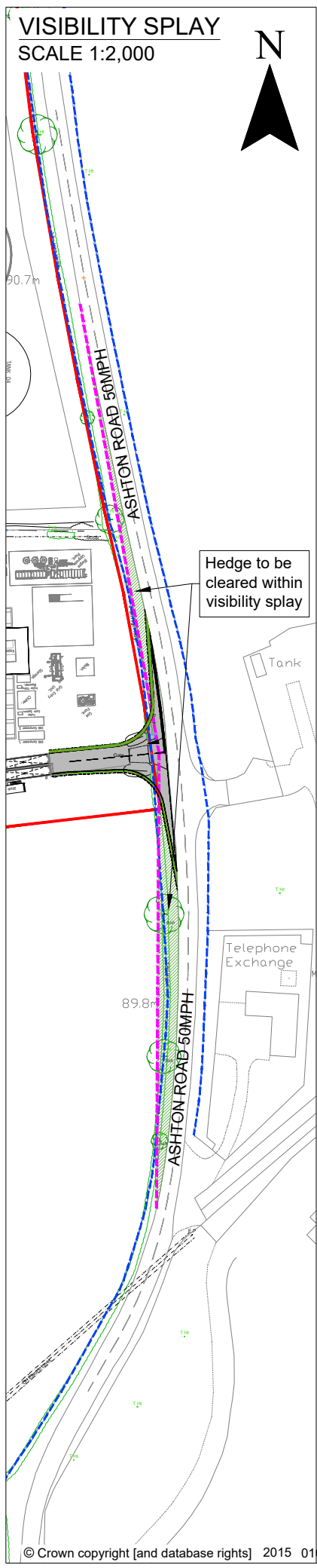
Approved
JHC

Orig. No.	Rev
29419/P/101	F

DRAWING 03

Proposed Site Access Design

404.11923.00004.0000.001.2 - Site Access Design ASHTON KEYNES.dwg



NOTES

1. This is not a construction drawing and is intended for illustrative purposes only.
2. All dimensions in meters unless stated otherwise.
3. White lining is indicative only.
4. This drawing is based on GGP Counsult Drawing No. 29419/101 Rev A.

LEGEND

- HIGHWAY BOUNDARY
- SITE BOUNDARY
- 2.4m x 160m VISIBILITY SPLAYS
- HEDGE TO BE CLEARED WITHIN VISIBILITY SPLAY
- PROPOSED CARRIAGEWAY
- PROPOSED VERGE

acorn
BIOENERGY

SLR

WATERHOUSE BUSINESS CENTRE
UNIT 77, 2 CROMAR WAY
CHELMSFORD
ESSEX
CM1 2QE
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F: 01245 392171
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SITE 019 - ASHTON KEYNES
COTSWOLD WATER PARK

ANAEROBIC DIGESTION PLANT
DEVELOPMENT

SITE ACCESS DESIGN

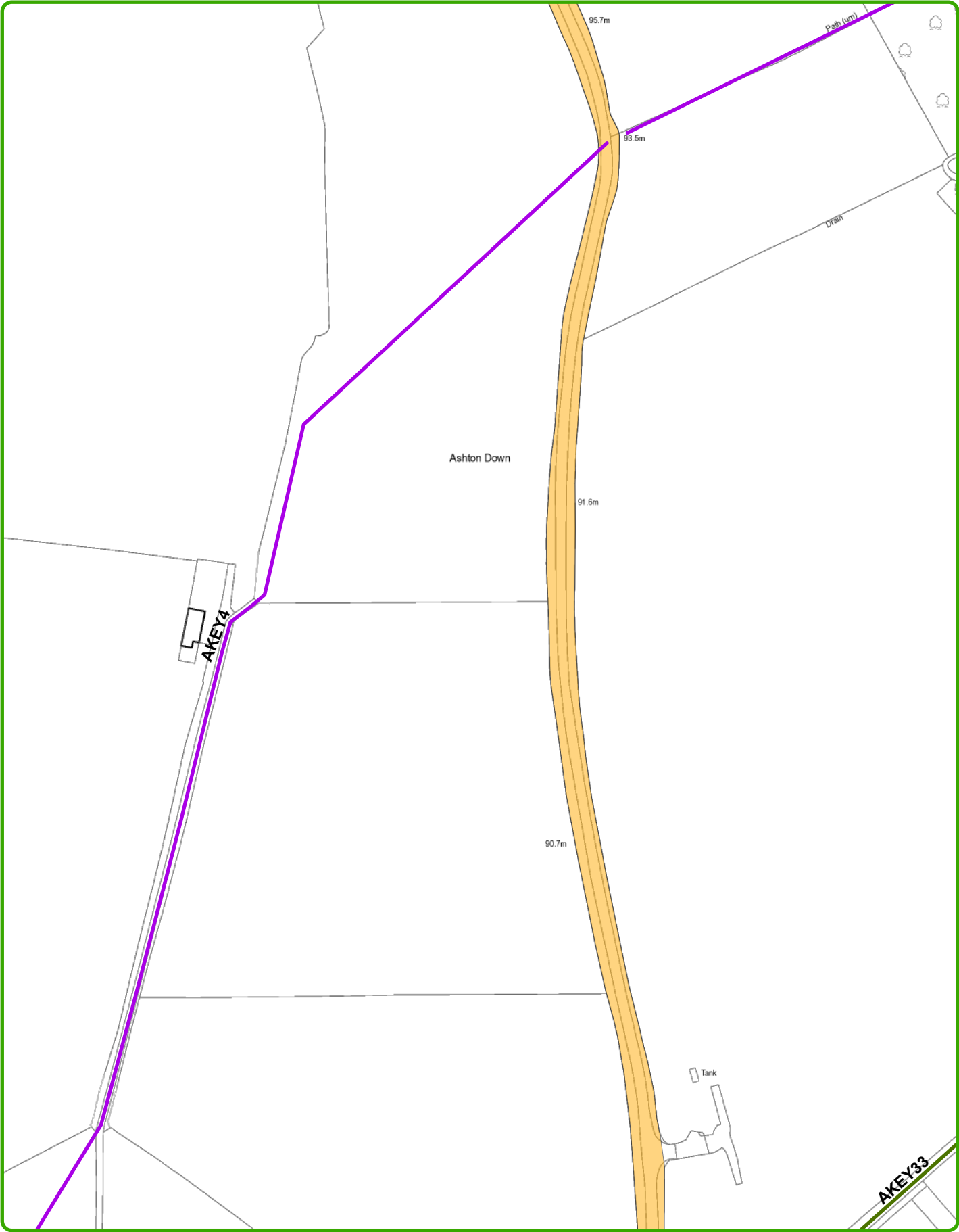
404.11923.00004.0000.001.2

Scale
AS SHOWN @ A3

Date
NOVEMBER 2022

APPENDIX 01

Highway Boundary Plan



Please Note
The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.



APPENDIX 02

Automatic Traffic Count Data

11587 ACORN SITE 17										
SEPTEMBER 2022										
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: 11587017	Acorn Site 17 - Unnamed Rd, Ashton Keynes 51.664445, - 1.941950	Channel: Northbound	Tue 06-Sep-22	Mon 12-Sep-22	NSL	11603	1778	1658	52.4	44.0
		Channel: Southbound	Tue 06-Sep-22	Mon 12-Sep-22		12225	1957	1746	51.3	44.5

11587		ACORN SITE 17				Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes						
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Tue 06-Sep-22															
00:00	1	0	1	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	0	
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
05:00	17	1	15	0	0	0	1	0	0	0	0	0	0	0	
06:00	48	1	41	4	0	0	1	0	1	0	0	0	0	0	
07:00	157	1	138	7	0	1	5	0	3	1	1	0	0	0	
08:00	215	2	194	6	0	1	6	0	6	0	0	0	0	0	
09:00	146	0	126	9	0	0	4	0	4	1	1	1	0	0	
10:00	108	2	90	9	0	1	3	0	1	1	1	0	0	0	
11:00	110	0	91	10	0	2	2	1	2	2	0	0	0	0	
12:00	95	1	74	12	0	1	0	0	5	1	1	0	0	0	
13:00	123	0	94	14	0	1	1	0	10	1	1	1	0	0	
14:00	147	1	120	14	1	0	1	0	7	0	1	2	0	0	
15:00	136	5	117	10	0	1	2	0	1	0	0	0	0	0	
16:00	115	3	95	13	0	0	0	0	2	1	1	0	0	0	
17:00	160	3	146	7	0	1	1	0	1	0	1	0	0	0	
18:00	114	1	111	2	0	0	0	0	0	0	0	0	0	0	
19:00	73	1	70	1	0	1	0	0	0	0	0	0	0	0	
20:00	42	0	41	0	0	0	0	0	1	0	0	0	0	0	
21:00	26	0	24	1	0	0	1	0	0	0	0	0	0	0	
22:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	
23:00	10	0	8	1	0	0	1	0	0	0	0	0	0	0	
12H,7-19	1626	19	1396	113	1	9	25	1	42	8	8	4	0	0	
16H,6-22	1815	21	1572	119	1	10	27	1	44	8	8	4	0	0	
18H,6-24	1840	21	1595	120	1	10	28	1	44	8	8	4	0	0	
24H,0-24	1865	22	1618	120	1	10	29	1	44	8	8	4	0	0	

11587		ACORN SITE 17				Site No: 11587017		Location		Acorn Site 17 - Unnamed Rd, Ashton Keynes					
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Wed 07-Sep-22															
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02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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05:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
06:00	57	1	48	3	0	1	2	0	1	1	0	0	0	0	
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08:00	201	2	179	8	0	2	6	0	3	0	1	0	0	0	
09:00	105	1	91	8	0	0	0	0	3	1	1	0	0	0	
10:00	98	2	88	3	0	1	3	0	1	0	0	0	0	0	
11:00	88	2	77	5	0	1	0	0	2	1	0	0	0	0	
12:00	116	0	96	15	0	2	1	0	0	0	1	1	0	0	
13:00	101	0	84	5	0	1	2	0	6	1	2	0	0	0	
14:00	125	2	107	6	0	1	2	0	6	0	1	0	0	0	
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17:00	153	7	135	6	0	1	1	0	2	0	0	1	0	0	
18:00	87	1	80	3	0	0	1	0	1	0	1	0	0	0	
19:00	67	2	61	3	0	1	0	0	0	0	0	0	0	0	
20:00	41	0	40	0	0	0	1	0	0	0	0	0	0	0	
21:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
22:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1482	22	1281	90	1	13	29	0	30	4	10	2	0	0	
16H,6-22	1661	25	1444	96	1	15	32	0	31	5	10	2	0	0	
18H,6-24	1676	25	1459	96	1	15	32	0	31	5	10	2	0	0	
24H,0-24	1696	25	1479	96	1	15	32	0	31	5	10	2	0	0	

11587		ACORN SITE 17					Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes					
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Thu 08-Sep-22															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
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02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
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06:00	48	1	42	3	0	0	1	0	0	1	0	0	0	0	
07:00	146	2	129	8	0	1	4	0	2	0	0	0	0	0	
08:00	198	1	174	10	0	1	7	1	2	1	0	1	0	0	
09:00	131	2	111	7	0	0	3	0	7	1	0	0	0	0	
10:00	116	1	95	10	0	0	3	0	6	1	0	0	0	0	
11:00	81	2	60	13	0	0	1	0	5	0	0	0	0	0	
12:00	119	2	95	12	0	1	2	0	6	0	0	1	0	0	
13:00	112	2	90	14	0	1	2	0	1	0	1	1	0	0	
14:00	132	2	122	3	0	1	0	0	3	0	1	0	0	0	
15:00	153	1	138	8	0	1	1	1	2	0	1	0	0	0	
16:00	127	2	116	8	0	0	1	0	0	0	0	0	0	0	
17:00	140	3	128	8	0	0	1	0	0	0	0	0	0	0	
18:00	97	1	93	1	0	1	1	0	0	0	0	0	0	0	
19:00	46	3	41	1	0	0	1	0	0	0	0	0	0	0	
20:00	37	0	35	2	0	0	0	0	0	0	0	0	0	0	
21:00	24	0	23	1	0	0	0	0	0	0	0	0	0	0	
22:00	12	0	10	1	0	0	1	0	0	0	0	0	0	0	
23:00	9	1	6	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1552	21	1351	102	0	7	26	2	34	3	3	3	0	0	
16H,6-22	1707	25	1492	109	0	7	28	2	34	4	3	3	0	0	
18H,6-24	1728	26	1508	112	0	7	29	2	34	4	3	3	0	0	
24H,0-24	1754	27	1531	113	0	7	30	2	34	4	3	3	0	0	

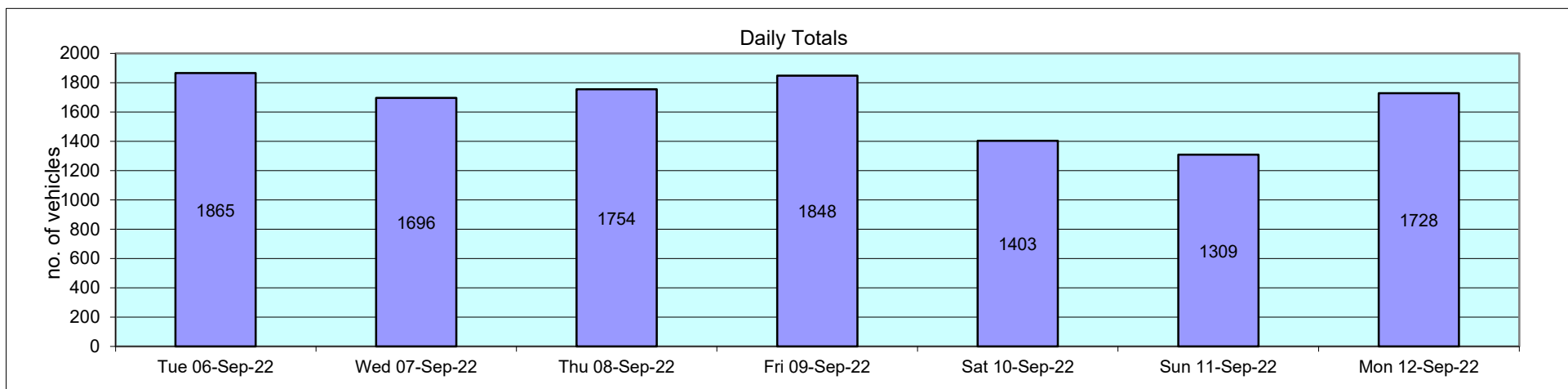
11587		ACORN SITE 17				Site No: 11587017		Location		Acorn Site 17 - Unnamed Rd, Ashton Keynes					
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Northbound									
			CARS OR CAR- BASED	LIGHT GOODS		TWO AXLE, SIX TYRE, RIGID/BU SES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	LGV	VEHICLES	BUSES										
Fri 09-Sep-22															
00:00	6	0	5	1	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	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
05:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
06:00	56	0	48	2	0	0	4	0	2	0	0	0	0	0	
07:00	127	2	114	6	1	1	1	0	2	0	0	0	0	0	
08:00	162	2	148	8	0	0	1	0	1	1	0	1	0	0	
09:00	153	2	132	7	0	0	5	0	5	1	1	0	0	0	
10:00	131	2	108	15	0	1	2	0	3	0	0	0	0	0	
11:00	129	2	104	11	0	2	3	0	3	3	1	0	0	0	
12:00	138	1	113	15	0	1	4	0	3	0	0	1	0	0	
13:00	132	3	107	12	0	1	1	0	7	0	1	0	0	0	
14:00	150	4	121	13	0	1	2	0	6	0	3	0	0	0	
15:00	142	5	117	14	0	0	4	0	2	0	0	0	0	0	
16:00	123	2	111	8	0	0	0	0	2	0	0	0	0	0	
17:00	129	4	118	6	0	1	0	0	0	0	0	0	0	0	
18:00	94	1	88	5	0	0	0	0	0	0	0	0	0	0	
19:00	63	0	60	3	0	0	0	0	0	0	0	0	0	0	
20:00	36	1	32	3	0	0	0	0	0	0	0	0	0	0	
21:00	32	1	29	1	0	0	1	0	0	0	0	0	0	0	
22:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0	
23:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1610	30	1381	120	1	8	23	0	34	5	6	2	0	0	
16H,6-22	1797	32	1550	129	1	8	28	0	36	5	6	2	0	0	
18H,6-24	1821	33	1572	130	1	8	28	0	36	5	6	2	0	0	
24H,0-24	1848	33	1598	131	1	8	28	0	36	5	6	2	0	0	

11587		ACORN SITE 17				Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes						
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sat 10-Sep-22															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	5	1	2	2	0	0	0	0	0	0	0	0	0	0	
06:00	12	0	11	0	0	0	1	0	0	0	0	0	0	0	
07:00	45	3	36	6	0	0	0	0	0	0	0	0	0	0	
08:00	83	6	74	2	0	0	0	0	1	0	0	0	0	0	
09:00	178	66	102	5	0	0	3	0	1	0	1	0	0	0	
10:00	193	77	114	1	0	0	0	0	0	0	0	1	0	0	
11:00	119	5	106	6	0	1	0	0	1	0	0	0	0	0	
12:00	123	9	109	3	0	1	0	0	0	0	0	1	0	0	
13:00	114	4	105	5	0	0	0	0	0	0	0	0	0	0	
14:00	96	6	87	1	0	2	0	0	0	0	0	0	0	0	
15:00	77	3	74	0	0	0	0	0	0	0	0	0	0	0	
16:00	65	1	62	1	0	0	0	0	0	0	1	0	0	0	
17:00	87	1	82	2	0	1	0	0	1	0	0	0	0	0	
18:00	69	2	65	1	0	1	0	0	0	0	0	0	0	0	
19:00	45	0	43	2	0	0	0	0	0	0	0	0	0	0	
20:00	30	0	29	0	0	0	1	0	0	0	0	0	0	0	
21:00	27	0	25	1	0	0	1	0	0	0	0	0	0	0	
22:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
23:00	12	0	11	0	0	0	1	0	0	0	0	0	0	0	
12H,7-19	1249	183	1016	33	0	6	3	0	4	0	2	2	0	0	
16H,6-22	1363	183	1124	36	0	6	6	0	4	0	2	2	0	0	
18H,6-24	1389	183	1149	36	0	6	7	0	4	0	2	2	0	0	
24H,0-24	1403	184	1159	39	0	6	7	0	4	0	2	2	0	0	

11587		ACORN SITE 17				Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes						
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sun 11-Sep-22															
00:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	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	0	
05:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
06:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
07:00	20	0	17	1	0	1	0	0	0	0	1	0	0	0	
08:00	31	2	29	0	0	0	0	0	0	0	0	0	0	0	
09:00	153	79	67	3	0	2	0	0	0	0	2	0	0	0	
10:00	169	93	72	3	0	0	0	0	0	1	0	0	0	0	
11:00	127	40	84	2	0	0	0	0	0	0	0	1	0	0	
12:00	97	6	84	7	0	0	0	0	0	0	0	0	0	0	
13:00	159	50	106	2	0	0	1	0	0	0	0	0	0	0	
14:00	130	49	75	5	0	0	1	0	0	0	0	0	0	0	
15:00	93	16	68	7	0	1	0	0	1	0	0	0	0	0	
16:00	71	8	62	1	0	0	0	0	0	0	0	0	0	0	
17:00	73	1	70	2	0	0	0	0	0	0	0	0	0	0	
18:00	53	3	47	3	0	0	0	0	0	0	0	0	0	0	
19:00	44	2	41	0	0	0	0	0	0	0	0	1	0	0	
20:00	28	0	28	0	0	0	0	0	0	0	0	0	0	0	
21:00	18	1	15	1	0	0	0	0	0	0	0	1	0	0	
22:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	
23:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1176	347	781	36	0	4	2	0	1	1	3	1	0	0	
16H,6-22	1272	350	870	38	0	4	2	0	1	1	3	3	0	0	
18H,6-24	1292	350	890	38	0	4	2	0	1	1	3	3	0	0	
24H,0-24	1309	350	905	40	0	4	2	0	1	1	3	3	0	0	

11587		ACORN SITE 17				Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes						
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Mon 12-Sep-22															
00:00	0	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	0	
02:00	0	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	0	
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
05:00	18	1	17	0	0	0	0	0	0	0	0	0	0	0	
06:00	47	1	39	3	0	2	1	0	1	0	0	0	0	0	
07:00	133	0	123	6	1	1	0	0	2	0	0	0	0	0	
08:00	227	5	198	14	0	2	4	0	2	1	0	1	0	0	
09:00	141	0	122	14	0	0	2	0	1	0	0	2	0	0	
10:00	102	1	87	5	1	0	3	0	4	1	0	0	0	0	
11:00	105	4	74	14	1	1	3	0	7	0	0	1	0	0	
12:00	126	1	98	18	1	1	2	0	3	0	1	1	0	0	
13:00	97	0	83	6	0	0	2	0	5	0	1	0	0	0	
14:00	135	3	100	21	0	1	2	0	4	0	3	1	0	0	
15:00	115	3	92	15	0	1	2	0	2	0	0	0	0	0	
16:00	140	4	116	14	0	2	1	0	3	0	0	0	0	0	
17:00	135	5	122	7	0	0	1	0	0	0	0	0	0	0	
18:00	85	5	78	1	0	1	0	0	0	0	0	0	0	0	
19:00	73	1	68	3	0	1	0	0	0	0	0	0	0	0	
20:00	22	0	22	0	0	0	0	0	0	0	0	0	0	0	
21:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
22:00	7	0	6	0	0	0	0	0	0	0	1	0	0	0	
23:00	6	1	4	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1541	31	1293	135	4	10	22	0	33	2	5	6	0	0	
16H,6-22	1694	33	1432	142	4	13	23	0	34	2	5	6	0	0	
18H,6-24	1707	34	1442	143	4	13	23	0	34	2	6	6	0	0	
24H,0-24	1728	35	1462	143	4	13	23	0	34	2	6	6	0	0	

ACORN SITE 17						Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes						
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Northbound									
		CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES		THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES													
Daily Totals															
Tue 06-Sep-22	1865	22	1618	120	1	10	29	1	44	8	8	4	0	0	
Wed 07-Sep-22	1696	25	1479	96	1	15	32	0	31	5	10	2	0	0	
Thu 08-Sep-22	1754	27	1531	113	0	7	30	2	34	4	3	3	0	0	
Fri 09-Sep-22	1848	33	1598	131	1	8	28	0	36	5	6	2	0	0	
Sat 10-Sep-22	1403	184	1159	39	0	6	7	0	4	0	2	2	0	0	
Sun 11-Sep-22	1309	350	905	40	0	4	2	0	1	1	3	3	0	0	
Mon 12-Sep-22	1728	35	1462	143	4	13	23	0	34	2	6	6	0	0	
Total Vehicles															
[--]	11603	676	9752	682	7	63	151	3	184	25	38	22	0	0	



11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 06-Sep-22											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	2	0	0.0	2	100.0	0	0.0	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	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	17	1	5.9	15	88.2	0	0.0	1	5.9	0	0.0
06:00	48	1	2.1	41	85.4	4	8.3	2	4.2	0	0.0
07:00	157	1	0.6	138	87.9	7	4.5	11	7.0	0	0.0
08:00	215	2	0.9	194	90.2	6	2.8	13	6.1	0	0.0
09:00	146	0	0.0	126	86.3	9	6.2	11	7.5	0	0.0
10:00	108	2	1.9	90	83.3	9	8.3	7	6.5	0	0.0
11:00	110	0	0.0	91	82.7	10	9.1	9	8.2	0	0.0
12:00	95	1	1.1	74	77.9	12	12.6	8	8.4	0	0.0
13:00	123	0	0.0	94	76.4	14	11.4	15	12.2	0	0.0
14:00	147	1	0.7	120	81.6	14	9.5	11	7.5	1	0.7
15:00	136	5	3.7	117	86.0	10	7.4	4	2.9	0	0.0
16:00	115	3	2.6	95	82.6	13	11.3	4	3.5	0	0.0
17:00	160	3	1.9	146	91.3	7	4.4	4	2.5	0	0.0
18:00	114	1	0.9	111	97.4	2	1.8	0	0.0	0	0.0
19:00	73	1	1.4	70	95.9	1	1.4	1	1.4	0	0.0
20:00	42	0	0.0	41	97.6	0	0.0	1	2.4	0	0.0
21:00	26	0	0.0	24	92.3	1	3.9	1	3.9	0	0.0
22:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
23:00	10	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
12H,7-19	1626	19	1.2	1396	85.9	113	7.0	97	6.0	1	0.1
16H,6-22	1815	21	1.2	1572	86.6	119	6.6	102	5.6	1	0.1
18H,6-24	1840	21	1.1	1595	86.7	120	6.5	103	5.6	1	0.1
24H,0-24	1865	22	1.2	1618	86.8	120	6.4	104	5.6	1	0.1

11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 07-Sep-22											
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	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
06:00	57	1	1.8	48	84.2	3	5.3	5	8.8	0	0.0
07:00	139	0	0.0	119	85.6	5	3.6	14	10.1	1	0.7
08:00	201	2	1.0	179	89.1	8	4.0	12	6.0	0	0.0
09:00	105	1	1.0	91	86.7	8	7.6	5	4.8	0	0.0
10:00	98	2	2.0	88	89.8	3	3.1	5	5.1	0	0.0
11:00	88	2	2.3	77	87.5	5	5.7	4	4.6	0	0.0
12:00	116	0	0.0	96	82.8	15	12.9	5	4.3	0	0.0
13:00	101	0	0.0	84	83.2	5	5.0	12	11.9	0	0.0
14:00	125	2	1.6	107	85.6	6	4.8	10	8.0	0	0.0
15:00	139	1	0.7	116	83.5	14	10.1	8	5.8	0	0.0
16:00	130	4	3.1	109	83.9	12	9.2	5	3.9	0	0.0
17:00	153	7	4.6	135	88.2	6	3.9	5	3.3	0	0.0
18:00	87	1	1.2	80	92.0	3	3.5	3	3.5	0	0.0
19:00	67	2	3.0	61	91.0	3	4.5	1	1.5	0	0.0
20:00	41	0	0.0	40	97.6	0	0.0	1	2.4	0	0.0
21:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
22:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1482	22	1.5	1281	86.4	90	6.1	88	5.9	1	0.1
16H,6-22	1661	25	1.5	1444	86.9	96	5.8	95	5.7	1	0.1
18H,6-24	1676	25	1.5	1459	87.1	96	5.7	95	5.7	1	0.1
24H,0-24	1696	25	1.5	1479	87.2	96	5.7	95	5.6	1	0.1

11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 08-Sep-22											
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	0	0.0	1	100.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	18	1	5.6	17	94.4	0	0.0	0	0.0	0	0.0
06:00	48	1	2.1	42	87.5	3	6.3	2	4.2	0	0.0
07:00	146	2	1.4	129	88.4	8	5.5	7	4.8	0	0.0
08:00	198	1	0.5	174	87.9	10	5.1	13	6.6	0	0.0
09:00	131	2	1.5	111	84.7	7	5.3	11	8.4	0	0.0
10:00	116	1	0.9	95	81.9	10	8.6	10	8.6	0	0.0
11:00	81	2	2.5	60	74.1	13	16.1	6	7.4	0	0.0
12:00	119	2	1.7	95	79.8	12	10.1	10	8.4	0	0.0
13:00	112	2	1.8	90	80.4	14	12.5	6	5.4	0	0.0
14:00	132	2	1.5	122	92.4	3	2.3	5	3.8	0	0.0
15:00	153	1	0.7	138	90.2	8	5.2	6	3.9	0	0.0
16:00	127	2	1.6	116	91.3	8	6.3	1	0.8	0	0.0
17:00	140	3	2.1	128	91.4	8	5.7	1	0.7	0	0.0
18:00	97	1	1.0	93	95.9	1	1.0	2	2.1	0	0.0
19:00	46	3	6.5	41	89.1	1	2.2	1	2.2	0	0.0
20:00	37	0	0.0	35	94.6	2	5.4	0	0.0	0	0.0
21:00	24	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0
22:00	12	0	0.0	10	83.3	1	8.3	1	8.3	0	0.0
23:00	9	1	11.1	6	66.7	2	22.2	0	0.0	0	0.0
12H,7-19	1552	21	1.4	1351	87.1	102	6.6	78	5.0	0	0.0
16H,6-22	1707	25	1.5	1492	87.4	109	6.4	81	4.8	0	0.0
18H,6-24	1728	26	1.5	1508	87.3	112	6.5	82	4.8	0	0.0
24H,0-24	1754	27	1.5	1531	87.3	113	6.4	83	4.7	0	0.0

11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 09-Sep-22											
00:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	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	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
05:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
06:00	56	0	0.0	48	85.7	2	3.6	6	10.7	0	0.0
07:00	127	2	1.6	114	89.8	6	4.7	4	3.2	1	0.8
08:00	162	2	1.2	148	91.4	8	4.9	4	2.5	0	0.0
09:00	153	2	1.3	132	86.3	7	4.6	12	7.8	0	0.0
10:00	131	2	1.5	108	82.4	15	11.5	6	4.6	0	0.0
11:00	129	2	1.6	104	80.6	11	8.5	12	9.3	0	0.0
12:00	138	1	0.7	113	81.9	15	10.9	9	6.5	0	0.0
13:00	132	3	2.3	107	81.1	12	9.1	10	7.6	0	0.0
14:00	150	4	2.7	121	80.7	13	8.7	12	8.0	0	0.0
15:00	142	5	3.5	117	82.4	14	9.9	6	4.2	0	0.0
16:00	123	2	1.6	111	90.2	8	6.5	2	1.6	0	0.0
17:00	129	4	3.1	118	91.5	6	4.7	1	0.8	0	0.0
18:00	94	1	1.1	88	93.6	5	5.3	0	0.0	0	0.0
19:00	63	0	0.0	60	95.2	3	4.8	0	0.0	0	0.0
20:00	36	1	2.8	32	88.9	3	8.3	0	0.0	0	0.0
21:00	32	1	3.1	29	90.6	1	3.1	1	3.1	0	0.0
22:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
23:00	3	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
12H,7-19	1610	30	1.9	1381	85.8	120	7.5	78	4.8	1	0.1
16H,6-22	1797	32	1.8	1550	86.3	129	7.2	85	4.7	1	0.1
18H,6-24	1821	33	1.8	1572	86.3	130	7.1	85	4.7	1	0.1
24H,0-24	1848	33	1.8	1598	86.5	131	7.1	85	4.6	1	0.1

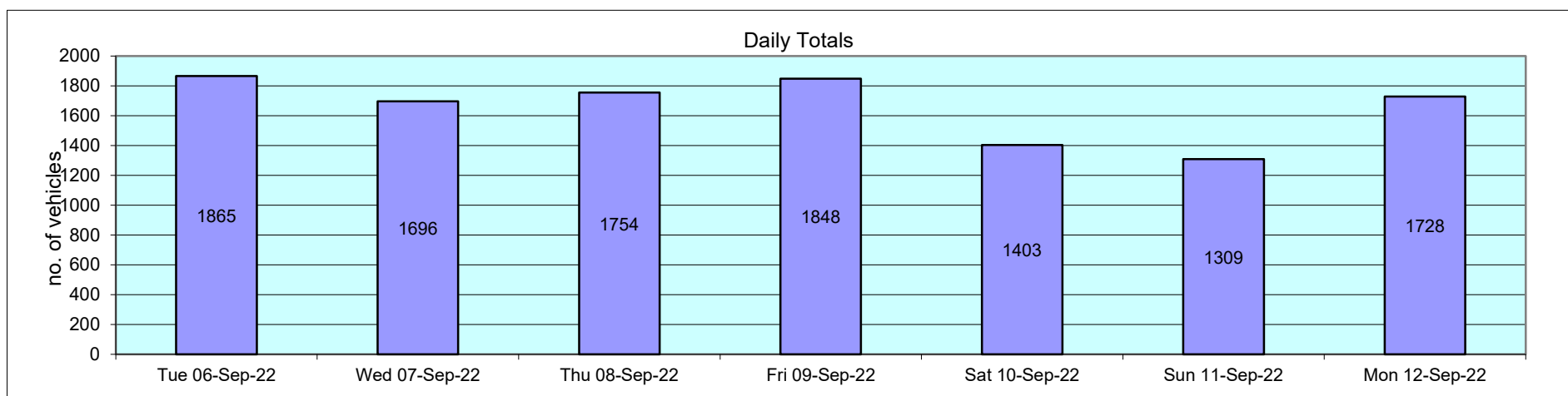
11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 10-Sep-22											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	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	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	5	1	20.0	2	40.0	2	40.0	0	0.0	0	0.0
06:00	12	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
07:00	45	3	6.7	36	80.0	6	13.3	0	0.0	0	0.0
08:00	83	6	7.2	74	89.2	2	2.4	1	1.2	0	0.0
09:00	178	66	37.1	102	57.3	5	2.8	5	2.8	0	0.0
10:00	193	77	39.9	114	59.1	1	0.5	1	0.5	0	0.0
11:00	119	5	4.2	106	89.1	6	5.0	2	1.7	0	0.0
12:00	123	9	7.3	109	88.6	3	2.4	2	1.6	0	0.0
13:00	114	4	3.5	105	92.1	5	4.4	0	0.0	0	0.0
14:00	96	6	6.3	87	90.6	1	1.0	2	2.1	0	0.0
15:00	77	3	3.9	74	96.1	0	0.0	0	0.0	0	0.0
16:00	65	1	1.5	62	95.4	1	1.5	1	1.5	0	0.0
17:00	87	1	1.2	82	94.3	2	2.3	2	2.3	0	0.0
18:00	69	2	2.9	65	94.2	1	1.5	1	1.5	0	0.0
19:00	45	0	0.0	43	95.6	2	4.4	0	0.0	0	0.0
20:00	30	0	0.0	29	96.7	0	0.0	1	3.3	0	0.0
21:00	27	0	0.0	25	92.6	1	3.7	1	3.7	0	0.0
22:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
23:00	12	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
12H,7-19	1249	183	14.7	1016	81.4	33	2.6	17	1.4	0	0.0
16H,6-22	1363	183	13.4	1124	82.5	36	2.6	20	1.5	0	0.0
18H,6-24	1389	183	13.2	1149	82.7	36	2.6	21	1.5	0	0.0
24H,0-24	1403	184	13.1	1159	82.6	39	2.8	21	1.5	0	0.0

11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 11-Sep-22											
00:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	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	0	0	-	0	-	0	-	0	-	0	-
05:00	4	0	0.0	2	50.0	2	50.0	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	20	0	0.0	17	85.0	1	5.0	2	10.0	0	0.0
08:00	31	2	6.5	29	93.6	0	0.0	0	0.0	0	0.0
09:00	153	79	51.6	67	43.8	3	2.0	4	2.6	0	0.0
10:00	169	93	55.0	72	42.6	3	1.8	1	0.6	0	0.0
11:00	127	40	31.5	84	66.1	2	1.6	1	0.8	0	0.0
12:00	97	6	6.2	84	86.6	7	7.2	0	0.0	0	0.0
13:00	159	50	31.5	106	66.7	2	1.3	1	0.6	0	0.0
14:00	130	49	37.7	75	57.7	5	3.9	1	0.8	0	0.0
15:00	93	16	17.2	68	73.1	7	7.5	2	2.2	0	0.0
16:00	71	8	11.3	62	87.3	1	1.4	0	0.0	0	0.0
17:00	73	1	1.4	70	95.9	2	2.7	0	0.0	0	0.0
18:00	53	3	5.7	47	88.7	3	5.7	0	0.0	0	0.0
19:00	44	2	4.6	41	93.2	0	0.0	1	2.3	0	0.0
20:00	28	0	0.0	28	100.0	0	0.0	0	0.0	0	0.0
21:00	18	1	5.6	15	83.3	1	5.6	1	5.6	0	0.0
22:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1176	347	29.5	781	66.4	36	3.1	12	1.0	0	0.0
16H,6-22	1272	350	27.5	870	68.4	38	3.0	14	1.1	0	0.0
18H,6-24	1292	350	27.1	890	68.9	38	2.9	14	1.1	0	0.0
24H,0-24	1309	350	26.7	905	69.1	40	3.1	14	1.1	0	0.0

11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 12-Sep-22											
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	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	18	1	5.6	17	94.4	0	0.0	0	0.0	0	0.0
06:00	47	1	2.1	39	83.0	3	6.4	4	8.5	0	0.0
07:00	133	0	0.0	123	92.5	6	4.5	3	2.3	1	0.8
08:00	227	5	2.2	198	87.2	14	6.2	10	4.4	0	0.0
09:00	141	0	0.0	122	86.5	14	9.9	5	3.6	0	0.0
10:00	102	1	1.0	87	85.3	5	4.9	8	7.8	1	1.0
11:00	105	4	3.8	74	70.5	14	13.3	12	11.4	1	1.0
12:00	126	1	0.8	98	77.8	18	14.3	8	6.4	1	0.8
13:00	97	0	0.0	83	85.6	6	6.2	8	8.3	0	0.0
14:00	135	3	2.2	100	74.1	21	15.6	11	8.2	0	0.0
15:00	115	3	2.6	92	80.0	15	13.0	5	4.4	0	0.0
16:00	140	4	2.9	116	82.9	14	10.0	6	4.3	0	0.0
17:00	135	5	3.7	122	90.4	7	5.2	1	0.7	0	0.0
18:00	85	5	5.9	78	91.8	1	1.2	1	1.2	0	0.0
19:00	73	1	1.4	68	93.2	3	4.1	1	1.4	0	0.0
20:00	22	0	0.0	22	100.0	0	0.0	0	0.0	0	0.0
21:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
22:00	7	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
23:00	6	1	16.7	4	66.7	1	16.7	0	0.0	0	0.0
12H,7-19	1541	31	2.0	1293	83.9	135	8.8	78	5.1	4	0.3
16H,6-22	1694	33	2.0	1432	84.5	142	8.4	83	4.9	4	0.2
18H,6-24	1707	34	2.0	1442	84.5	143	8.4	84	4.9	4	0.2
24H,0-24	1728	35	2.0	1462	84.6	143	8.3	84	4.9	4	0.2

11587 ACORN SITE 17 Site No: 11587017 Location Acorn Site 17 - Unnamed Rd, Ashton Keynes
Tue 06-Sep-22 to Mon 12-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 06-Sep-22	1865	22	1.2	1618	86.8	120	6.4	104	5.6	1	0.1
Wed 07-Sep-22	1696	25	1.5	1479	87.2	96	5.7	95	5.6	1	0.1
Thu 08-Sep-22	1754	27	1.5	1531	87.3	113	6.4	83	4.7	0	0.0
Fri 09-Sep-22	1848	33	1.8	1598	86.5	131	7.1	85	4.6	1	0.1
Sat 10-Sep-22	1403	184	13.1	1159	82.6	39	2.8	21	1.5	0	0.0
Sun 11-Sep-22	1309	350	26.7	905	69.1	40	3.1	14	1.1	0	0.0
Mon 12-Sep-22	1728	35	2.0	1462	84.6	143	8.3	84	4.9	4	0.2
Total Vehicles											
[-]	11603	676	6.8	9752	83.4	682	5.7	486	4.0	7	0.1



11587		ACORN SITE 17			Site No: 11587017		Location Acorn Site 17 - Unnamed Rd, Ashton Keynes									
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 06-Sep-22																
00:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	-	53.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
03:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	4	-	41.6	11.6	0	0	0	3	0	0	0	1	0	0	0	0
05:00	17	50.9	42.6	11	0	1	0	7	1	5	2	0	1	0	0	0
06:00	48	54.8	47.5	9.1	0	1	0	4	18	12	7	2	3	0	1	0
07:00	157	51.2	46	5.8	0	0	0	22	53	57	21	3	1	0	0	0
08:00	215	51.8	46.7	6.6	0	1	0	27	56	94	26	8	1	1	1	0
09:00	146	50	44.6	6.5	0	0	0	34	50	49	8	1	4	0	0	0
10:00	108	50.1	44.1	7.1	0	1	0	28	35	33	6	4	1	0	0	0
11:00	110	50.2	44.6	6.5	0	0	0	23	49	25	9	2	1	1	0	0
12:00	95	52.8	45.9	7.5	0	1	0	14	37	23	15	2	2	1	0	0
13:00	123	53.2	46.3	7.2	0	0	1	17	47	32	16	7	1	2	0	0
14:00	147	52.4	46.5	6.3	0	1	0	16	49	53	20	8	0	0	0	0
15:00	136	53.6	47.2	7.2	0	1	0	14	45	42	25	5	2	1	1	0
16:00	115	55.4	48.5	7.8	0	0	2	12	26	29	32	9	4	1	0	0
17:00	160	53.8	47	7	0	0	2	19	49	50	28	8	4	0	0	0
18:00	114	51.6	46	6.8	0	0	2	14	43	36	11	6	2	0	0	0
19:00	73	52.1	46.9	6.4	0	1	0	5	22	31	12	1	1	0	0	0
20:00	42	47.6	42.3	5.9	0	0	1	12	20	7	2	0	0	0	0	0
21:00	26	57	49.6	8	0	0	0	3	6	5	7	3	2	0	0	0
22:00	15	54.8	49.7	7.6	0	0	0	1	3	6	3	1	0	1	0	0
23:00	10	53.5	46	9.9	0	0	0	4	0	3	2	0	1	0	0	0
12H,7-19	1626	52.6	46.2	6.9	0	5	7	240	539	523	217	63	23	7	2	0
16H,6-22	1815	52.6	46.2	7	0	7	8	264	605	578	245	69	29	7	3	0
18H,6-24	1840	52.7	46.2	7	0	7	8	269	608	587	250	70	30	8	3	0
24H,0-24	1865	52.7	46.2	7.1	0	8	8	279	610	594	252	71	32	8	3	0

11587		ACORN SITE 17			Site No: 11587017		Location Acorn Site 17 - Unnamed Rd, Ashton Keynes									
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 07-Sep-22																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	36	-	0	0	0	1	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	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	4	-	46	11.9	0	0	0	2	0	0	1	1	0	0	0	0
05:00	14	52	44.9	8.9	0	0	1	3	2	5	2	1	0	0	0	0
06:00	57	52.6	46	7.9	0	1	0	5	28	12	6	4	0	0	1	0
07:00	139	52.3	45.8	6.5	0	0	0	23	54	36	18	7	0	1	0	0
08:00	201	53.1	46.2	7.5	0	1	4	25	69	55	39	5	1	1	0	1
09:00	105	50.7	44	7.2	0	1	0	26	43	20	10	4	1	0	0	0
10:00	98	50.1	43.2	7.5	0	1	2	26	40	17	8	3	1	0	0	0
11:00	88	54	45.5	8.2	0	1	0	20	28	18	12	7	2	0	0	0
12:00	116	53.3	45.9	6.7	0	0	0	22	40	27	20	7	0	0	0	0
13:00	101	53.1	45.7	7.5	0	0	0	25	27	28	13	6	1	1	0	0
14:00	125	52.7	46	7.6	0	1	2	20	32	46	14	8	2	0	0	0
15:00	139	53.5	47.8	5.9	0	0	0	13	33	58	27	6	2	0	0	0
16:00	130	55.2	47.7	7.5	0	0	1	19	30	39	25	12	4	0	0	0
17:00	153	53.7	46.5	8.4	0	3	3	18	36	54	29	7	2	0	1	0
18:00	87	54.4	48	7.3	0	0	2	10	12	35	21	6	0	1	0	0
19:00	67	50.8	44.2	8.4	0	1	0	17	26	13	8	0	1	0	0	1
20:00	41	47	41.3	6.7	0	0	2	14	17	7	0	1	0	0	0	0
21:00	14	51.7	46	7.6	0	0	1	1	3	6	3	0	0	0	0	0
22:00	11	54.1	49.9	4.7	0	0	0	0	2	5	3	1	0	0	0	0
23:00	4	-	47.3	2.8	0	0	0	0	1	3	0	0	0	0	0	0
12H,7-19	1482	53.4	46.1	7.4	0	8	14	247	444	433	236	78	16	4	1	1
16H,6-22	1661	53.2	45.9	7.5	0	10	17	284	518	471	253	83	17	4	2	2
18H,6-24	1676	53.2	45.9	7.5	0	10	17	284	521	479	256	84	17	4	2	2
24H,0-24	1696	53.2	45.9	7.5	0	10	18	290	524	484	259	86	17	4	2	2

11587 ACORN SITE 17					Site No: 11587017		Location Acorn Site 17 - Unnamed Rd, Ashton Keynes									
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 08-Sep-22																
00:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1	-	43.5	-	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	3	-	45.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
04:00	3	-	47.7	10.2	0	0	0	1	0	0	2	0	0	0	0	0
05:00	18	50	44.1	10.3	0	1	0	5	2	7	1	2	0	0	0	0
06:00	48	54.8	46.5	9.8	0	1	0	10	12	12	7	4	0	1	1	0
07:00	146	54.9	47.6	7.7	0	1	0	22	34	40	34	12	2	1	0	0
08:00	198	51.2	45.2	6.8	0	1	0	40	65	61	21	9	1	0	0	0
09:00	131	50.5	43.7	7.7	0	2	4	27	49	32	13	4	0	0	0	0
10:00	116	51	44.4	7.5	0	1	2	26	39	30	12	6	0	0	0	0
11:00	81	51.3	45.5	7.7	0	1	0	15	27	25	6	6	0	1	0	0
12:00	119	50.9	44.5	7.9	0	3	0	20	50	28	14	3	0	0	1	0
13:00	112	50.2	42.7	8	0	1	3	41	26	28	10	1	2	0	0	0
14:00	132	49.6	43.2	6.9	0	1	1	40	43	37	8	1	1	0	0	0
15:00	153	50.9	45.6	5.8	0	0	0	21	66	43	18	4	1	0	0	0
16:00	127	50.6	45.2	6.1	0	0	0	20	60	30	12	2	3	0	0	0
17:00	140	54.4	47.6	7.1	0	1	0	11	47	44	23	8	6	0	0	0
18:00	97	53.7	47.1	6.6	0	0	0	13	27	35	13	8	1	0	0	0
19:00	46	54.7	48	6.7	0	0	0	5	12	15	9	4	1	0	0	0
20:00	37	50.3	43.4	7.5	0	0	0	14	11	7	2	3	0	0	0	0
21:00	24	49.3	44.1	6.8	0	0	0	6	10	6	1	0	1	0	0	0
22:00	12	57.8	51.8	6.6	0	0	0	0	3	2	4	2	1	0	0	0
23:00	9	-	41.3	6.3	0	0	0	4	4	0	1	0	0	0	0	0
12H,7-19	1552	51.9	45.2	7.3	0	12	10	296	533	433	184	64	17	2	1	0
16H,6-22	1707	52.1	45.3	7.4	0	13	10	331	578	473	203	75	19	3	2	0
18H,6-24	1728	52.2	45.3	7.4	0	13	10	335	585	475	208	77	20	3	2	0
24H,0-24	1754	52.2	45.3	7.4	0	14	10	342	590	483	211	79	20	3	2	0

11587 ACORN SITE 17					Site No: 11587017 Location Acorn Site 17 - Unnamed Rd, Ashton Keynes												
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Northbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76	
Fri 09-Sep-22																	
00:00	6	-	48.5	3.4	0	0	0	0	1	4	1	0	0	0	0	0	
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	-	53.5	-	0	0	0	0	0	0	1	0	0	0	0	0	
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0	
04:00	5	-	51	10.6	0	0	0	1	0	2	0	1	1	0	0	0	
05:00	14	50.4	44.9	7.3	0	0	0	4	3	5	1	1	0	0	0	0	
06:00	56	56.1	43.5	12	0	1	7	13	16	4	6	4	4	0	1	0	
07:00	127	54.2	47	7.7	0	1	2	16	31	44	21	9	3	0	0	0	
08:00	162	54.1	46.3	8.4	0	2	4	26	34	52	31	11	1	1	0	0	
09:00	153	50.7	43.9	8.4	0	6	2	25	56	43	17	4	0	0	0	0	
10:00	131	50.5	43.7	7	0	0	0	43	41	30	12	4	0	1	0	0	
11:00	129	50.9	43.3	9.1	1	4	2	31	37	35	15	3	1	0	0	0	
12:00	138	53.8	45.7	8.5	0	0	0	41	31	38	12	7	7	2	0	0	
13:00	132	53.8	44.5	8.7	0	2	1	38	38	25	14	13	0	1	0	0	
14:00	150	52.1	44.1	8.8	0	3	6	34	38	42	18	9	0	0	0	0	
15:00	142	54.3	46.1	8.7	0	2	5	18	42	36	26	12	0	0	1	0	
16:00	123	55.4	47.4	8.2	0	1	0	22	27	32	25	11	5	0	0	0	
17:00	129	54.2	47.9	6.7	0	0	0	9	47	39	22	8	2	1	1	0	
18:00	94	55.1	47.8	7.3	0	1	0	8	28	30	15	10	2	0	0	0	
19:00	63	48.7	42.2	6.4	0	0	1	23	21	15	2	1	0	0	0	0	
20:00	36	49.8	43.3	7.1	0	0	0	13	11	8	3	0	1	0	0	0	
21:00	32	50.7	43.1	7.5	0	0	2	7	13	5	5	0	0	0	0	0	
22:00	21	49.6	45.3	6.4	0	0	0	3	10	6	1	0	1	0	0	0	
23:00	3	-	35.2	8.8	0	0	1	1	1	0	0	0	0	0	0	0	
12H,7-19	1610	53.5	45.5	8.3	1	22	22	311	450	446	228	101	21	6	2	0	
16H,6-22	1797	53.4	45.3	8.4	1	23	32	367	511	478	244	106	26	6	3	0	
18H,6-24	1821	53.3	45.3	8.4	1	23	33	371	522	484	245	106	27	6	3	0	
24H,0-24	1848	53.3	45.3	8.4	1	23	33	376	527	495	248	108	28	6	3	0	

11587		ACORN SITE 17				Site No: 11587017												Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes											
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Northbound																									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76														
Sat 10-Sep-22																														
00:00	3	-	45.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0														
01:00	2	-	53.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0														
02:00	2	-	48.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0														
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0														
04:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0														
05:00	5	-	37.5	12.9	0	1	0	1	2	1	0	0	0	0	0	0														
06:00	12	55.3	45.8	8.5	0	0	0	3	5	0	2	2	0	0	0	0														
07:00	45	51.9	45.1	9.9	0	2	0	8	13	14	4	3	0	0	1	0														
08:00	83	49.6	42	9.2	0	5	1	21	27	22	5	2	0	0	0	0														
09:00	178	44.9	30.9	13	1	59	25	38	36	11	6	2	0	0	0	0														
10:00	193	44.6	29	13.2	0	83	23	33	34	13	6	1	0	0	0	0														
11:00	119	49.4	42.3	8.7	0	5	1	32	47	23	8	2	0	0	1	0														
12:00	123	50.5	44.1	7.5	0	3	0	25	44	36	12	3	0	0	0	0														
13:00	114	52	44.8	8.8	0	2	0	30	32	30	12	5	0	2	1	0														
14:00	96	51.1	42.4	10.9	0	6	2	31	17	25	10	3	0	0	2	0														
15:00	77	53.1	45.4	8.7	0	1	0	17	26	16	12	3	0	1	0	1														
16:00	65	53.8	46.2	8.5	0	2	0	10	14	21	14	4	0	0	0	0														
17:00	87	52.1	44.9	8	0	1	0	23	23	24	11	2	3	0	0	0														
18:00	69	53.9	47.2	7.6	0	1	0	5	26	21	9	3	4	0	0	0														
19:00	45	53.6	46.9	6	0	0	0	4	19	9	11	2	0	0	0	0														
20:00	30	53.1	46	6.8	0	0	0	6	9	7	7	1	0	0	0	0														
21:00	27	52.2	43.6	7	0	0	0	9	10	2	6	0	0	0	0	0														
22:00	14	54.5	46.2	9.4	0	0	0	5	1	4	2	1	1	0	0	0														
23:00	12	52.8	47	6.2	0	0	0	1	5	3	2	1	0	0	0	0														
12H,7-19	1249	50.4	40	12.2	1	170	52	273	339	256	109	33	7	3	5	1														
16H,6-22	1363	50.7	40.5	12	1	170	52	295	382	274	135	38	7	3	5	1														
18H,6-24	1389	50.8	40.6	11.9	1	170	52	301	388	281	139	40	8	3	5	1														
24H,0-24	1403	50.8	40.6	11.9	1	171	52	302	394	286	139	40	9	3	5	1														

11587 ACORN SITE 17					Site No: 11587017					Location Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Northbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76	
Sun 11-Sep-22																	
00:00	8	-	42.9	8.6	0	0	1	1	3	2	1	0	0	0	0	0	
01:00	3	-	46.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0	
02:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0	
03:00	1	-	53.5	-	0	0	0	0	0	0	1	0	0	0	0	0	
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	4	-	44.1	6	0	0	0	1	1	2	0	0	0	0	0	0	
06:00	6	-	45.2	7.6	0	0	0	2	0	3	1	0	0	0	0	0	
07:00	20	52.3	45.1	9.3	0	0	2	3	3	8	2	2	0	0	0	0	
08:00	31	50.8	42.9	10.6	0	2	1	6	10	7	3	1	1	0	0	0	
09:00	153	44.2	28.2	13.3	0	67	26	27	15	9	5	4	0	0	0	0	
10:00	169	44.4	27.7	13.4	0	77	33	18	22	12	3	2	2	0	0	0	
11:00	127	49.6	39	13.2	0	23	7	18	37	31	5	4	0	2	0	0	
12:00	97	52.3	44.6	8.4	0	2	0	25	28	24	11	5	2	0	0	0	
13:00	159	49	35.1	13.2	0	30	34	30	28	21	9	6	1	0	0	0	
14:00	130	47.4	35.4	12.9	0	22	25	32	27	14	5	1	3	0	1	0	
15:00	93	53.5	43	12.6	0	10	3	14	23	24	9	6	2	2	0	0	
16:00	71	54	47.7	6.8	0	0	0	7	22	23	13	5	0	0	1	0	
17:00	73	53.8	46.7	8.6	0	1	0	9	29	18	8	5	1	1	0	1	
18:00	53	52.2	45.1	8.5	0	2	0	10	9	21	11	0	0	0	0	0	
19:00	44	51.9	45.1	7.2	0	0	1	8	16	11	5	3	0	0	0	0	
20:00	28	56.5	47.1	9.5	0	0	0	8	5	6	4	3	1	1	0	0	
21:00	18	50.5	46.6	6.6	0	0	0	2	7	6	2	0	1	0	0	0	
22:00	15	46.6	39	8.1	0	0	1	10	1	2	0	1	0	0	0	0	
23:00	5	-	45.5	17.8	0	0	1	1	1	1	0	0	0	0	1	0	
12H,7-19	1176	50.2	37.3	13.8	0	236	131	199	253	212	84	41	12	5	2	1	
16H,6-22	1272	50.5	37.9	13.7	0	236	132	219	281	238	96	47	14	6	2	1	
18H,6-24	1292	50.5	38	13.6	0	236	134	230	283	241	96	48	14	6	3	1	
24H,0-24	1309	50.5	38.1	13.6	0	236	135	232	288	248	98	48	14	6	3	1	

11587		ACORN SITE 17			Site No: 11587017		Location Acorn Site 17 - Unnamed Rd, Ashton Keynes									
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 12-Sep-22																
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	3	-	51.8	7.6	0	0	0	0	1	0	1	1	0	0	0	0
05:00	18	57.8	47.9	10.6	0	1	0	1	5	4	2	5	0	0	0	0
06:00	47	52.5	45.6	6.8	0	0	0	9	18	11	5	4	0	0	0	0
07:00	133	53.7	48.2	5.9	0	0	0	8	37	51	31	1	4	1	0	0
08:00	227	51.8	45	7.5	0	1	5	44	72	65	33	1	5	1	0	0
09:00	141	50.4	45.4	5.7	0	0	0	20	57	48	15	0	0	0	1	0
10:00	102	49.5	43	7.3	0	1	0	37	26	32	1	4	1	0	0	0
11:00	105	53.1	44.9	7.7	0	0	3	23	35	22	14	8	0	0	0	0
12:00	126	50.8	44.9	7.7	0	2	0	23	52	30	9	8	1	1	0	0
13:00	97	54.6	47.2	7.5	0	0	0	18	23	25	22	6	3	0	0	0
14:00	135	55.7	47.7	7.9	0	1	0	19	34	37	25	16	2	1	0	0
15:00	115	54.7	47.4	6.8	0	0	0	15	34	32	22	11	1	0	0	0
16:00	140	56.2	48.6	8.2	0	2	0	11	37	40	28	16	3	3	0	0
17:00	135	55	49.2	5.8	0	0	0	2	37	56	24	13	2	0	1	0
18:00	85	52.9	45.1	9.3	0	4	0	13	24	24	18	1	0	0	1	0
19:00	73	53.3	46.1	7.2	0	0	0	14	24	19	10	4	2	0	0	0
20:00	22	54	47.5	8.4	0	0	0	3	8	6	2	1	1	1	0	0
21:00	11	50.3	45.1	7.6	0	0	0	3	3	3	1	1	0	0	0	0
22:00	7	-	51.7	11.7	0	0	0	1	1	1	3	0	0	0	1	0
23:00	6	-	49.8	13.4	0	0	1	0	1	0	2	1	1	0	0	0
12H,7-19	1541	53.6	46.4	7.5	0	11	8	233	468	462	242	85	22	7	3	0
16H,6-22	1694	53.6	46.4	7.5	0	11	8	262	521	501	260	95	25	8	3	0
18H,6-24	1707	53.7	46.4	7.5	0	11	9	263	523	502	265	96	26	8	4	0
24H,0-24	1728	53.8	46.5	7.5	0	12	9	264	529	506	268	102	26	8	4	0

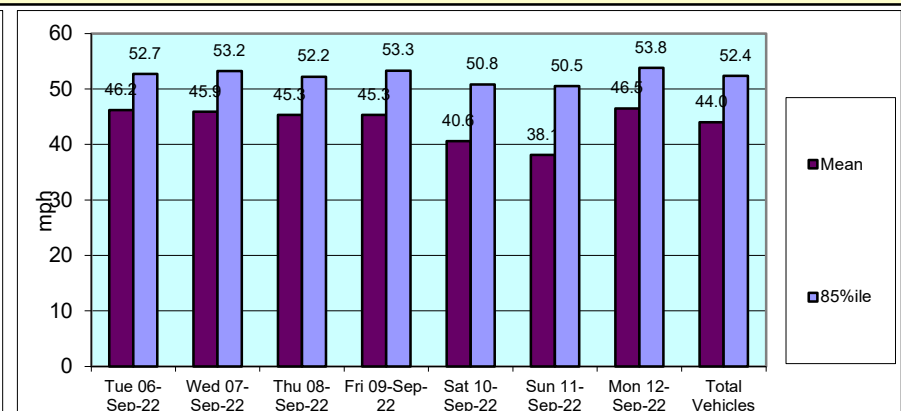
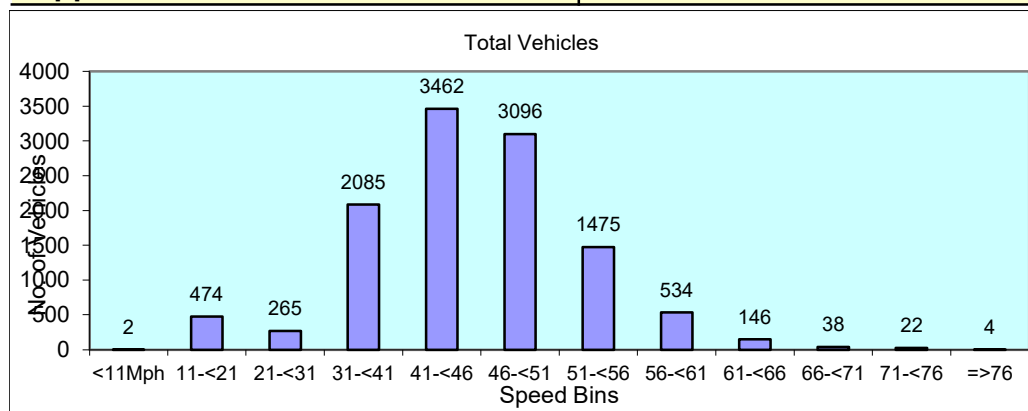
11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes												
Tue 06-Sep-22 to Mon 12-Sep-22				Channel: Northbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Daily Totals

Tue 06-Sep-22	1865	52.7	46.2	7.1	0	8	8	279	610	594	252	71	32	8	3	0
Wed 07-Sep-22	1696	53.2	45.9	7.5	0	10	18	290	524	484	259	86	17	4	2	2
Thu 08-Sep-22	1754	52.2	45.3	7.4	0	14	10	342	590	483	211	79	20	3	2	0
Fri 09-Sep-22	1848	53.3	45.3	8.4	1	23	33	376	527	495	248	108	28	6	3	0
Sat 10-Sep-22	1403	50.8	40.6	11.9	1	171	52	302	394	286	139	40	9	3	5	1
Sun 11-Sep-22	1309	50.5	38.1	13.6	0	236	135	232	288	248	98	48	14	6	3	1
Mon 12-Sep-22	1728	53.8	46.5	7.5	0	12	9	264	529	506	268	102	26	8	4	0

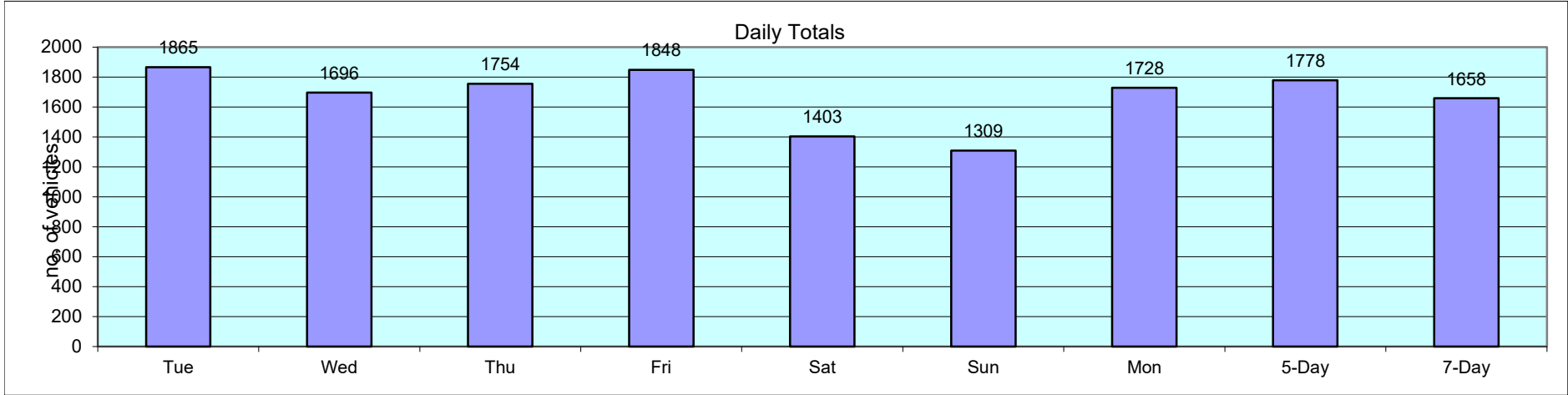
Total Vehicles

[--]	11603	52.4	44.0	9.1	2	474	265	2085	3462	3096	1475	534	146	38	22	4
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11587	ACORN SITE 17			Site No: 11587017	Location		Acorn Site 17 - Unnamed Rd, Ashton Keynes		
	Channel: Northbound								
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	09/06/22	09/07/22	09/08/22	09/09/22	09/10/22	09/11/22	09/12/22	Av	Av
Week Begin: 06-Sep-22									
00:00	1	0	1	6	3	8	0	2	3
01:00	0	1	1	0	2	3	0	0	1
02:00	2	0	0	1	2	1	0	1	1
03:00	1	1	3	1	1	1	0	1	1
04:00	4	4	3	5	1	0	3	4	3
05:00	17	14	18	14	5	4	18	16	13
06:00	48	57	48	56	12	6	47	51	39
07:00	157	139	146	127	45	20	133	140	110
08:00	215	201	198	162	83	31	227	201	160
09:00	146	105	131	153	178	153	141	135	144
10:00	108	98	116	131	193	169	102	111	131
11:00	110	88	81	129	119	127	105	103	108
12:00	95	116	119	138	123	97	126	119	116
13:00	123	101	112	132	114	159	97	113	120
14:00	147	125	132	150	96	130	135	138	131
15:00	136	139	153	142	77	93	115	137	122
16:00	115	130	127	123	65	71	140	127	110
17:00	160	153	140	129	87	73	135	143	125
18:00	114	87	97	94	69	53	85	95	86
19:00	73	67	46	63	45	44	73	64	59
20:00	42	41	37	36	30	28	22	36	34
21:00	26	14	24	32	27	18	11	21	22
22:00	15	11	12	21	14	15	7	13	14
23:00	10	4	9	3	12	5	6	6	7
12H,7-19	1626	1482	1552	1610	1249	1176	1541	1562	1462
16H,6-22	1815	1661	1707	1797	1363	1272	1694	1735	1616
18H,6-24	1840	1676	1728	1821	1389	1292	1707	1754	1636
24H,0-24	1865	1696	1754	1848	1403	1309	1728	1778	1658
Am	08:00	08:00	08:00	08:00	10:00	10:00	08:00		
Peak	215	201	198	162	193	169	227		
Pm	17:00	17:00	15:00	14:00	12:00	13:00	16:00		
Peak	160	153	153	150	123	159	140		

11587	ACORN SITE 17			Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes			
	Channel: Northbound								
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	09/06/22	09/07/22	09/08/22	09/09/22	09/10/22	09/11/22	09/12/22	Av	Av



11587		ACORN SITE 17				Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes						
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Tue 06-Sep-22															
00:00	5	0	4	0	0	0	1	0	0	0	0	0	0	0	
01:00	4	0	2	0	0	0	0	0	1	0	1	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
04:00	5	1	3	0	0	0	0	0	0	0	1	0	0	0	
05:00	33	1	27	2	0	1	0	0	0	0	2	0	0	0	
06:00	42	1	34	3	0	1	0	0	2	0	1	0	0	0	
07:00	110	0	93	7	0	1	1	0	4	0	4	0	0	0	
08:00	205	2	166	25	0	2	0	0	7	0	1	2	0	0	
09:00	157	4	119	20	1	2	1	0	8	0	2	0	0	0	
10:00	133	1	115	9	0	1	1	0	6	0	0	0	0	0	
11:00	122	0	103	12	0	1	1	0	4	0	1	0	0	0	
12:00	126	1	99	17	0	2	1	0	6	0	0	0	0	0	
13:00	139	3	112	15	0	1	0	0	8	0	0	0	0	0	
14:00	157	0	128	18	0	1	3	1	3	0	2	1	0	0	
15:00	151	3	128	10	0	3	0	0	6	0	1	0	0	0	
16:00	185	3	162	14	1	2	0	0	2	0	0	1	0	0	
17:00	244	1	231	10	0	1	1	0	0	0	0	0	0	0	
18:00	127	1	120	6	0	0	0	0	0	0	0	0	0	0	
19:00	61	0	58	3	0	0	0	0	0	0	0	0	0	0	
20:00	47	1	42	1	0	2	0	0	1	0	0	0	0	0	
21:00	29	0	26	3	0	0	0	0	0	0	0	0	0	0	
22:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0	
23:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1856	19	1576	163	2	17	9	1	54	0	11	4	0	0	
16H,6-22	2035	21	1736	173	2	20	9	1	57	0	12	4	0	0	
18H,6-24	2061	21	1762	173	2	20	9	1	57	0	12	4	0	0	
24H,0-24	2111	23	1800	176	2	21	10	1	58	0	16	4	0	0	

ACORN SITE 17						Site No: 11587017		Location		Acorn Site 17 - Unnamed Rd, Ashton Keynes					
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Wed 07-Sep-22															
00:00	4	0	2	1	0	0	0	0	1	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
04:00	5	2	2	0	0	0	0	0	0	0	1	0	0	0	
05:00	34	1	29	3	0	0	0	0	1	0	0	0	0	0	
06:00	41	1	31	5	0	1	0	0	0	0	2	1	0	0	
07:00	110	0	92	7	0	1	2	0	7	0	1	0	0	0	
08:00	162	2	138	11	0	0	2	0	7	0	1	1	0	0	
09:00	120	0	100	11	0	4	0	0	4	0	1	0	0	0	
10:00	100	0	81	14	0	0	2	0	3	0	0	0	0	0	
11:00	126	2	106	13	0	2	0	0	1	0	1	1	0	0	
12:00	133	4	104	16	0	3	1	0	5	0	0	0	0	0	
13:00	143	1	118	14	0	1	1	0	5	0	2	1	0	0	
14:00	128	1	107	11	0	2	2	0	5	0	0	0	0	0	
15:00	129	2	114	8	0	2	2	0	1	0	0	0	0	0	
16:00	190	1	171	11	2	3	1	0	1	0	0	0	0	0	
17:00	246	1	237	7	0	0	0	0	1	0	0	0	0	0	
18:00	112	0	103	6	0	1	1	0	0	0	1	0	0	0	
19:00	64	1	61	1	0	1	0	0	0	0	0	0	0	0	
20:00	50	0	45	4	0	1	0	0	0	0	0	0	0	0	
21:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0	
22:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	
23:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1699	14	1471	129	2	19	14	0	40	0	7	3	0	0	
16H,6-22	1873	16	1627	139	2	22	14	0	40	0	9	4	0	0	
18H,6-24	1898	16	1651	140	2	22	14	0	40	0	9	4	0	0	
24H,0-24	1946	19	1689	144	2	22	14	0	42	0	10	4	0	0	

11587		ACORN SITE 17				Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes						
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Thu 08-Sep-22															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
04:00	6	1	3	0	0	0	0	0	0	0	2	0	0	0	
05:00	33	1	28	3	0	0	0	0	0	0	1	0	0	0	
06:00	49	0	42	3	0	1	0	0	3	0	0	0	0	0	
07:00	98	0	84	5	0	0	1	0	7	0	1	0	0	0	
08:00	166	3	132	21	0	1	5	0	4	0	0	0	0	0	
09:00	102	1	82	10	0	2	2	0	5	0	0	0	0	0	
10:00	108	2	79	14	0	1	5	0	6	1	0	0	0	0	
11:00	122	0	93	16	0	0	3	0	9	0	0	1	0	0	
12:00	130	0	110	10	0	2	2	0	5	0	0	1	0	0	
13:00	133	3	107	20	1	1	0	0	1	0	0	0	0	0	
14:00	142	2	121	10	0	2	1	0	4	0	2	0	0	0	
15:00	132	1	109	14	0	3	2	0	2	0	1	0	0	0	
16:00	155	1	139	10	2	2	0	0	1	0	0	0	0	0	
17:00	205	1	194	6	0	1	1	0	2	0	0	0	0	0	
18:00	113	0	107	4	0	1	0	0	1	0	0	0	0	0	
19:00	70	0	65	4	0	1	0	0	0	0	0	0	0	0	
20:00	39	0	38	0	0	1	0	0	0	0	0	0	0	0	
21:00	34	0	33	1	0	0	0	0	0	0	0	0	0	0	
22:00	22	0	20	0	0	0	0	0	0	0	2	0	0	0	
23:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1606	14	1357	140	3	16	22	0	47	1	4	2	0	0	
16H,6-22	1798	14	1535	148	3	19	22	0	50	1	4	2	0	0	
18H,6-24	1827	14	1561	149	3	19	22	0	50	1	6	2	0	0	
24H,0-24	1875	16	1599	154	3	19	22	0	50	1	9	2	0	0	

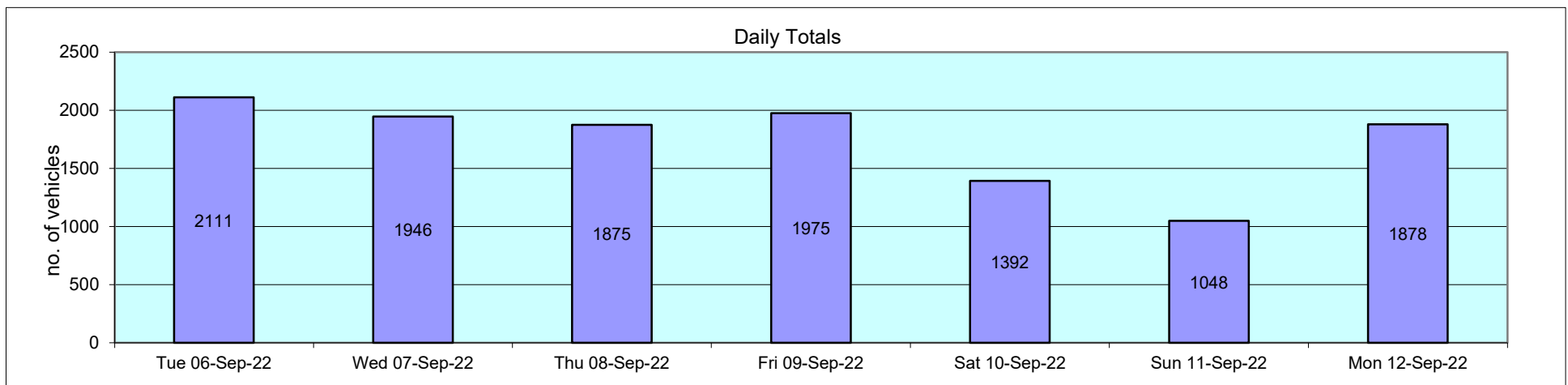
11587		ACORN SITE 17				Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes						
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Fri 09-Sep-22															
00:00	4	0	3	0	0	0	0	0	0	0	1	0	0	0	
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	5	1	2	0	0	0	0	0	0	0	2	0	0	0	
05:00	32	1	27	3	0	0	0	0	0	0	1	0	0	0	
06:00	38	1	33	1	0	0	0	0	2	0	1	0	0	0	
07:00	99	0	87	8	0	0	0	0	4	0	0	0	0	0	
08:00	158	4	136	12	0	1	0	1	4	0	0	0	0	0	
09:00	128	0	105	14	0	2	1	0	3	0	3	0	0	0	
10:00	115	1	95	11	0	1	1	1	4	0	1	0	0	0	
11:00	140	2	119	8	0	1	3	1	6	0	0	0	0	0	
12:00	138	0	120	11	0	1	2	0	1	0	3	0	0	0	
13:00	132	2	100	16	0	1	3	1	7	0	2	0	0	0	
14:00	161	9	124	17	1	1	4	0	3	1	0	1	0	0	
15:00	157	0	138	13	0	2	1	0	2	0	0	1	0	0	
16:00	190	1	161	17	2	3	3	0	3	0	0	0	0	0	
17:00	193	1	181	9	0	1	1	0	0	0	0	0	0	0	
18:00	115	2	108	4	0	1	0	0	0	0	0	0	0	0	
19:00	67	1	62	3	0	1	0	0	0	0	0	0	0	0	
20:00	38	1	34	2	0	1	0	0	0	0	0	0	0	0	
21:00	36	2	34	0	0	0	0	0	0	0	0	0	0	0	
22:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0	
23:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1726	22	1474	140	3	15	19	4	37	1	9	2	0	0	
16H,6-22	1905	27	1637	146	3	17	19	4	39	1	10	2	0	0	
18H,6-24	1930	27	1661	147	3	17	19	4	39	1	10	2	0	0	
24H,0-24	1975	29	1697	150	3	17	19	4	39	1	14	2	0	0	

11587		ACORN SITE 17				Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes						
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sat 10-Sep-22															
00:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	3	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	0	
03:00	3	1	1	1	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	0	
05:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
06:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
07:00	20	1	12	6	0	1	0	0	0	0	0	0	0	0	
08:00	68	3	58	6	0	1	0	0	0	0	0	0	0	0	
09:00	80	3	73	2	0	1	0	0	0	0	1	0	0	0	
10:00	113	5	104	2	0	1	1	0	0	0	0	0	0	0	
11:00	130	4	121	3	0	1	0	0	1	0	0	0	0	0	
12:00	133	10	118	4	0	1	0	0	0	0	0	0	0	0	
13:00	139	3	129	6	0	0	0	0	0	0	1	0	0	0	
14:00	100	5	88	5	0	1	1	0	0	0	0	0	0	0	
15:00	108	3	100	3	0	1	0	0	0	0	1	0	0	0	
16:00	123	3	116	3	0	1	0	0	0	0	0	0	0	0	
17:00	99	3	93	2	0	1	0	0	0	0	0	0	0	0	
18:00	69	1	62	5	0	1	0	0	0	0	0	0	0	0	
19:00	78	2	72	2	0	1	0	1	0	0	0	0	0	0	
20:00	36	1	33	1	0	1	0	0	0	0	0	0	0	0	
21:00	24	0	23	1	0	0	0	0	0	0	0	0	0	0	
22:00	32	0	32	0	0	0	0	0	0	0	0	0	0	0	
23:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1182	44	1074	47	0	11	2	0	1	0	3	0	0	0	
16H,6-22	1326	47	1207	52	0	13	2	1	1	0	3	0	0	0	
18H,6-24	1372	47	1253	52	0	13	2	1	1	0	3	0	0	0	
24H,0-24	1392	48	1270	54	0	13	2	1	1	0	3	0	0	0	

11587		ACORN SITE 17				Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes						
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sun 11-Sep-22															
00:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
03:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
06:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
07:00	25	0	25	0	0	0	0	0	0	0	0	0	0	0	
08:00	29	0	26	2	0	1	0	0	0	0	0	0	0	0	
09:00	50	4	43	2	0	0	0	0	1	0	0	0	0	0	
10:00	71	6	63	1	0	1	0	0	0	0	0	0	0	0	
11:00	109	1	106	2	0	0	0	0	0	0	0	0	0	0	
12:00	117	3	111	2	0	1	0	0	0	0	0	0	0	0	
13:00	103	5	96	2	0	0	0	0	0	0	0	0	0	0	
14:00	103	5	90	6	0	1	1	0	0	0	0	0	0	0	
15:00	100	6	91	3	0	0	0	0	0	0	0	0	0	0	
16:00	91	1	88	1	0	1	0	0	0	0	0	0	0	0	
17:00	75	1	71	3	0	0	0	0	0	0	0	0	0	0	
18:00	47	0	46	0	0	1	0	0	0	0	0	0	0	0	
19:00	40	2	34	2	0	0	0	0	1	0	1	0	0	0	
20:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0	
21:00	23	0	22	0	0	0	0	0	0	0	1	0	0	0	
22:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0	
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	920	32	856	24	0	6	1	0	1	0	0	0	0	0	
16H,6-22	1004	34	933	26	0	6	1	0	2	0	2	0	0	0	
18H,6-24	1027	34	956	26	0	6	1	0	2	0	2	0	0	0	
24H,0-24	1048	36	975	26	0	6	1	0	2	0	2	0	0	0	

11587		ACORN SITE 17				Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes						
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Mon 12-Sep-22															
00:00	2	0	1	0	0	0	0	0	0	0	1	0	0	0	
01:00	1	0	1	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	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0	
05:00	36	2	29	3	0	0	0	0	1	0	1	0	0	0	
06:00	47	2	41	3	0	0	0	0	1	0	0	0	0	0	
07:00	114	0	102	7	0	0	0	0	3	0	2	0	0	0	
08:00	169	2	145	12	0	0	3	1	3	0	2	1	0	0	
09:00	100	2	79	9	0	2	2	1	4	0	0	1	0	0	
10:00	101	0	74	17	2	1	3	1	3	0	0	0	0	0	
11:00	114	2	90	7	2	1	2	1	8	0	1	0	0	0	
12:00	132	5	102	12	1	1	4	0	6	0	0	1	0	0	
13:00	121	0	91	18	1	1	1	1	5	0	1	2	0	0	
14:00	125	5	98	8	1	1	2	1	7	1	1	0	0	0	
15:00	143	0	124	10	0	3	1	1	3	0	0	1	0	0	
16:00	210	1	185	16	2	3	2	0	1	0	0	0	0	0	
17:00	206	1	192	10	0	2	1	0	0	0	0	0	0	0	
18:00	112	3	98	9	0	2	0	0	0	0	0	0	0	0	
19:00	52	0	51	1	0	0	0	0	0	0	0	0	0	0	
20:00	41	1	38	1	0	1	0	0	0	0	0	0	0	0	
21:00	27	1	25	1	0	0	0	0	0	0	0	0	0	0	
22:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
23:00	4	0	3	0	0	0	0	0	0	0	1	0	0	0	
12H,7-19	1647	21	1380	135	9	17	21	7	43	1	7	6	0	0	
16H,6-22	1814	25	1535	141	9	18	21	7	44	1	7	6	0	0	
18H,6-24	1832	25	1551	142	9	18	21	7	44	1	8	6	0	0	
24H,0-24	1878	28	1588	145	9	18	21	7	45	1	10	6	0	0	

11587 ACORN SITE 17						Site No: 11587017		Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes					
Tue 06-Sep-22 to Mon 12-Sep-22						Channel: Southbound								
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES												
Daily Totals														
Tue 06-Sep-22	2111	23	1800	176	2	21	10	1	58	0	16	4	0	0
Wed 07-Sep-22	1946	19	1689	144	2	22	14	0	42	0	10	4	0	0
Thu 08-Sep-22	1875	16	1599	154	3	19	22	0	50	1	9	2	0	0
Fri 09-Sep-22	1975	29	1697	150	3	17	19	4	39	1	14	2	0	0
Sat 10-Sep-22	1392	48	1270	54	0	13	2	1	1	0	3	0	0	0
Sun 11-Sep-22	1048	36	975	26	0	6	1	0	2	0	2	0	0	0
Mon 12-Sep-22	1878	28	1588	145	9	18	21	7	45	1	10	6	0	0
Total Vehicles														
[--]	12225	199	10618	849	19	116	89	13	237	3	64	18	0	0



11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 06-Sep-22											
00:00	5	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
01:00	4	0	0.0	2	50.0	0	0.0	2	50.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	5	1	20.0	3	60.0	0	0.0	1	20.0	0	0.0
05:00	33	1	3.0	27	81.8	2	6.1	3	9.1	0	0.0
06:00	42	1	2.4	34	81.0	3	7.1	4	9.5	0	0.0
07:00	110	0	0.0	93	84.6	7	6.4	10	9.1	0	0.0
08:00	205	2	1.0	166	81.0	25	12.2	12	5.9	0	0.0
09:00	157	4	2.6	119	75.8	20	12.7	13	8.3	1	0.6
10:00	133	1	0.8	115	86.5	9	6.8	8	6.0	0	0.0
11:00	122	0	0.0	103	84.4	12	9.8	7	5.7	0	0.0
12:00	126	1	0.8	99	78.6	17	13.5	9	7.1	0	0.0
13:00	139	3	2.2	112	80.6	15	10.8	9	6.5	0	0.0
14:00	157	0	0.0	128	81.5	18	11.5	11	7.0	0	0.0
15:00	151	3	2.0	128	84.8	10	6.6	10	6.6	0	0.0
16:00	185	3	1.6	162	87.6	14	7.6	5	2.7	1	0.5
17:00	244	1	0.4	231	94.7	10	4.1	2	0.8	0	0.0
18:00	127	1	0.8	120	94.5	6	4.7	0	0.0	0	0.0
19:00	61	0	0.0	58	95.1	3	4.9	0	0.0	0	0.0
20:00	47	1	2.1	42	89.4	1	2.1	3	6.4	0	0.0
21:00	29	0	0.0	26	89.7	3	10.3	0	0.0	0	0.0
22:00	19	0	0.0	19	100.0	0	0.0	0	0.0	0	0.0
23:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1856	19	1.0	1576	84.9	163	8.8	96	5.2	2	0.1
16H,6-22	2035	21	1.0	1736	85.3	173	8.5	103	5.1	2	0.1
18H,6-24	2061	21	1.0	1762	85.5	173	8.4	103	5.0	2	0.1
24H,0-24	2111	23	1.1	1800	85.3	176	8.3	110	5.2	2	0.1

11587	ACORN SITE 17				Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes				
Tue 06-Sep-22 to Mon 12-Sep-22				Channel: Southbound							

11587	ACORN SITE 17				Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes				
Tue 06-Sep-22 to Mon 12-Sep-22				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 08-Sep-22											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	6	1	16.7	3	50.0	0	0.0	2	33.3	0	0.0
05:00	33	1	3.0	28	84.9	3	9.1	1	3.0	0	0.0
06:00	49	0	0.0	42	85.7	3	6.1	4	8.2	0	0.0
07:00	98	0	0.0	84	85.7	5	5.1	9	9.2	0	0.0
08:00	166	3	1.8	132	79.5	21	12.7	10	6.0	0	0.0
09:00	102	1	1.0	82	80.4	10	9.8	9	8.8	0	0.0
10:00	108	2	1.9	79	73.2	14	13.0	13	12.0	0	0.0
11:00	122	0	0.0	93	76.2	16	13.1	13	10.7	0	0.0
12:00	130	0	0.0	110	84.6	10	7.7	10	7.7	0	0.0
13:00	133	3	2.3	107	80.5	20	15.0	2	1.5	1	0.8
14:00	142	2	1.4	121	85.2	10	7.0	9	6.3	0	0.0
15:00	132	1	0.8	109	82.6	14	10.6	8	6.1	0	0.0
16:00	155	1	0.7	139	89.7	10	6.5	3	1.9	2	1.3
17:00	205	1	0.5	194	94.6	6	2.9	4	2.0	0	0.0
18:00	113	0	0.0	107	94.7	4	3.5	2	1.8	0	0.0
19:00	70	0	0.0	65	92.9	4	5.7	1	1.4	0	0.0
20:00	39	0	0.0	38	97.4	0	0.0	1	2.6	0	0.0
21:00	34	0	0.0	33	97.1	1	2.9	0	0.0	0	0.0
22:00	22	0	0.0	20	90.9	0	0.0	2	9.1	0	0.0
23:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
12H,7-19	1606	14	0.9	1357	84.5	140	8.7	92	5.7	3	0.2
16H,6-22	1798	14	0.8	1535	85.4	148	8.2	98	5.5	3	0.2
18H,6-24	1827	14	0.8	1561	85.4	149	8.2	100	5.5	3	0.2
24H,0-24	1875	16	0.9	1599	85.3	154	8.2	103	5.5	3	0.2

11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 09-Sep-22											
00:00	4	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	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	5	1	20.0	2	40.0	0	0.0	2	40.0	0	0.0
05:00	32	1	3.1	27	84.4	3	9.4	1	3.1	0	0.0
06:00	38	1	2.6	33	86.8	1	2.6	3	7.9	0	0.0
07:00	99	0	0.0	87	87.9	8	8.1	4	4.0	0	0.0
08:00	158	4	2.5	136	86.1	12	7.6	6	3.8	0	0.0
09:00	128	0	0.0	105	82.0	14	10.9	9	7.0	0	0.0
10:00	115	1	0.9	95	82.6	11	9.6	8	7.0	0	0.0
11:00	140	2	1.4	119	85.0	8	5.7	11	7.9	0	0.0
12:00	138	0	0.0	120	87.0	11	8.0	7	5.1	0	0.0
13:00	132	2	1.5	100	75.8	16	12.1	14	10.6	0	0.0
14:00	161	9	5.6	124	77.0	17	10.6	10	6.2	1	0.6
15:00	157	0	0.0	138	87.9	13	8.3	6	3.8	0	0.0
16:00	190	1	0.5	161	84.7	17	9.0	9	4.7	2	1.1
17:00	193	1	0.5	181	93.8	9	4.7	2	1.0	0	0.0
18:00	115	2	1.7	108	93.9	4	3.5	1	0.9	0	0.0
19:00	67	1	1.5	62	92.5	3	4.5	1	1.5	0	0.0
20:00	38	1	2.6	34	89.5	2	5.3	1	2.6	0	0.0
21:00	36	2	5.6	34	94.4	0	0.0	0	0.0	0	0.0
22:00	17	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
23:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1726	22	1.3	1474	85.4	140	8.1	87	5.0	3	0.2
16H,6-22	1905	27	1.4	1637	85.9	146	7.7	92	4.8	3	0.2
18H,6-24	1930	27	1.4	1661	86.1	147	7.6	92	4.8	3	0.2
24H,0-24	1975	29	1.5	1697	85.9	150	7.6	96	4.9	3	0.2

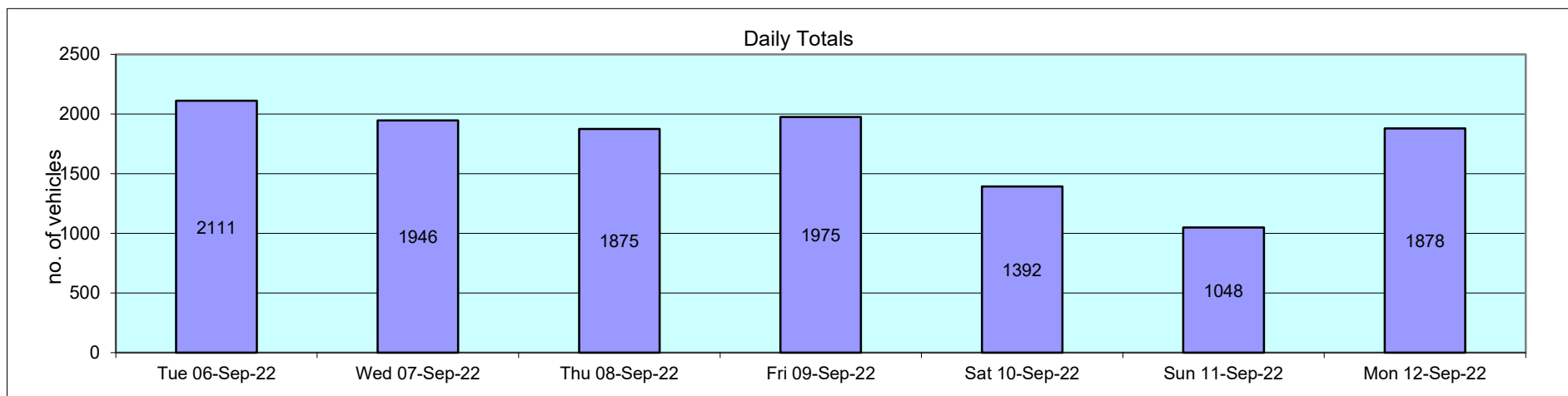
11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 10-Sep-22											
00:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	3	1	33.3	1	33.3	1	33.3	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	7	0	0.0	6	85.7	1	14.3	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	20	1	5.0	12	60.0	6	30.0	1	5.0	0	0.0
08:00	68	3	4.4	58	85.3	6	8.8	1	1.5	0	0.0
09:00	80	3	3.8	73	91.3	2	2.5	2	2.5	0	0.0
10:00	113	5	4.4	104	92.0	2	1.8	2	1.8	0	0.0
11:00	130	4	3.1	121	93.1	3	2.3	2	1.5	0	0.0
12:00	133	10	7.5	118	88.7	4	3.0	1	0.8	0	0.0
13:00	139	3	2.2	129	92.8	6	4.3	1	0.7	0	0.0
14:00	100	5	5.0	88	88.0	5	5.0	2	2.0	0	0.0
15:00	108	3	2.8	100	92.6	3	2.8	2	1.9	0	0.0
16:00	123	3	2.4	116	94.3	3	2.4	1	0.8	0	0.0
17:00	99	3	3.0	93	93.9	2	2.0	1	1.0	0	0.0
18:00	69	1	1.5	62	89.9	5	7.3	1	1.5	0	0.0
19:00	78	2	2.6	72	92.3	2	2.6	2	2.6	0	0.0
20:00	36	1	2.8	33	91.7	1	2.8	1	2.8	0	0.0
21:00	24	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0
22:00	32	0	0.0	32	100.0	0	0.0	0	0.0	0	0.0
23:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1182	44	3.7	1074	90.9	47	4.0	17	1.4	0	0.0
16H,6-22	1326	47	3.5	1207	91.0	52	3.9	20	1.5	0	0.0
18H,6-24	1372	47	3.4	1253	91.3	52	3.8	20	1.5	0	0.0
24H,0-24	1392	48	3.5	1270	91.2	54	3.9	20	1.4	0	0.0

11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 11-Sep-22											
00:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	4	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
04:00	1	1	100.0	0	0.0	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	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
07:00	25	0	0.0	25	100.0	0	0.0	0	0.0	0	0.0
08:00	29	0	0.0	26	89.7	2	6.9	1	3.5	0	0.0
09:00	50	4	8.0	43	86.0	2	4.0	1	2.0	0	0.0
10:00	71	6	8.5	63	88.7	1	1.4	1	1.4	0	0.0
11:00	109	1	0.9	106	97.3	2	1.8	0	0.0	0	0.0
12:00	117	3	2.6	111	94.9	2	1.7	1	0.9	0	0.0
13:00	103	5	4.9	96	93.2	2	1.9	0	0.0	0	0.0
14:00	103	5	4.9	90	87.4	6	5.8	2	1.9	0	0.0
15:00	100	6	6.0	91	91.0	3	3.0	0	0.0	0	0.0
16:00	91	1	1.1	88	96.7	1	1.1	1	1.1	0	0.0
17:00	75	1	1.3	71	94.7	3	4.0	0	0.0	0	0.0
18:00	47	0	0.0	46	97.9	0	0.0	1	2.1	0	0.0
19:00	40	2	5.0	34	85.0	2	5.0	2	5.0	0	0.0
20:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
21:00	23	0	0.0	22	95.7	0	0.0	1	4.4	0	0.0
22:00	19	0	0.0	19	100.0	0	0.0	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	920	32	3.5	856	93.0	24	2.6	8	0.9	0	0.0
16H,6-22	1004	34	3.4	933	92.9	26	2.6	11	1.1	0	0.0
18H,6-24	1027	34	3.3	956	93.1	26	2.5	11	1.1	0	0.0
24H,0-24	1048	36	3.4	975	93.0	26	2.5	11	1.1	0	0.0

11587	ACORN SITE 17	Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes							
Tue 06-Sep-22 to Mon 12-Sep-22		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 12-Sep-22											
00:00	2	0	0.0	1	50.0	0	0.0	1	50.0	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	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	6	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
05:00	36	2	5.6	29	80.6	3	8.3	2	5.6	0	0.0
06:00	47	2	4.3	41	87.2	3	6.4	1	2.1	0	0.0
07:00	114	0	0.0	102	89.5	7	6.1	5	4.4	0	0.0
08:00	169	2	1.2	145	85.8	12	7.1	10	5.9	0	0.0
09:00	100	2	2.0	79	79.0	9	9.0	10	10.0	0	0.0
10:00	101	0	0.0	74	73.3	17	16.8	8	7.9	2	2.0
11:00	114	2	1.8	90	79.0	7	6.1	13	11.4	2	1.8
12:00	132	5	3.8	102	77.3	12	9.1	12	9.1	1	0.8
13:00	121	0	0.0	91	75.2	18	14.9	11	9.1	1	0.8
14:00	125	5	4.0	98	78.4	8	6.4	13	10.4	1	0.8
15:00	143	0	0.0	124	86.7	10	7.0	9	6.3	0	0.0
16:00	210	1	0.5	185	88.1	16	7.6	6	2.9	2	1.0
17:00	206	1	0.5	192	93.2	10	4.9	3	1.5	0	0.0
18:00	112	3	2.7	98	87.5	9	8.0	2	1.8	0	0.0
19:00	52	0	0.0	51	98.1	1	1.9	0	0.0	0	0.0
20:00	41	1	2.4	38	92.7	1	2.4	1	2.4	0	0.0
21:00	27	1	3.7	25	92.6	1	3.7	0	0.0	0	0.0
22:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
23:00	4	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
12H,7-19	1647	21	1.3	1380	83.8	135	8.2	102	6.2	9	0.6
16H,6-22	1814	25	1.4	1535	84.6	141	7.8	104	5.7	9	0.5
18H,6-24	1832	25	1.4	1551	84.7	142	7.8	105	5.7	9	0.5
24H,0-24	1878	28	1.5	1588	84.6	145	7.7	108	5.8	9	0.5

11587 ACORN SITE 17 Site No: 11587017 Location Acorn Site 17 - Unnamed Rd, Ashton Keynes
Tue 06-Sep-22 to Mon 12-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 06-Sep-22	2111	23	1.1	1800	85.3	176	8.3	110	5.2	2	0.1
Wed 07-Sep-22	1946	19	1.0	1689	86.8	144	7.4	92	4.7	2	0.1
Thu 08-Sep-22	1875	16	0.9	1599	85.3	154	8.2	103	5.5	3	0.2
Fri 09-Sep-22	1975	29	1.5	1697	85.9	150	7.6	96	4.9	3	0.2
Sat 10-Sep-22	1392	48	3.5	1270	91.2	54	3.9	20	1.4	0	0.0
Sun 11-Sep-22	1048	36	3.4	975	93.0	26	2.5	11	1.1	0	0.0
Mon 12-Sep-22	1878	28	1.5	1588	84.6	145	7.7	108	5.8	9	0.5
Total Vehicles											
[-]	12225	199	1.8	10618	87.4	849	6.5	540	4.1	19	0.1



11587		ACORN SITE 17				Site No: 11587017												Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes											
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Southbound																									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76														
Tue 06-Sep-22																														
00:00	5	-	44.5	9.6	0	0	0	2	1	1	0	1	0	0	0	0														
01:00	4	-	41	6.5	0	0	0	2	1	1	0	0	0	0	0	0														
02:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0														
03:00	2	-	42.3	8.8	0	0	0	1	0	1	0	0	0	0	0	0														
04:00	5	-	39.5	15.5	0	1	0	1	2	0	0	1	0	0	0	0														
05:00	33	54.8	46.8	7.7	0	0	0	6	11	6	6	3	1	0	0	0														
06:00	42	50.6	44.7	7.7	0	0	0	12	13	11	3	2	0	1	0	0														
07:00	110	51.8	43.8	7.8	0	0	1	42	19	29	12	7	0	0	0	0														
08:00	205	50.6	45	6.3	0	0	0	39	87	52	17	8	2	0	0	0														
09:00	157	48.8	42	7.6	0	3	2	54	61	23	9	4	1	0	0	0														
10:00	133	49.7	43	7.3	0	1	0	46	47	25	9	3	1	1	0	0														
11:00	122	50.6	43.9	6.8	0	0	0	36	45	24	11	6	0	0	0	0														
12:00	126	49.9	42.6	7.7	0	2	2	41	42	25	11	2	1	0	0	0														
13:00	139	52.8	45.1	7.9	0	0	0	35	53	22	21	2	3	2	1	0														
14:00	157	50.7	43.8	7	0	0	2	44	58	31	16	5	1	0	0	0														
15:00	151	50.7	43.9	8.3	0	4	1	35	48	42	18	2	0	0	0	1														
16:00	185	52	45.2	8.1	0	4	3	32	45	67	28	5	0	1	0	0														
17:00	244	50.7	44.6	7.2	0	0	9	48	72	83	25	5	2	0	0	0														
18:00	127	51.4	44.1	7.5	0	1	2	35	32	36	18	3	0	0	0	0														
19:00	61	50	43.7	6.7	0	0	1	17	18	19	5	1	0	0	0	0														
20:00	47	49.9	42.8	7	0	0	1	17	12	12	5	0	0	0	0	0														
21:00	29	52.9	44.3	9.7	0	0	0	13	4	6	3	2	0	0	1	0														
22:00	19	55.1	47.2	8.2	0	0	0	4	4	6	2	2	1	0	0	0														
23:00	7	-	48.9	8.5	0	0	0	1	1	3	1	0	1	0	0	0														
12H,7-19	1856	50.8	44	7.5	0	15	22	487	609	459	195	52	11	4	1	1														
16H,6-22	2035	50.8	44	7.5	0	15	24	546	656	507	211	57	11	5	2	1														
18H,6-24	2061	50.8	44	7.5	0	15	24	551	661	516	214	59	13	5	2	1														
24H,0-24	2111	50.9	44.1	7.5	0	16	24	563	677	525	220	64	14	5	2	1														

11587		ACORN SITE 17			Site No: 11587017												Location		Acorn Site 17 - Unnamed Rd, Ashton Keynes											
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Southbound																									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76														
Wed 07-Sep-22																														
00:00	4	-	42.3	8.5	0	0	0	2	1	0	1	0	0	0	0	0														
01:00	1	-	58.5	-	0	0	0	0	0	0	0	1	0	0	0	0														
02:00	2	-	47.3	15.9	0	0	0	1	0	0	0	1	0	0	0	0														
03:00	2	-	51	3.5	0	0	0	0	0	1	1	0	0	0	0	0														
04:00	5	-	34	13.2	0	1	1	1	1	1	0	0	0	0	0	0														
05:00	34	53	44.8	8.4	0	0	0	12	7	7	6	0	2	0	0	0														
06:00	41	52.1	44.3	8.2	0	0	2	9	14	8	6	1	1	0	0	0														
07:00	110	51	44.3	7.7	0	0	3	28	35	27	9	7	1	0	0	0														
08:00	162	53.2	46.1	6.8	0	0	0	26	62	37	28	6	2	1	0	0														
09:00	120	50.1	44	6.2	0	0	1	29	46	31	12	1	0	0	0	0														
10:00	100	50.6	44.8	7.2	0	0	0	22	44	20	7	6	0	0	0	1														
11:00	126	50.8	44.2	7.5	0	1	1	32	45	28	13	4	2	0	0	0														
12:00	133	50.4	43.3	7.3	0	1	1	45	35	35	13	3	0	0	0	0														
13:00	143	49.9	43.6	6.3	0	0	1	39	54	35	11	3	0	0	0	0														
14:00	128	50.1	43.9	6.7	0	0	0	36	50	27	11	2	1	1	0	0														
15:00	129	51.9	45.2	7.6	0	2	1	25	35	43	17	6	0	0	0	0														
16:00	190	51.7	45.7	7.2	0	0	0	38	64	56	22	3	3	4	0	0														
17:00	246	50.9	45.3	7.1	0	2	2	38	88	80	29	4	1	1	0	1														
18:00	112	54.8	46.7	8	0	0	3	17	29	35	14	11	3	0	0	0														
19:00	64	52.1	43.9	8.7	0	1	1	20	15	15	9	1	2	0	0	0														
20:00	50	45.6	39.9	5.4	0	0	0	29	14	7	0	0	0	0	0	0														
21:00	19	49.3	46.1	7.6	0	0	0	4	5	7	1	1	1	0	0	0														
22:00	16	49.9	45.8	5.3	0	0	0	1	9	4	1	1	0	0	0	0														
23:00	9	-	47.1	6.6	0	0	0	1	3	3	1	1	0	0	0	0														
12H,7-19	1699	51.2	44.8	7.2	0	6	13	375	587	454	186	56	13	7	0	2														
16H,6-22	1873	51.1	44.7	7.2	0	7	16	437	635	491	202	59	17	7	0	2														
18H,6-24	1898	51.1	44.7	7.2	0	7	16	439	647	498	204	61	17	7	0	2														
24H,0-24	1946	51.3	44.7	7.3	0	8	17	455	656	507	212	63	19	7	0	2														

11587 ACORN SITE 17					Site No: 11587017 Location Acorn Site 17 - Unnamed Rd, Ashton Keynes												
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Southbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76	
Thu 08-Sep-22																	
00:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0	
01:00	2	-	48.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0	
02:00	3	-	46	9	0	0	0	1	0	1	1	0	0	0	0	0	
03:00	3	-	46.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0	
04:00	6	-	41.4	16.5	0	1	0	2	1	0	1	0	1	0	0	0	
05:00	33	51.9	45.8	6.5	0	0	0	5	14	8	3	3	0	0	0	0	
06:00	49	52.8	45.7	7.6	0	0	0	11	16	12	6	3	0	1	0	0	
07:00	98	50.8	45.5	5.8	0	0	0	15	39	30	11	3	0	0	0	0	
08:00	166	50.8	44.2	7.3	0	0	0	51	52	39	15	6	2	1	0	0	
09:00	102	52.1	44.8	7.2	0	1	0	21	42	19	14	4	1	0	0	0	
10:00	108	48.7	42.3	6.8	0	1	1	36	40	25	2	3	0	0	0	0	
11:00	122	48.7	42.4	6.8	0	1	2	37	52	21	6	3	0	0	0	0	
12:00	130	50.1	42.7	7.6	0	0	5	44	39	27	10	4	1	0	0	0	
13:00	133	48	40.6	8.2	0	1	10	53	42	16	8	2	0	0	1	0	
14:00	142	49.2	42.1	6.6	0	1	0	57	42	32	10	0	0	0	0	0	
15:00	132	48.5	42.2	6.9	0	1	0	50	50	21	4	6	0	0	0	0	
16:00	155	51.7	45.6	6.4	0	1	0	22	60	45	22	4	1	0	0	0	
17:00	205	52.7	45.7	7.2	0	1	0	41	62	61	26	10	4	0	0	0	
18:00	113	52.5	47	5.4	0	0	0	10	35	44	22	2	0	0	0	0	
19:00	70	53.4	46.6	6.4	0	0	0	10	23	18	17	1	1	0	0	0	
20:00	39	48.9	41.8	7.5	0	0	1	17	10	8	2	0	1	0	0	0	
21:00	34	50.7	45	7.9	0	0	0	10	9	10	1	3	1	0	0	0	
22:00	22	48.8	43.2	6.5	0	0	0	7	9	4	1	1	0	0	0	0	
23:00	7	-	46.4	8.1	0	0	0	2	1	1	3	0	0	0	0	0	
12H,7-19	1606	50.6	43.8	7.2	0	8	18	437	555	380	150	47	9	1	1	0	
16H,6-22	1798	50.7	44	7.2	0	8	19	485	613	428	176	54	12	2	1	0	
18H,6-24	1827	50.7	44	7.2	0	8	19	494	623	433	180	55	12	2	1	0	
24H,0-24	1875	50.7	44	7.2	0	9	19	503	639	446	185	58	13	2	1	0	

11587		ACORN SITE 17			Site No: 11587017		Location Acorn Site 17 - Unnamed Rd, Ashton Keynes									
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 09-Sep-22																
00:00	4	-	46.6	8.6	0	0	0	1	1	0	2	0	0	0	0	0
01:00	2	-	48.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
02:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	5	-	37.5	17.1	0	1	0	3	0	0	0	0	1	0	0	0
05:00	32	55.5	47.1	8.2	0	0	0	6	10	7	4	3	2	0	0	0
06:00	38	50.7	44.9	6.7	0	0	0	8	16	8	3	3	0	0	0	0
07:00	99	52.6	45.3	7.2	0	0	0	26	24	29	15	4	1	0	0	0
08:00	158	52.8	46.3	6.3	0	0	0	22	58	46	22	9	1	0	0	0
09:00	128	53.1	44.9	8.2	0	0	1	37	38	24	20	4	3	0	0	1
10:00	115	50.5	44.1	7	0	1	0	31	34	35	12	1	1	0	0	0
11:00	140	50.1	43.4	7.2	0	2	0	40	52	30	11	5	0	0	0	0
12:00	138	51.6	42.9	9.2	0	4	5	41	36	29	16	5	2	0	0	0
13:00	132	50.3	43.9	7.2	0	2	0	33	44	38	13	1	1	0	0	0
14:00	161	50	41.9	9.3	0	10	2	41	56	34	15	3	0	0	0	0
15:00	157	51.9	46.1	7.2	0	0	0	30	47	53	16	6	2	3	0	0
16:00	190	51.5	45.3	6.9	0	0	1	41	56	61	22	7	1	1	0	0
17:00	193	52	46	6.5	0	0	0	30	71	58	22	10	1	1	0	0
18:00	115	54.6	47.1	8.4	0	2	1	14	29	37	20	8	3	1	0	0
19:00	67	49.3	41.7	7.5	0	1	1	27	19	13	5	1	0	0	0	0
20:00	38	47.6	41.1	6.1	0	0	1	16	12	9	0	0	0	0	0	0
21:00	36	49.4	41.5	8.9	0	1	0	18	5	9	1	1	1	0	0	0
22:00	17	50.9	44.7	7.7	0	0	1	3	4	6	3	0	0	0	0	0
23:00	8	-	43.2	7.5	0	0	0	3	3	0	2	0	0	0	0	0
12H,7-19	1726	51.8	44.8	7.7	0	21	10	386	545	474	204	63	16	6	0	1
16H,6-22	1905	51.4	44.5	7.7	0	23	12	455	597	513	213	68	17	6	0	1
18H,6-24	1930	51.5	44.5	7.7	0	23	13	461	604	519	218	68	17	6	0	1
24H,0-24	1975	51.6	44.6	7.7	0	24	13	471	617	527	225	71	20	6	0	1

11587 ACORN SITE 17					Site No: 11587017		Location Acorn Site 17 - Unnamed Rd, Ashton Keynes										
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Southbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76	
Sat 10-Sep-22																	
00:00	7	-	43.9	8.8	0	0	0	3	1	2	0	1	0	0	0	0	
01:00	3	-	46	9	0	0	0	1	0	1	1	0	0	0	0	0	
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	-	34.3	15.9	0	1	0	0	2	0	0	0	0	0	0	0	
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	7	-	48.9	14.4	0	0	0	3	1	0	0	1	1	1	0	0	
06:00	6	-	47.3	11.2	0	0	0	1	3	1	0	0	0	1	0	0	
07:00	20	49.8	44.6	9.4	0	1	0	4	3	9	2	1	0	0	0	0	
08:00	68	52	42.2	10.2	0	5	1	17	20	12	12	1	0	0	0	0	
09:00	80	51.2	43.8	7.9	0	2	1	15	36	13	11	1	1	0	0	0	
10:00	113	49.1	42	7.5	0	1	2	44	36	20	6	3	1	0	0	0	
11:00	130	50.4	43.8	7.9	0	3	0	34	41	36	11	3	2	0	0	0	
12:00	133	50.8	44.2	8.3	0	4	3	21	48	38	14	4	1	0	0	0	
13:00	139	53.8	46.8	8	0	1	0	25	31	50	19	8	1	4	0	0	
14:00	100	50.4	43.7	8.3	0	2	4	22	26	35	8	2	1	0	0	0	
15:00	108	51.9	44.8	8.1	0	3	2	16	33	34	18	2	0	0	0	0	
16:00	123	50.6	43.9	7.6	0	2	0	34	37	34	11	4	1	0	0	0	
17:00	99	50	44.9	5.9	0	0	0	17	42	31	6	1	2	0	0	0	
18:00	69	51.1	45.3	6.6	0	1	0	10	24	23	11	0	0	0	0	0	
19:00	78	53	44.9	8.1	0	1	0	19	26	15	12	3	2	0	0	0	
20:00	36	53.9	45.9	8.2	0	0	0	11	5	10	7	2	1	0	0	0	
21:00	24	47.5	43.9	5.5	0	0	0	4	15	3	1	1	0	0	0	0	
22:00	32	50.3	44.8	8	0	0	1	7	11	8	2	2	1	0	0	0	
23:00	14	45.6	42.1	4.8	0	0	0	4	8	2	0	0	0	0	0	0	
12H,7-19	1182	50.9	44.2	8	0	25	13	259	377	335	129	30	10	4	0	0	
16H,6-22	1326	51.1	44.3	8	0	26	13	294	426	364	149	36	13	5	0	0	
18H,6-24	1372	51.1	44.3	8	0	26	14	305	445	374	151	38	14	5	0	0	
24H,0-24	1392	51.1	44.3	8	0	27	14	312	449	377	152	40	15	6	0	0	

11587		ACORN SITE 17			Site No: 11587017		Location Acorn Site 17 - Unnamed Rd, Ashton Keynes									
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 11-Sep-22																
00:00	7	-	40.6	6.5	0	0	0	4	1	2	0	0	0	0	0	0
01:00	3	-	44.3	8.8	0	0	0	1	1	0	1	0	0	0	0	0
02:00	3	-	41	4.5	0	0	0	1	2	0	0	0	0	0	0	0
03:00	4	-	43.5	15.1	0	0	1	1	0	0	1	1	0	0	0	0
04:00	1	-	16	-	0	1	0	0	0	0	0	0	0	0	0	0
05:00	3	-	51.8	7.6	0	0	0	0	1	0	1	1	0	0	0	0
06:00	3	-	46.8	5.9	0	0	0	0	2	0	1	0	0	0	0	0
07:00	25	52.5	44.8	7	0	0	0	7	7	5	6	0	0	0	0	0
08:00	29	52	45.6	6.4	0	0	0	6	8	9	6	0	0	0	0	0
09:00	50	49.3	42.8	7	0	0	1	17	16	12	2	2	0	0	0	0
10:00	71	51.5	44.6	8	0	1	2	13	24	19	8	4	0	0	0	0
11:00	109	50.3	44.2	6.9	0	1	0	26	41	28	8	5	0	0	0	0
12:00	117	50.7	45.4	6.2	0	1	0	16	45	39	13	3	0	0	0	0
13:00	103	51.7	44.3	7.7	0	0	5	22	31	27	15	2	1	0	0	0
14:00	103	52.4	45	8.1	0	1	2	22	29	29	15	3	1	1	0	0
15:00	100	50.3	44	8.3	0	1	1	28	33	25	8	0	3	0	0	1
16:00	91	52.4	45.3	6.4	0	0	0	17	37	19	14	4	0	0	0	0
17:00	75	53.9	46.6	7.8	0	1	0	13	16	24	16	4	1	0	0	0
18:00	47	50.2	45.5	6.4	0	0	0	7	20	15	3	1	0	1	0	0
19:00	40	50.2	45.1	7.8	0	0	0	10	14	10	3	1	1	1	0	0
20:00	18	49.4	45.2	4.7	0	0	0	2	8	7	1	0	0	0	0	0
21:00	23	57.3	49	7.9	0	0	0	3	5	6	4	4	1	0	0	0
22:00	19	49.9	44.6	8.4	0	0	0	6	5	6	1	0	0	1	0	0
23:00	4	-	48.5	6	0	0	0	0	2	0	2	0	0	0	0	0
12H,7-19	920	51.5	44.8	7.3	0	6	11	194	307	251	114	28	6	2	0	1
16H,6-22	1004	51.7	44.9	7.3	0	6	11	209	336	274	123	33	8	3	0	1
18H,6-24	1027	51.7	44.9	7.3	0	6	11	215	343	280	126	33	8	4	0	1
24H,0-24	1048	51.7	44.9	7.4	0	7	12	222	348	282	129	35	8	4	0	1

11587		ACORN SITE 17			Site No: 11587017												Location		Acorn Site 17 - Unnamed Rd, Ashton Keynes											
Tue 06-Sep-22 to Mon 12-Sep-22					Channel: Southbound																									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76														
Mon 12-Sep-22																														
00:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0														
01:00	1	-	68.5	-	0	0	0	0	0	0	0	0	0	1	0	0														
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0														
03:00	1	-	53.5	-	0	0	0	0	0	0	1	0	0	0	0	0														
04:00	6	-	48.1	16.5	0	1	0	0	0	1	3	0	1	0	0	0														
05:00	36	56.1	47.8	7.9	0	0	0	6	10	7	7	5	1	0	0	0														
06:00	47	55	47.9	7.8	0	0	0	7	12	14	8	2	4	0	0	0														
07:00	114	51.5	45.6	6.3	0	0	0	19	44	32	14	4	1	0	0	0														
08:00	169	52.8	45.1	7.4	0	0	0	48	41	45	25	9	0	1	0	0														
09:00	100	51.3	44.8	8.6	0	0	0	29	37	18	8	3	2	1	1	1														
10:00	101	49.6	42.7	6.8	0	0	1	37	35	17	8	3	0	0	0	0														
11:00	114	50.7	43.2	7.7	0	1	2	38	30	27	13	3	0	0	0	0														
12:00	132	51.3	43.3	8.1	0	1	3	45	33	29	13	8	0	0	0	0														
13:00	121	51.7	45.1	7	0	0	0	28	43	29	16	2	2	1	0	0														
14:00	125	50.5	44.4	7.2	0	0	3	27	46	33	11	3	1	1	0	0														
15:00	143	49.7	42.9	7.2	0	0	1	54	40	35	11	1	0	0	0	1														
16:00	210	51.7	45.2	6.9	0	0	0	49	65	60	27	5	4	0	0	0														
17:00	206	51.8	46.1	6.6	0	1	0	28	72	70	23	10	1	1	0	0														
18:00	112	54	47.7	7.7	0	1	3	9	19	47	26	6	0	0	1	0														
19:00	52	52.2	46	6.6	0	0	0	10	14	18	7	3	0	0	0	0														
20:00	41	49.6	44.2	5.6	0	0	0	9	16	13	3	0	0	0	0	0														
21:00	27	52.8	43.9	7.7	0	0	1	7	10	2	7	0	0	0	0	0														
22:00	14	52	46	8.4	0	0	0	4	2	5	2	0	1	0	0	0														
23:00	4	-	49.1	9.7	0	0	0	1	0	1	1	1	0	0	0	0														
12H,7-19	1647	51.6	44.8	7.3	0	4	13	411	505	442	195	57	11	5	2	2														
16H,6-22	1814	51.8	44.8	7.3	0	4	14	444	557	489	220	62	15	5	2	2														
18H,6-24	1832	51.8	44.9	7.3	0	4	14	449	559	495	223	63	16	5	2	2														
24H,0-24	1878	52	44.9	7.4	0	5	14	456	570	503	234	68	18	6	2	2														

11587 ACORN SITE 17 Site No: 11587017 Location Acorn Site 17 - Unnamed Rd, Ashton Keynes
 Tue 06-Sep-22 to Mon 12-Sep-22 Channel: Southbound

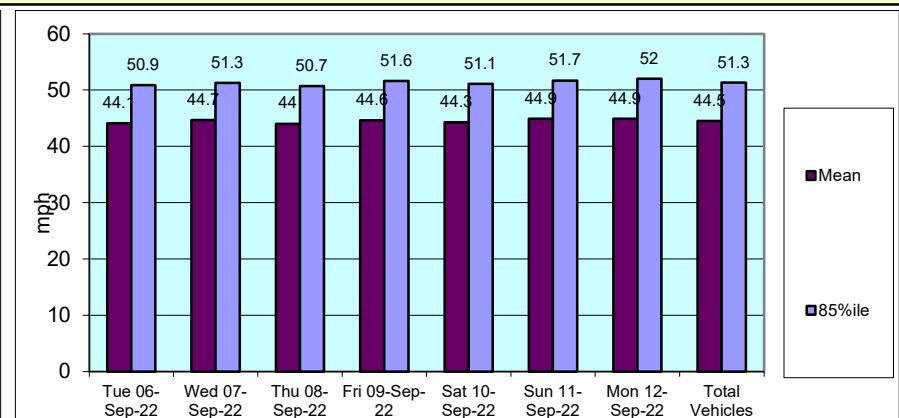
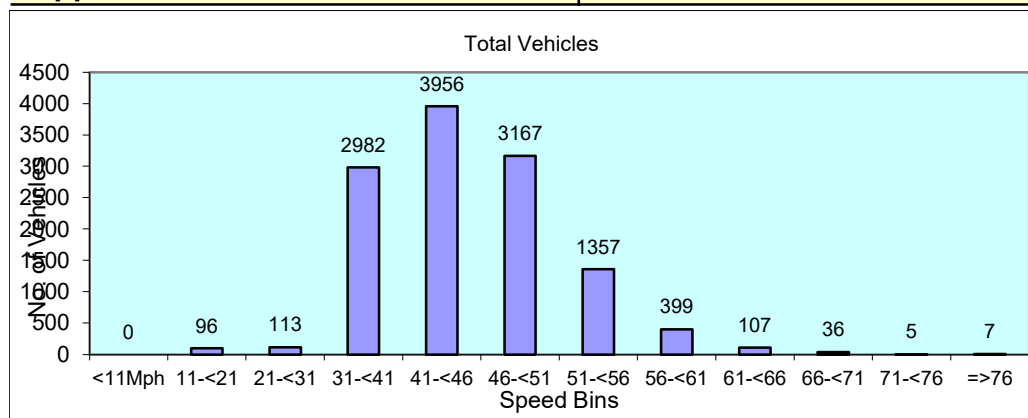
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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Daily Totals

Tue 06-Sep-22	2111	50.9	44.1	7.5	0	16	24	563	677	525	220	64	14	5	2	1
Wed 07-Sep-22	1946	51.3	44.7	7.3	0	8	17	455	656	507	212	63	19	7	0	2
Thu 08-Sep-22	1875	50.7	44	7.2	0	9	19	503	639	446	185	58	13	2	1	0
Fri 09-Sep-22	1975	51.6	44.6	7.7	0	24	13	471	617	527	225	71	20	6	0	1
Sat 10-Sep-22	1392	51.1	44.3	8	0	27	14	312	449	377	152	40	15	6	0	0
Sun 11-Sep-22	1048	51.7	44.9	7.4	0	7	12	222	348	282	129	35	8	4	0	1
Mon 12-Sep-22	1878	52	44.9	7.4	0	5	14	456	570	503	234	68	18	6	2	2

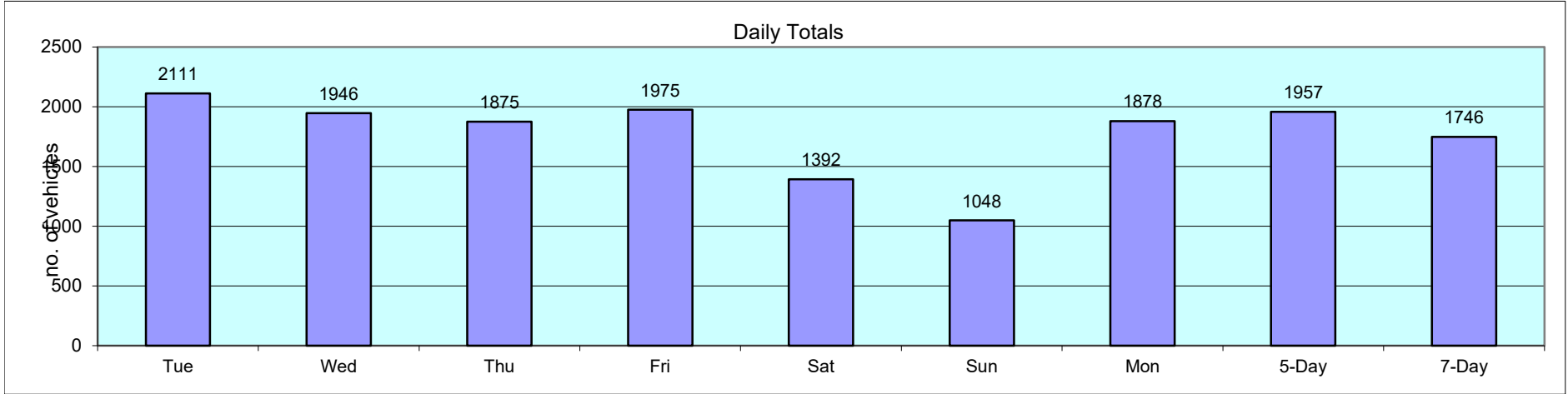
Total Vehicles

[--]	12225	51.3	44.5	7.5	0	96	113	2982	3956	3167	1357	399	107	36	5	7
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11587	ACORN SITE 17			Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes			
Channel: Southbound									
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	09/06/22	09/07/22	09/08/22	09/09/22	09/10/22	09/11/22	09/12/22	Av	Av
Week Begin: 06-Sep-22									
00:00	5	4	1	4	7	7	2	3	4
01:00	4	1	2	2	3	3	1	2	2
02:00	1	2	3	1	0	3	0	1	1
03:00	2	2	3	1	3	4	1	2	2
04:00	5	5	6	5	0	1	6	5	4
05:00	33	34	33	32	7	3	36	34	25
06:00	42	41	49	38	6	3	47	43	32
07:00	110	110	98	99	20	25	114	106	82
08:00	205	162	166	158	68	29	169	172	137
09:00	157	120	102	128	80	50	100	121	105
10:00	133	100	108	115	113	71	101	111	106
11:00	122	126	122	140	130	109	114	125	123
12:00	126	133	130	138	133	117	132	132	130
13:00	139	143	133	132	139	103	121	134	130
14:00	157	128	142	161	100	103	125	143	131
15:00	151	129	132	157	108	100	143	142	131
16:00	185	190	155	190	123	91	210	186	163
17:00	244	246	205	193	99	75	206	219	181
18:00	127	112	113	115	69	47	112	116	99
19:00	61	64	70	67	78	40	52	63	62
20:00	47	50	39	38	36	18	41	43	38
21:00	29	19	34	36	24	23	27	29	27
22:00	19	16	22	17	32	19	14	18	20
23:00	7	9	7	8	14	4	4	7	8
12H,7-19	1856	1699	1606	1726	1182	920	1647	1707	1519
16H,6-22	2035	1873	1798	1905	1326	1004	1814	1885	1679
18H,6-24	2061	1898	1827	1930	1372	1027	1832	1910	1707
24H,0-24	2111	1946	1875	1975	1392	1048	1878	1957	1746
Am	08:00	08:00	08:00	08:00	11:00	11:00	08:00		
Peak	205	162	166	158	130	109	169		
Pm	17:00	17:00	17:00	17:00	13:00	12:00	16:00		
Peak	244	246	205	193	139	117	210		

11587	ACORN SITE 17			Site No: 11587017	Location	Acorn Site 17 - Unnamed Rd, Ashton Keynes			
	Channel: Southbound								
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	09/06/22	09/07/22	09/08/22	09/09/22	09/10/22	09/11/22	09/12/22	Av	Av



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

APPENDIX 03

Road Traffic Collision Data

Accidents between dates 01/02/2017 and 31/01/2022 (60) months

Selection: Notes:

Selected using Manual Selection

03819/18 12/01/2018 Friday Time 1825 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single carriageway
V2 (CAR) TRAV N. V1 (CAR & TRAILER) TRAV SE. V1 BRAKED ON APPROACH TO JCT BUT BRAKES ON TRAILER HAVE
FAILED CAUSING V1 TO JACK-KNIFE & CONTINUE INTO JCT. V1 COLLIDED WITH N/SIDE OF V2. KB
Occurred on XROADS OF B4696 NORTH END RD & C85 SPINE RD WEST, ASHTON KEYNES

Vehicle Reference 1 Car Slowing or Stopping
Not in restricted lane Jack-knifed
First point of impact Front Age of Driver 19 Breath test Negative
Vehicle direction NW to SE Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work
Left hand drive No

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 48 Breath test Negative
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Other
Left hand drive No

Casualty Reference: 1 Age: 17 Female Passenger Severity: Slight

Seatbelt Worn but not independently confirmed Cycle helmet Not a cyclist

04401/20 14/01/2020 Tuesday Time 0705 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single carriageway
V1 (CAR) TRAV S, CAS1 (PED) TRAV S. CAS1 JOGGING IN C/WAY. V1 COLLIDED FRONT CAS1. TN
Occurred on XROADS OF B4696 NORTH END RD & B4696 SPINE RD EAST, NORTH END, ASHTON KEYNES

Vehicle Reference 1 Car Reversing
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 60 Breath test Negative
Vehicle direction N to S Driver Postcode
FRV Not foreign registered vehicle Journey Unknown
Left hand drive No

Casualty Reference: 1 Age: 55 Female Pedestrian Severity: Serious

Pedestrian Direction: S

Seatbelt Not Applicable Cycle helmet Not a cyclist

Accidents between dates 01/02/2017 and 31/01/2022 (60) months

Selection: Notes:

Selected using Manual Selection

51620/18 07/06/2018 Thursday Time 1834 Vehicles 3 Casualties 1 Serious

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 (CAR) TRAV W PULLED OUT OF JCT INTO PATH OF V2 (M/CYCLE) TRAV S. V1 COLLIDED WITH O/SIDE OF V2
DISPLACING RIDER & CAUSING V2 TO COLLIDE WITH O/SIDE OF V3 (CAR) TRAV E STATIONARY AT JCT. KB

Occurred on XROADS OF B4696 NORTH END RD & B4696 SPINE RD EAST, NORTH END, ASHTON KEYNES

Vehicle Reference 1 Car Moving off
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24 Breath test Negative
Vehicle direction E to W Driver Postcode
FRV Not foreign registered vehicle Journey Other
Left hand drive No

Vehicle Reference 2 Motorcycle over 50cc and up to 125cc Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 30 Breath test Negative
Vehicle direction N to S Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work
Left hand drive No

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Serious

Seatbelt Not Applicable Cycle helmet Not a cyclist

Vehicle Reference 3 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 61 Breath test Negative
Vehicle direction W to E Driver Postcode
FRV Not foreign registered vehicle Journey Other
Left hand drive No

Accidents between dates 01/02/2017 and 31/01/2022 (60) months

Selection: Notes:

Selected using Manual Selection

76538/19 04/08/2019 Sunday Time 1716 Vehicles 2 Casualties 3 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single carriageway
V1 (CAR) TRAV W, V2 (CAR) TRAV S. V1 PULLED OUT AT JCT INTO PATH V2. V2 COLLIDED O/S V1. TN
Occurred on XROADS OF B4696 NORTH END RD & B4696 SPINE RD EAST, NORTH END, ASHTON KEYNES

Vehicle Reference 1 Car Moving off
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 60 Breath test Negative
Vehicle direction E to W Driver Postcode
FRV Not foreign registered vehicle Journey Other
Left hand drive No

Casualty Reference: 1 Age: 61 Female Passenger Severity: Slight

Seatbelt Worn but not independently confirmed Cycle helmet Not a cyclist

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Breath test Negative
Vehicle direction N to S Driver Postcode
FRV Not foreign registered vehicle Journey Other
Left hand drive No

Casualty Reference: 2 Age: 21 Male Driver/rider Severity: Slight

Seatbelt Worn but not independently confirmed Cycle helmet Not a cyclist

Casualty Reference: 3 Age: 18 Male Passenger Severity: Slight

Seatbelt Worn but not independently confirmed Cycle helmet Not a cyclist

Accidents between dates 01/02/2017 and 31/01/2022 (60) months

Selection:

Notes:

Selected using Manual Selection

B5124/21 25/11/2021 Thursday Time 1300 Vehicles 2 Casualties 2 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions Mud Road Type Single carriageway

V1(VAN) TRAV N. V2(CAR) TRAV E. V2 HAS BEEN WAITING TO TURN RIGHT. V1 HAS FAILED TO NOTICE AND COLLIDED FRONT WITH V2 REAR. SMO

Occurred on C2, AT JCT WITH 'AGGREGATE INDUSTRIES', APPROX 250M N OF WHITEFRIARS LANE. ASHTO

Vehicle Reference 1 Car

Going ahead

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Age of Driver 33 Breath test Negative

Vehicle direction S to N

Driver Postcode

FRV Not foreign registered vehicle

Journey Journey as part of work

Left hand drive No

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight

Seatbelt Worn but not independently confirmed

Cycle helmet Not a cyclist

Vehicle Reference 2 Car

Slowing or Stopping

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Back

Age of Driver 58 Breath test Negative

Vehicle direction S to E

Driver Postcode

FRV Not foreign registered vehicle

Journey Journey as part of work

Left hand drive No

Casualty Reference: 2 Age: 58 Male Driver/rider Severity: Slight

Seatbelt Worn but not independently confirmed

Cycle helmet Not a cyclist

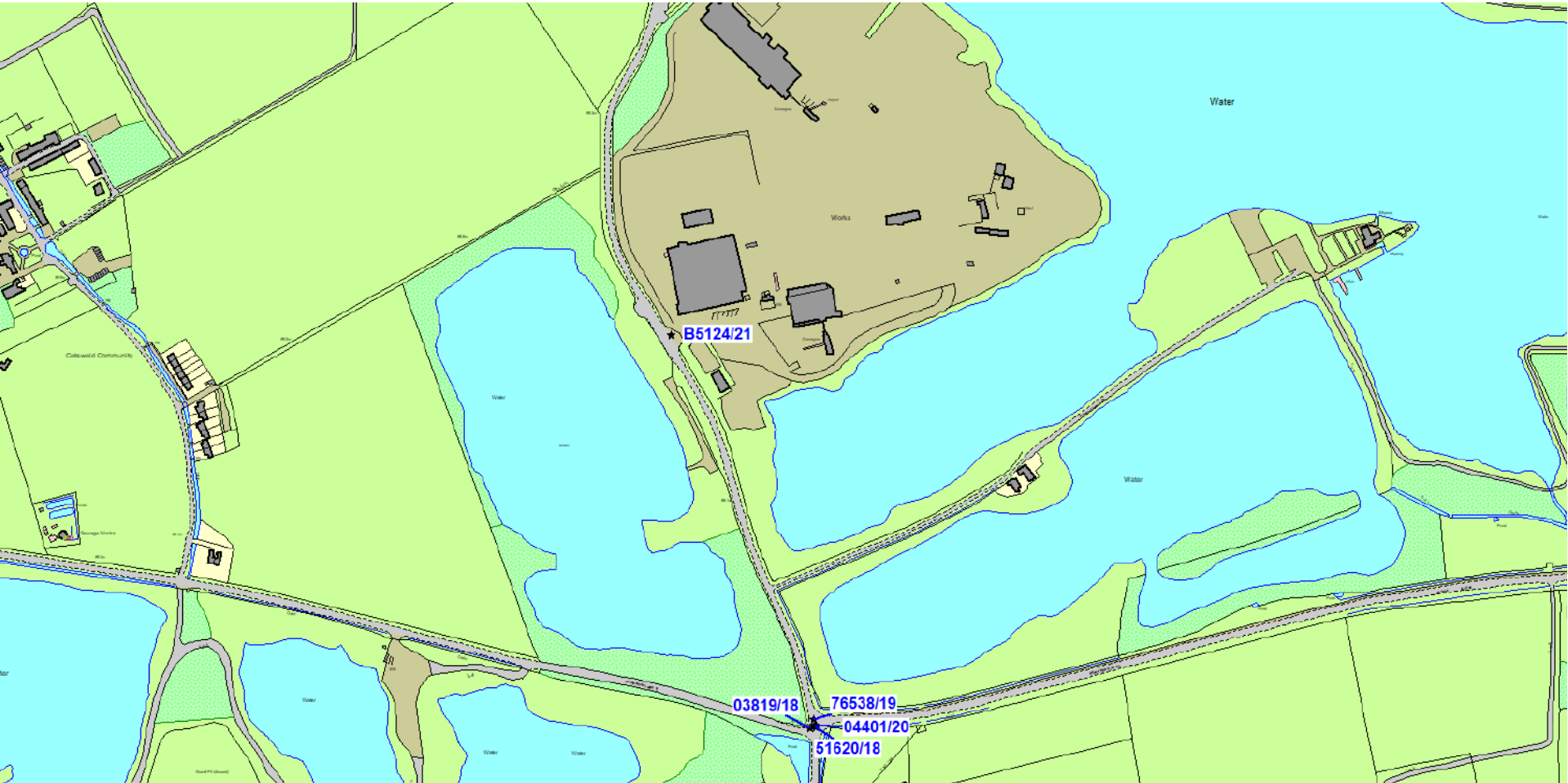
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	3	4
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	2	3	5

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	3	3
Passenger	0	0	3	3
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrian	0	1	0	1
Other	0	0	0	0
Total	0	2	6	8

C2 Ashton Keynes - South



APPENDIX 04

Stage 1 Road Safety Audit

STAGE 1 ROAD SAFETY AUDIT

Acorn Bioenergy Ltd

Acorn Biogas Site 17 Ashton Keynes

November 2022

Wiltshire Council

Stage 1 Road Safety Audit

Report control

Document: Stage 1 Road Safety Audit

Project: Acorn Biogas Site 17 Ashton Keynes

Client: Acorn Bioenergy Ltd

Job number: 227110

File origin: H:\Projects\W220000\227110 - Ashton Keynes\Technical\A - RSAS1\Documents\227110-RSAS1-Ashton Keynes-V01.docx

Document checking

Primary Author: Duncan Stuart

Initialled: DS

Contributor:

Initialled:

Review by: Sasha Boland

Initialled: SB

Issue	Date	Status	Checked for issue
1	28/11/2022	DRAFT	SB
2			
3			
4			

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- Appendix A – Site Location Plan
- Appendix B – Documents Submitted for Audit
- Appendix C – Problem Location Plan

1 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Thursday 24th November 2022. The Audit was carried out on behalf of Acorn Bioenergy Ltd. The Overseeing Organisation for this Stage 1 RSA is Wiltshire Council.
- 1.2 An Audit Brief was prepared by James Van-Win of SLR Consulting Ltd on the 18th November 2022. This Audit Brief was formally accepted by the Audit Team on the same date.
- 1.3 This Road Safety Audit team was as follows:
- DUNCAN STUART, MCIHT, MSoRSA.
Audit Team Leader
Principal Transport Planner
Vectos South Limited
- SASHA BOLAND, BSc (Hons), MSc, MCIHT, MSoRSA.
Audit Team Member
Principal Transport Planner
Vectos South Limited
- 1.4 A site visit was undertaken by the Audit Team on Wednesday 23rd November 2022, between the hours of 11:30pm and 12:00pm. The weather at the time of the visit was fine and bright but had been raining recently so the road surface was wet. Moderate levels of traffic were observed on the surrounding road network.
- 1.5 A site location plan can be found at **Appendix A** of this report.
- 1.6 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.
- 1.7 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 1.8 Proposals subject to this Stage 1 RSA seek to create a new priority controlled 'T' junction arrangement to serve a new Anaerobic digestion facility on adjacent land.
- 1.9 A list of the documents and drawings submitted for this Stage 1 RSA can be found at **Appendix B**.
- 1.10 A submitted design drawing has been annotated to show the locations of any problems identified during this Stage 1 RSA. This plan can be found at **Appendix C**.
- 1.11 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

Departures from Standards

- 1.12 The Audit Team were not informed of any Departure from Standards (DfS) associated with the design proposals.

2 Matters arising from this Stage 1 RSA.

Drawing No. 404.11923.00004.0000.001.2- Site Access Design

2.1 Problem.

Location A: Proposed site access junction.

Summary: Existing vegetation (trees) may obscure visibility splay to the north and south potentially leading to side swipe type collisions.

Onsite observations noted that the presence of existing vegetation (trees) may constitute an obstruction to the junction visibility to the north. Obstruction to junction visibility splays may lead to injudicious vehicles movements at the proposed junction potentially leading to side swipe type collisions between vehicles.

Recommendation

It is recommended that the vegetation (trees) to the north of the site access junction be cut back and maintained such that it does not pose an obstruction to visibility splays.

3 Audit Team Statement

3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Duncan Stuart MCIHT, MSoRSA,

Signed:



Position: Principal Transport Planner

Organisation: Vectos South Ltd

Date: 28th November 2022

Road Safety Audit Team Member

Name: Sasha Boland

Signed:

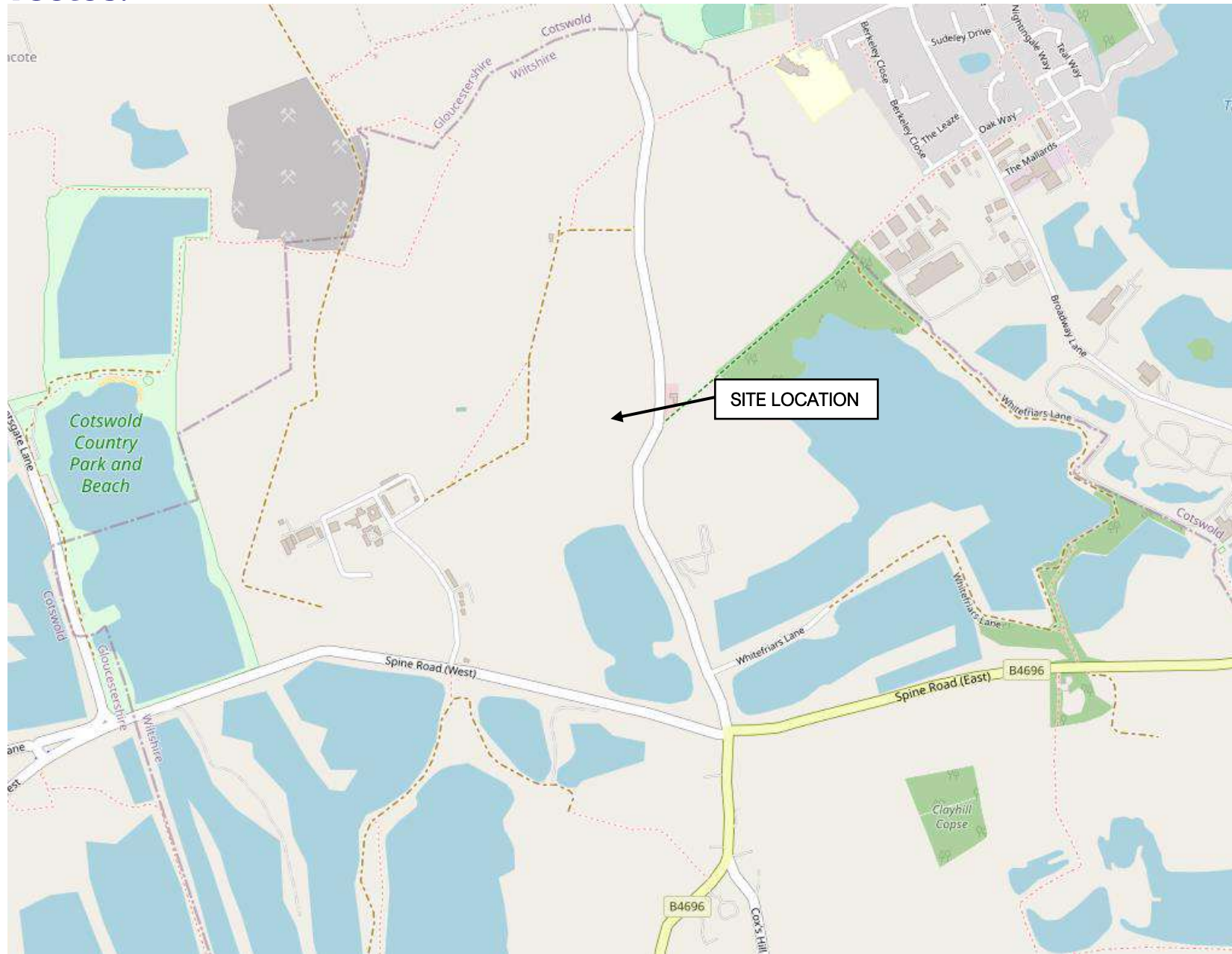


Position: Principal Transport Planner

Organisation: Vectos South Ltd

Date: 28th November 2022

Appendix A



Appendix B

<i>DOCUMENT</i>	<i>DOCUMENT TITLE</i>
RSA Brief	RSA1 Brief Checklist_Ashton Keynes
Site Location	Ashton Keynes agreed redline
ATC Data	Ashton Keynes_ATC
Collision Data	Ashton Keynes_Collision Data
Design Drawing	404.11923.00004.0000.001.2- Site Access Design

Appendix C



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